

**SAN BERNARDINO COUNTY
INITIAL STUDY 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 California Environmental Quality Act (CEQA) Guidelines.

PROJECT LABEL

APN:	0351-171-33	USGS Quad:	Phelan, CA
Applicant:	Wahib Musharbash 3551 Wagon Wheel Ct. Chino, CA 91710	T, R, Section:	T3N, R6W, Section 35
Location:	The project is located at 3090 Wagon Train Road in Phelan, California. The Project is located immediately east of Interstate 15, south of State Highway 138 and west of Wagon Train Road. The approximate GPS coordinates of the project site are 30°20'22.85" N and 117°30'10.32" W (33.3396799 and -117.5028698)	Thomas Bros:	N/A
Project No:	PROJ-2019-00075	Community Plan:	N/A
Rep:	Wahib Musharbash	LUZD:	GP: Commercial (C) ZD: General Commercial (CG/SCp)
Proposal:	A Minor Use Permit to construct an auto parts, with tire, and minor auto repair facility:	Overlays:	FS

PROJECT CONTACT INFORMATION

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

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PROJECT DESCRIPTION

Existing Site Conditions

A site visit was performed on January 29, 2022. The sky was cloudy but visibility was clear. There were no constraints when visiting the site. Wagon Train Road is located along the site's eastern boundary. It has a paved asphalt surface of about 30 feet in width. No gutters or sidewalks have been installed adjacent to the project site. Electric power lines are located on the east side of Wagon Train across from the property, but south of the property power lines exist on both sides of the roadway. Surface runoff appears to follow the flow line of the roadway, but a small channel appears to cross the roadway way and flow west at the south boundary of the project site. Flow appears to be sheet flow as no incised channel occurs west of the roadway. The project site is highly disturbed. Some site disturbance has occurred in the past. Stored fill occurs on the site and some concrete K-rails have been installed to control access. It appears that power

may have been extended to the site to support construction activities. A few weed species occur on the project with minimal native vegetation. The background sound at the project site is dominated by the traffic on Interstate 15, which lies just west of the project site. The back side of the property (west of the proposed development envelope) slopes steeply to the I-15 freeway. A small high pressure gas line is located just north of the property on the same side of the street.

**Table 1
 EXISTING LAND USE AND LAND USE ZONING DISTRICTS**

Location	Existing Land Use	LAND USE CATEGORY/Land Use Zoning District
Project Site	Vacant	Commercial (C)/General Commercial (CG-SCp)
North	Vacant – high pressure gas line access	Commercial (C)/General Commercial (CG-SCp)
South	Vacant	Commercial (C)/General Commercial (CG-SCp), and Federal Land
East	Power lines and open space	Commercial (C)/General Commercial (CG-SCp)
West	I-15 Freeway right-of-way	Transportation Corridor

Project Overview

Introduction

The applicant has requested a Minor Use Permit to construct a two-bay service garage to serve minor auto repair (Wagon Auto Parts. Tire and Minor Auto Repair Project). The site would contain an auto parts store with tire and minor auto repair store. The proposed building would consist of a combination masonry and light steel construction structure and it would be 55 feet wide; 120 feet in length; and 21 feet in height. The building would encompass approximately 6,600 square feet (sf). Proposed hours of operation would be from 8 a.m. to 6 p.m. daily. As currently envisioned, operations would include auto parts, tire and minor mechanical repairs to vehicles. No major auto repair or body work, towing would be performed at this site. Overnight vehicle storage would not be allowed at this facility.

Project Description

The project site will encompass a 0.96-acre portion of the 1.45-acre parcel. Figure 3 shows the site layout of basic building and support facilities envisioned at the project site. In order to grade the project site, the applicant will import 8,200 cubic yards of fill material. In addition to the 6,600-sf building, the site plan shows that site irrigated landscaping is proposed to encompass approximately 11,660 sf; total open space will encompass an estimated 21,426 sf; and paved or impervious area will cover about 30,200 sf, including 7,560 sf adjacent to Wagon Train Road. The parking analysis identified a total of 17 spaces (15 standard and 2 larger spaces for van parking and a loading zone) where 14 would normally be required.

Utilities required for the project will be supplied as follows:

- Water: Well (onsite)
- Wastewater: Septic system (onsite)
- Electricity: Southern California Edison (adjacent to the site)
- Southwest Gas: Adjacent to site
- Telephone: Verizon (adjacent to the site)
- Solid Waste: CR&R Environmental Service

The building will be sprinkled and will include an office area as well as minor auto repair work and equipment sales area. The applicant intends to install 1,000 sf of solar panels on the roof to offset energy costs.

Staffing is anticipated to range between 2 and 6 employees. The exterior will include eight light poles; a new fire hydrant (and Dry Barrel); a 25-foot tall, 200 sf sign will be installed; the site includes onsite infiltration basins to manage storm water runoff to pre-development conditions; and as noted curb and gutters will be installed as well as an estimated 21,426 sf of landscaped area planted with xeric shrubs and ground cover vegetation, maintained by irrigation.

Construction Scenario

The applicant expects to begin construction of the Project in the mid-to-late 2022. It is estimated that construction of the proposed project will be completed by approximately six months from construction start date.

The project will require clearing, grading and compacting native soil on approximately 0.96-acre of undeveloped land. Vegetation that requires removal will be hauled off site for processing. Development of the site would require site preparation (i.e., clearing, grading, and excavation), paving and landscaping of the whole of the site, as well as construction of the parking lot and the associated structure. The Project is anticipated to require import of approximately 8,200 cubic yards (cy) of material. Assuming 15 cy truck deliveries, a total of about 550 deliveries of fill material will be required. Maximum deliveries on any given day will be 25 trucks. Maximum distance for fill material haul is estimated to be 50 miles.

It is anticipated that a maximum number of 20 employees will be required to support the construction of the Project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 90 round trips per day. Grading will be carried out by traditional mechanized grading and compaction equipment. Equipment utilized will be traditional site development equipment of scrapers, wheel compactors, vibratory compactors, water trucks, petroleum powered fork lifts, and various hand tools traditional to grading operations. For the areas that require paving, such as the new parking area, the asphalt or concrete will be delivered to the site and applied to these areas in a routine manner. It is the intent of the Applicant to attenuate noise, traffic, and dust during the course of construction.

Application with the County

The Applicant requires a Minor Use Permit from the County to construct the Wagon Auto Parts Plus Tire and Minor Auto Repair Project.

Project Site Location, Existing Site Land Uses and Conditions (include site photos)



Exhibit 1: Northeastern corner, facing south. (Note, cottonwoods shown in photo are off-site.)



Exhibit 2: Western corner, facing southeast.



Exhibit 3: Southeastern corner, facing north.

ADDITIONAL APPROVALS THAT MAY BE REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals or participation agreements.)

Although the project would be developed within an area that is slightly less than one acre in size, the County will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP). The SWPPP is process through the State Water Resources Control Board and enforced by the County and Santa Ana Regional Water Quality Control Board. No other permits are known to be required at this location.

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

On June 29, 2020, the County of San Bernardino staff notified the following tribes pursuant to AB 52: 1) Colorado River Indian Tribes, 2) Fort Mojave Indian Tribe, 3) Twenty-Nine Palms Band of Mission Indians, 4) Gabrieleño Band of Mission Indians – Kizh Nation, 5) Morongo Band of Mission Indians, 6) San Gabriel Band of Mission Indians, 7) San Manuel Band of Mission Indians, and 8) Soboba Band of Luiseno Indians. No consultation was requested from the tribes.

Figure 1 – Regional Map

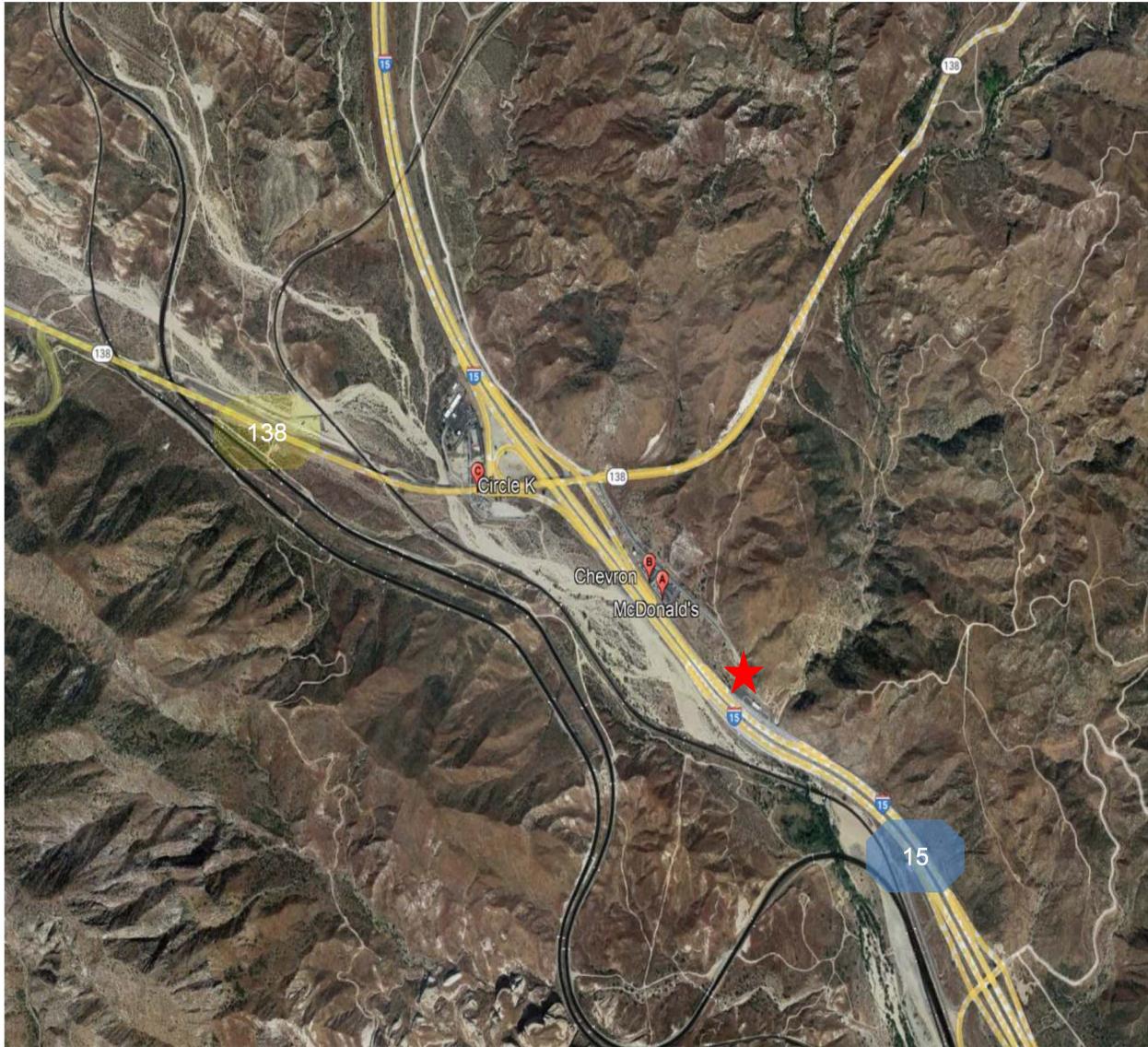


Figure 2 – Vicinity Map



EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act, Public Resources Code section 21000, et seq. (CEQA) 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 CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

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

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

Aron Liang

Signature (prepared by Aron Liang)

3.21.2022

Date

David Prusch

Signature (Dave Prusch, Supervising Planner)
 Land Use Services Department/Planning Division

3/21/2022

Date

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

I. AESTHETICS

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

- a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. The proposed project is located on a vacant site containing vegetation that is best described as heavily degraded California buckwheat series. A review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Wagon Auto Parts Project, particularly given the project’s located set between the Interstate 15 (I-15) and Wagon Train Road, within Cajon Pass in Unincorporated San Bernardino County. A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The project is situated in the Mountain Region of the County of San Bernardino. Development at this location would not interfere with the general mountain views experienced in this area, particularly given the significant traffic that passes through Cajon Pass on a daily basis along the I-15. As the project is located adjacent to the I-15, and would also be developed adjacent to the California Highway Patrol (CHP) Cajon Platform Scales for Trucks (south) and would be developed just south of the gas station and fast foot complex to the north of the project site, the proposed project is anticipated to blend in with the existing environment. Given that there are no pristine viewpoints in the vicinity the project from which to observe the mountain vistas, the development of the 21 foot tall structure and 25 foot tall sign in this area of the County is not considered significant. As such, implementation of the proposed development is not expected to cause any substantial effects on any important scenic vistas. This potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.

- b. *Less Than Significant Impact* – The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project site is located on Wagon Train Road, which is not considered by the State to be a scenic highway. The County’s recently adopted General Plan—the “Countywide

Plan¹—identifies several county scenic routes as shown on Figure I-1, and Highway 138 is designated as a county scenic route in this area, and as an eligible state scenic highway. Note that Highway 138 is not designated as a state scenic highway in the vicinity of the project site. The project is located in close proximity (less than one mile) from the intersection of Wagon Train Road with Highway 138. The proposed project would be compatible with the Countywide Policy Plan visual resource and aesthetic policies including:

- **Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.
 - The proposed project is a freeway-serving use, much like the uses to the south, north and northeast of the project site and thus would be compatible with existing and adjacent uses.
- **Policy LU-2.4 Land use map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.
 - The proposed project is compatible with the land use map.
- **Policy LU-4.7 Dark skies.** We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.
 - The proposed project would not operate past 6:00 PM in the evening, thus promoting dark skies due to the limited nighttime operating hours. Furthermore, the proposed use is not one that would require significant lighting.
- **Policy LU-2.5 Hillside preservation.** We require that new development in sloping hillside areas preserve the natural character of the surrounding environment and does not further exacerbate natural hazards or erosion.
 - The proposed project would be required through the implementation of mitigation to minimize hazard and erosion potential.
- **Policy LU-4.1 Context-sensitive design in the Mountain/Desert regions.** We require new development to employ site and building design techniques and use building materials that reflect the natural mountain or desert environment and preserve scenic resources.
 - The proposed project would be installed to be compatible with the types of uses and the look of the uses surrounding the project.
- **Policy NR-4.1 Preservation of scenic resources.** We consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.
 - As discussed under this topic, the proposed project would not conflict with the preservation of scenic resources.
- **Policy NR-4.3 Off-site signage.** We prohibit new off-site signage and encourage the removal of existing off-site signage along or within view of County Scenic Routes and State Scenic Highways.
 - The proposed project would install onsite signage only, thus meeting the provisions of this policy. The proposed project would not result in a significant change in view shed in the vicinity of the nearby County Scenic Route (Highway 138).

The San Bernardino [County](#) Countywide Plan [Final PEIR](#) indicates that “while individual projects could be located adjacent to or visible from scenic roadways, there are no areas of the county where

¹ <http://countywideplan.com/theplan/>

substantial growth or high density urban land uses are planned along such a roadway.” A review of the project area suggests that the proposed project would be marginally visible from Highway 138, as the proposed project would be installed at a lower elevation than the roadway, thus minimizing views from the highway to the project site. The San Bernardino [County](#) Countywide Plan PEIR also indicates that “In all regions of the unincorporated County, implementation of policies in the Countywide Plan (see Section 5.1.3.2) would ensure that individual projects would minimize or avoid impacts to scenic resources along scenic corridors. Projects would also be required to comply with components of the San Bernardino County Development Code that relate to land use compatibility and visual character, such as Policy NR-4.1 (see Section 5.1.1.1) and Policy NR-4.3.” As described above, the proposed project would comply with the Countywide Policy Plan, and by the standards of the San Bernardino Countywide Plan PEIR, the proposed project would have a less than significant potential to damage scenic resources within a state or County scenic highway.

Furthermore, no historic buildings are located within the area proposed that would be disturbed as part of the proposed project. No rock outcroppings would be impacted by the proposed project, as none have been observed within the project site. As stated under issue I(a), above, the proposed project consists of vegetation that is best described as heavily degraded California buckwheat series, with no trees on site that would fall under the County’s tree ordinance. No other scenic resources have been identified on the site. Therefore, the project would have a less than significant potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- c. *Less Than Significant Impact* – The proposed Wagon Auto Parts Project is not located in an urbanized area, with I-15 serving uses—such as a nearby gas station, McDonalds, and CHP Cajon Platform Scales—surrounding the project, which is located in an otherwise rural area. The proposed project is located in a relatively sparsely developed portion of the County, and according to the State Office of Planning and Research site check, it does not meet the legal criteria for an urbanized area. Refer to Photo I-1, below, which depicts the view to the project from Highway 138, which is designated as a county scenic route in this area, and as an eligible state scenic highway (Figure I-1).



PHOTO I-1: Visual setting from Highway 138 looking toward the proposed project.

The proposed project, as stated under issue I(a), above, would be located in an area containing similar uses. This is shown on Photo I-1, above, indicating that the proposed project would be developed within an area containing similar uses within the viewshed shown from Highway 138. The dominant feature of the landscape shown in Photo I-1 are the I-15 transportation corridor, and the McDonalds and Chevron Station located to the north of the project site, in addition to scattered vegetation that is characteristic of the Cajon Pass area. Thus, though the vacant project site would be developed under the proposed project, development at this site would not degrade the visual character of the site. This is particularly true given the degraded quality of vegetation that exists at this site, as the proposed use would enhance the site. Furthermore, as the proposed project is located within a transit corridor, even though this development would be located within the Mountain Region, development of this project would not degrade the public views of the site and surrounding area, as the use would be consistent with surrounding uses. Furthermore, by developing this vacant site in accordance with County design guidelines for Commercial uses, and in accordance with site development plans, the visual character of this site and its surroundings will be enhanced. Thus, with the design elements incorporated in the project, implementation of the City's design standards will minimize the potential aesthetic impacts to a less than significant level.

- d. *Less Than Significant With Mitigation Incorporated* – Implementation of the proposed project will create new sources of light during the construction and operational phases of the project. Existing sources of light in the project area include streetlights, headlights and lighting from the adjacent roadways and the adjacent interstate, and lighting from nearby uses. The San Bernardino County Development Code requires new projects to adhere to the provisions of the Chapter 83.07.060 Glare and Outdoor Lighting – Mountain and Desert Requirements. The Development Code requires that outdoor lighting—which the project will require to light the Auto Parts parking and other areas—meet shielding requirements, light pollution standards, automated control standards, dark sky curfew, and other requirements. While the proposed project will generate a new source of lighting, the project lighting will occur removed from residences; however, it will generate light sources adjacent to public ROW. Compliance with the provisions outlined in San Bernardino County Development Code 83.07.060 Glare and Outdoor Lighting – Mountain and Desert Requirements is a mandatory requirement for all new construction and as such will be required to develop the proposed project. A lighting and glare analysis shall be prepared to ensure that the public ROW is not impacted by the introduction of new light sources and potential glare from the proposed project. Therefore, to protect vehicles traveling on adjacent roadways, the following mitigation measure shall be implemented:

AES-1 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting that may impact vehicles traveling on adjacent roadways shall be submitted to the County for review and approval. This analysis shall demonstrate that due to orientation and/or shielding of lighting, no significant glare may be caused that could negatively impact drivers on the adjacent right-of-way or impact adjacent land uses. If potential glare impacts are identified, the lighting orientation, use of non-glare reflective materials or other design solutions acceptable to the County of San Bernardino shall be implemented to eliminate glare impacts.

With implementation of this mitigation measure and compliance with the County Development Code, potential light and glare impacts associated with the proposed project will be reduced to a less than significant level.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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. Will the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

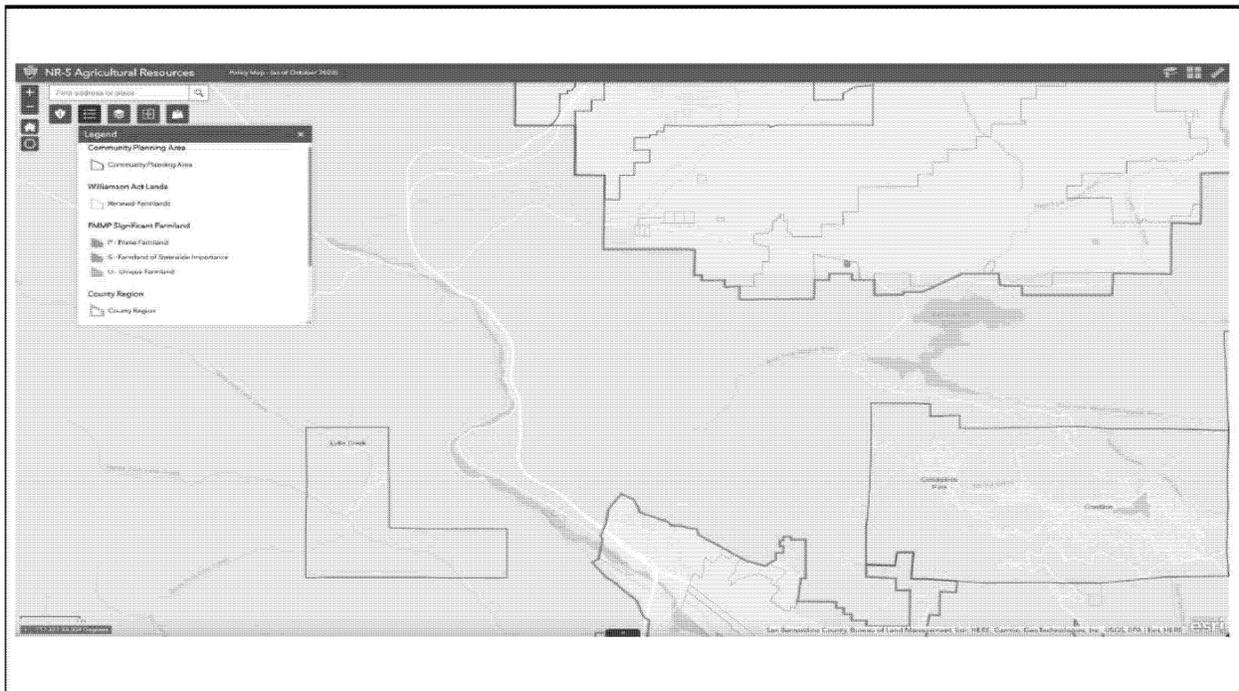
II. AGRICULTURE AND FORESTRY RESOURCES

SUBSTANTIATION: (Check if project is located in the Important Farmlands Overlay)

- a. *No Impact* – The Wagon Auto Parts Project is located in an area that is sparsely developed, though it is adjacent to the I-15 freeway in Cajon Pass, and thus is surrounded by circulation infrastructure. Neither the project site nor the adjacent and surrounding properties are designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the San Bernardino Countywide Plan Agricultural Resources Map (Figure II-1), the proposed project has not been designated for agricultural use; no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed project. No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

- b. *No Impact* – There are no agricultural uses currently on the project site or on adjacent properties. The project site is zoned for Commercial and the General Plan land use designation is Commercial General. No potential exists for a conflict between the proposed project and agricultural zoning or Williamson Act contracts within the project area. No mitigation is required.
- c. *No Impact* – Please refer to issues II(a) and II(b) above. The project site is in an area that is sparsely developed, though it is adjacent to the I-15 freeway in Cajon Pass, and thus is surrounded by circulation infrastructure. Neither the land use designation nor zoning classification supports forest land or timberland uses or designations. No potential exists for a conflict between the proposed project and forest/timberland zoning. No mitigation is required.
- d. *No Impact* – There are no forest lands within the project area, which is because the project area is located in a transit corridor, while the adjacent mountains on the eastern side of Wagon Train Road are managed by the government, and are covered with native vegetation, with sparse and in many cases burned, dead cottonwood and other types of trees. Refer to Figure II-2, which depicts a street view of the area adjacent to the project site to illustrate the type of vegetation that exists within the adjacent government managed mountainous terrain. The proposed project would not impact adjacent mountainous terrain. As no forestland exists within the project footprint, and none would be impacted by the project, no potential for loss of forest land would occur if the project is implemented. No mitigation is required.
- e. *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

Figure II-1



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

III. AIR QUALITY

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “County of San Bernardino – Wagon Train Auto Parts, Plus Tire and Repair Center at 3233 Wagon Train Road, Phelan Project Air Quality and Greenhouse Gas Emissions Technical Memorandum.” prepared by Vista Environmental dated August 26, 2020, and provided as Appendix 1 to this document.

Background

Climate

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographical features. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with physical features of the landscape to determine their movement and dispersal, and consequently, their effect on air quality. The combination of topography and inversion layers generally prevents dispersion of air pollutants in the South Coast Air Basin (Air Basin).

The climate of western San Bernardino County, technically called an interior valley sub climate of the Southern California’s Mediterranean climate, is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The clouds and fog that form along the area’s coastline rarely extend as far inland as western Riverside County. When morning clouds and fog form, they typically burn off quickly after sunrise. The most important weather pattern from an air quality perspective is associated with the warm season airflow across the densely populated areas located west of the project site. This airflow brings polluted air into western San Bernardino County late in the afternoon. This transport pattern creates unhealthful air quality that may extend to the project site particularly during the summer months.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in southwestern San Bernardino County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry

significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the Air Basin into the interior valleys which become trapped by the mountains that border the eastern and northern edges of the Air Basin.

Air Quality Standards

Existing air quality is measured at established South Coast Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

**Table III-1
 AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	–	–	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15.0 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{8,12,13}	30-Day Average	1.5 µg/m ³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
	Rolling 3-Month Avg	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

- 1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above 150 µg/m³, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national PM2.5 primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 j.tg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

**Table III-2
 HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> Reduced tolerance for exercise. Impairment of mental function. Impairment of fetal development. Death at high levels of exposure. Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> Motor vehicle exhaust. High temperature stationary combustion. Atmospheric reactions. 	<ul style="list-style-type: none"> Aggravation of respiratory illness. Reduced visibility. Reduced plant growth. Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> Aggravation of respiratory and cardiovascular diseases. Irritation of eyes. Impairment of cardiopulmonary function. Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> Contaminated soil. 	<ul style="list-style-type: none"> Impairment of blood function and nerve conduction. Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> Stationary combustion of solid fuels. Construction activities. Industrial processes. Atmospheric chemical reactions. 	<ul style="list-style-type: none"> Reduced lung function. Aggravation of the effects of gaseous pollutants. Aggravation of respiratory and cardio respiratory diseases. Increased cough and chest discomfort. Soiling. Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> Fuel combustion in motor vehicles, equipment, and industrial sources. Residential and agricultural burning. Industrial processes. Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> Increases respiratory disease. Lung damage. Cancer and premature death. Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> Combustion of sulfur-containing fossil fuels. Smelting of sulfur-bearing metal ores. Industrial processes. 	<ul style="list-style-type: none"> Aggravation of respiratory diseases (asthma, emphysema). Reduced lung function. Irritation of eyes. Reduced visibility. Plant injury. Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Air Basin provided in the Final 2012 AQMP, December 2012, indicate that, collectively, mobile sources account for 59 percent of the volatile organic compounds (VOC), 88 percent of the NO_x emissions, and 40 percent of directly emitted PM_{2.5}, with another 10 percent of PM_{2.5} from road dust.

SCAQMD has divided the Air Basin into 38 air monitoring areas. The project site is located in Air Monitoring Area 36, which covers the West San Bernardino Mountains. Since not all air monitoring stations measure

all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used; Phelan Beekley Road Station (Phelan Beekley Station) and San Bernardino 4th Street Monitoring Station (San Bernardino Station).

The Phelan Beekley Station is located approximately 10.75 miles northwest of the project site at Phelan Road and Beekley Road, Phelan and the San Bernardino Station is located approximately 17.5 miles southeast of the project site at 24302 4th Street, San Bernardino. The monitoring data is presented in Table III-3 and shows the most recent three years of monitoring data from CARB. Ozone was measured at the Phelan Beekley Station and NO₂, PM_{2.5}, and PM₁₀ were measured at the San Bernardino Station. CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013.

**Table III-3
 AIR QUALITY MONITORING SUMMARY (2016-2018)
 (Number of Days Standards Were Exceeded and Maximum Levels During Such Violations) ***

Pollutant/Standard	2016	2017	2018
Ozone¹			
Max. 1-Hour Conc. (ppm)	0.132	0.156	0.125
Days > CAAQS (0.09 ppm)	15	33	25
Max. 8-Hour Conc. (ppm)	0.109	0.118	0.107
Days > NAAQS (0.070 ppm)	51	66	87
Days > CAAQS (0.070 ppm)	55	71	88
Nitrogen Dioxide²			
Max. 1-Hour Conc. (ppb)	60.1	65.8	57.3
Days > NAAQS (100 ppb)	0	0	0
Respirable Particulates (PM-10)²			
Max. 24-Hr. California Measurement (µg/m ³)	227.0	157.8	130.2
Days > NAAQS (150 µg/m ³)	1	1	0
Days > CAAQS (50 µg/m ³)	7	14	5
Annual Arithmetic Mean (AAM) (µg/m ³)	36.7	32.6	30.7
Annual > NAAQS (50 µg/m ³)	No	No	No
Annual > CAAQS (20 µg/m ³)	Yes	Yes	Yes
Fine Particulates (PM-2.5)²			
Max. 24-Hr. California Measurement (µg/m ³)	53.5	38.2	30.1
Days > NAAQS (150 µg/m ³)	1	1	0
Annual Arithmetic Mean (AAM) (µg/m ³)	11.1	11.4	11.1
Annual > NAAQS and CAAQS (12 µg/m ³)	No	No	No

Notes: Exceedances are listed in bold. CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.
 1 Phelan

Regional Air Quality

To estimate if the proposed auto repair facility may adversely affect the air quality in the region, the SCAQMD has prepared CEQA Air Quality Handbook (SCAQMD 1993) to provide guidance to those who analyze the air quality impacts of proposed projects. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be

considered as having an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table III-4.

**Table III-4
 SCAQMD REGIONAL CRITERIA POLLUTANT EMISSION THRESHOLDS OF SIGNIFICANCE**

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Local Air Quality

Project related construction and operational air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project related air emissions in the project vicinity. SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO₂, CO, PM₁₀, and PM_{2.5}.

The Look Up Tables include site acreage sizes of 1_acre, 2_acres and 5_acres. The project site is approximately 41,758 square feet, which is closest to the 1acre project site shown in the Look Up Tables that has been utilized in this analysis. As detailed above, the project site is located in Air Monitoring Area 36, which covers West San Bernardino Mountains. The nearest sensitive receptors to the project site are offsite workers located at the California Highway Patrol platform scales that is as near as 320 feet (approximately 100 meters) to the southeast of the project site, as such the 100 meter thresholds has been utilized in this analysis. Table III-5 below shows the NO_x, CO, PM₁₀, and PM_{2.5} for both construction and operational activities. The local criteria pollutant thresholds provided in Table III-5 are the same thresholds that were utilized in the Original Air Quality Analysis.

**Table III-5
 SCAQMD LOCAL AIR QUALITY THRESHOLDS OF SIGNIFICANCE (EMISSIONS IN POUNDS/DAY)¹**

Activity	NOx	CO	PM10	PM2.5
Construction	211	2,423	44	12
Operation	211	2,423	11	3

Notes: 1 The nearest sensitive receptors are offsite workers located at the California Highway Patrol platform scales that is as near as 320 feet (97.54 meters) to the southeast of the project site.
 Source: Calculated from SCAQMD's Mass Rate Look

Impact Analysis

a. *Less Than Significant Impact –*

Compliance with SCAQMD Air Quality Plan

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The CEQA Handbooks provide the following two criteria to determine if a project is consistent with the AQMP:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this letter, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the San Bernardino Countywide Plan prepared by the County of San Bernardino defines the assumptions that are represented in AQMP.

The project site is currently designated as General Commercial in the General Plan and is zoned General Commercial (CG-SCp). The proposed project is consistent with the current land use designation and would not require a General Plan Amendment or zone change. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

b. *Less Than Significant With Mitigation Incorporated –*

Short-Term Construction-Related Air Quality Impacts

Construction of the proposed project would create air emissions from the operation of construction equipment as well as from fugitive dust generated from the movement of dirt onsite. Construction of

the proposed parking lot is anticipated to start in summer 2022 and would take approximately six months to complete.

The criteria air pollution impacts created by the proposed project have been analyzed through use of CalEEMod Version 2016.3.2. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for South Coast Air Basin portion of San Bernardino County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. The construction emissions have been analyzed for both regional and local air quality impacts as well as from toxic air emissions.

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table III-6 and the CalEEMod model run printout is attached to this letter.

**Table III-6
 CONSTRUCTION ACTIVITY EMISSIONS MAXIMUM DAILY EMISSIONS (POUNDS/DAY)**

Maximal Construction Emissions	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
		16.24	41.13	24.71	0.09	4.94
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
 Onsite emissions from equipment not operated on public roads.
 Offsite emissions from vehicles operating on public roads.
 Source: CalEEMod Version 2016.3.2.

Above, Table III-6 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during site preparation or grading or the combined paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed auto parts project. Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Recommended measures include:

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- **Apply soil stabilizers or moisten inactive areas.**
- **Water exposed surfaces to avoid visible dust leaving the construction site (at least 2-3 times/day).**
- **Cover all stock piles with tarps at the end of each day and as needed during the construction day.**
- **Provide water spray during loading and unloading of earthen materials.**
- **Require the contractor to minimize in-out traffic from construction zone to the extent feasible, and enforce a speed limit of 15 MPH on site to avoid dust migration from the site.**
- **Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.**

- **Sweep streets daily if visible soil material is carried out from the construction site.**

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- **Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.**
- **Contactors shall utilize Tier 4 or better heavy equipment.**
- **Enforce 5-minute idling limits for both on-road trucks and off-road equipment.**

With the above mitigation measures, any impacts related to construction emissions are considered less than significant. No further mitigation is required.

Long-Term Operational Air Quality Impacts

The proposed project would consist of operation of a Wagon Train Auto Parts, Plus Tire and Repair Center. The Proposed Project would generate air emissions from area sources, and energy usage.

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model. CalEEMod calculates maximum daily emissions for the summer and winter periods. The worst-case summer or winter VOC, NOx, CO, SO2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table III-7 and the CalEEMod daily emissions printouts are attached to this letter.

**Table III-7
 OPERATIONS RELATED REGIONAL CRITERIA POLLUTANT EMISSIONS
 (POUNDS/DAY)**

Total Operational Emissions	ROG	NOx	CO	SO₂	PM-10	PM-2.5
	0.46	1.75	2.30	0.01	0.45	0.13
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
 Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
 Energy usage consists of emissions from natural gas usage.
 Mobile sources consist of emissions from vehicles and road dust.
 Source: CalEEMod Version 2016.3.2.

The data provided in Table III-7 above shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Based on previous discussions with SCAQMD regarding operational emissions for multi-use commercial projects, the following mitigation measures shall be implemented to minimize operational impacts to the greatest extent feasible:

- **AQ-3 Maximize the use of solar energy including solar panels by installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility.**

- AQ-4** **Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.**
- AQ-5** **Require use of electric or alternatively fueled sweepers with HEPA filters.**
- AQ-6** **Maximize the planting of trees in landscaping and parking lots consistent with water availability.**
- AQ-7** **Use light colored paving and roofing materials.**
- AQ-8** **Utilize only Energy Star heating, cooling, lighting devices, and appliances, where applicable.**

Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Conclusion

With the incorporation of MMs **AQ-1** and **AQ-8**, the development of the proposed project would have a less than significant potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

- c. *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs).

Construction-Related LSTs

Construction related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD’s Mass Rate LST Lookup Tables. The Lookup Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table III-8 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated emissions thresholds that have been detailed above.

**Table III-8
 LST AND PROJECT CONSTRUCTION EMISSIONS (POUNDS/DAY)**

	NOx	CO	PM-10	PM-2.5
LST	211	2,423	44	12
Max On-Site Emissions	24.05	23.87	3.43	2.08
Exceeds Thresholds?	No	No	No	No

Notes:

Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

2 The nearest sensitive receptors are offsite workers located at the California Highway Patrol platform scales that is as near as 320 feet (approx. 100 meters) to the southeast of the project site.

Source: Calculated from SCAQMD’s Mass Rate Look

The data provided in Table III-8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds for any phase of construction. In addition, construction emissions would be short term, limited only to the period when construction activity is taking place. As such, construction related local air concentrations would be less than significant for the proposed auto repair facility.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings and landscaping equipment may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD’s Mass Rate LST Lookup Tables and the methodology described in LST Methodology. The Lookup Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table III-9 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and mobile source emissions and the calculated emissions thresholds.

**Table III-9
 LST AND PROJECT OPERATIONAL EMISSIONS (POUNDS/DAY)**

	NOx	CO	PM-10	PM-2.5
LST	211	2,423	44	12
Max On-Site Emissions	1.75	2.30	0.45	0.13
Exceeds Thresholds?	No	No	No	No

Notes:

Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

Energy usage consists of emissions from natural gas usage.

Mobile sources consist of emissions from vehicles.

The nearest sensitive receptors are offsite workers located at the California Highway Patrol platform scales that is as near as 320 feet (approx. 100 meters) to the southeast of the project site.

Source: Calculated from SCAQMD’s Mass Rate Look

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70year lifetime will contract cancer, based on the use of standard risk assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors.

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires

systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January, 2019, 25 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of the nearby sensitive receptors to toxic air contaminants.

- d. *Less Than Significant Impact* – The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of Wagon Train Auto store. Potential sources that may emit odors during the ongoing operations of the proposed project would primarily occur from odor emissions from the trash storage areas and from operation of diesel equipment. Pursuant to County regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the ongoing operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Will the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES

SUBSTANTIATION: (Check if project is located in the Biological Overlay or contains habitat for any species listed in the California Natural Diversity Database): The project is located in the County’s Biological Overlay for Arroyo Toad. The following information is provided based on a study titled “General Biological Resource Assessment for a 0.96-acre± Site (APN 0351-171-33) in the Community of Cajon Junction, San Bernardino County, California” (BRA) prepared by Circle Mountain Biological Consultants, Inc dated December 2019 and provided as Appendix 2a. An updated to the original BRA dated September 24, 2020 is provided as Appendix 2b. A more recent update to the original BRA dated January 11, 2022 is provided as Appendix 2c.

General Site Conditions

Elevations range from about 3,034 feet (925 meters) at the northern corner down to 3,019 feet (920 meters) at the southeast corner. Terrain consists of a plateau associated with Wagon Train Road to the north, which drops off a steep scarp to a gentle south-facing alluvial slope. Soils are gravel and loam with areas of cobble. There are several small erosion channels from run-off from the steeper hills to the north, but no USGS-designated blueline streams occur on-site, and no riparian or wetland-associated vegetation.

Vegetation on the site is best described as heavily degraded California buckwheat series. The site has burned in the past. Dominant perennials include California buckwheat, deerweed, and tarragon, with a few holly-leaved cherry and mulefat. Yerba santa, telegraph weed, and slender sunflower were present. Most of the annual species detected were either disturbance adapted or non-native, or both. Many annual plants germinate in spring or early summer and would not have been detectable at the time of surveys. Few animal species were detected during the survey, likely to due to the small size of the parcel, the degraded condition of habitat, and the time of year in which the survey of the site took place (winter). Reptile species would not have been active, and migratory and summer resident birds would also be absent.

Conclusion

The California Natural Diversity Data Base report for the Cajon Quadrangle includes records for four special status reptiles, five birds, two fish, one mammal, and one insect species, as well as ten special status plants. Of these, two reptiles, two fish, three birds, and one mammal were eliminated from consideration, due to lack of suitable habitat and features on the subject property. Four special status plant species were eliminated due to habitat and range characteristics, and three had potential to occur and would have been detectable, but were not found during site surveys and are considered absent.

Sensitive Biological Resources

The remaining special status animals that could occur on the subject property include Coast horned lizard and coastal whiptail, both California Species of Special Concern. Impacts to these species from the project may include death or injury to individual lizards, and permanent loss of about an acre of suitable habitat. This degree of habitat loss is not considered significant, and no mitigation is recommended. In addition, Crotch bumblebee, a candidate for state listing as endangered, could occur, and might experience loss of individuals during construction, and loss of about one acre of suitable, though degraded, habitat. This loss of habitat is not considered significant, and no mitigation is suggested. Bell's sparrow is included in a list of Birds of Conservation Concern by the U.S. Fish and Wildlife Service. It may occur on the site, since suitable habitat for nesting and foraging is present. Potential impacts include disturbance to individual birds, possible loss of eggs or young if the species nests on the site and construction occurs during nesting season, and permanent loss of approximately one acre of suitable habitat. See the section below on nesting birds. Habitat loss is not considered significant and no mitigation is recommended.

White-bracted spineflower (CNPS List 1B.2), Palmer's (CNPS List 1B.2) and Plummer's (CNPS List 4.2) mariposa lilies have potential to occur on the subject property. California Department of Fish and Wildlife typically recommends surveys during the period of maximum detectability for annual plants and bulbiferous species. Appropriate mitigation may include retention and re-spreading of topsoil, and salvage of bulbs, if these species are present.

Nesting Birds

There is habitat within the project APE that is suitable to support nesting birds, including both natural and urban environments. Most native bird species are protected from unlawful take by the Migratory Bird Treaty Act (MBTA). In December 2017, the Department of the Interior (DOI) issued a memorandum concluding that the MBTA's prohibitions on take apply "[...] only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs." Then in April 2018, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA.

However, the State of California provides additional protection for native bird species and their nests in the Fish and Game Code (FGC). Bird nesting protections in the FGC include the following (Sections 3503, 3503.5, 3511, 3513 and 3800):

- Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird.
- Section 3503.5 prohibits the take, possession, or needless destruction of any nests, eggs, or birds in the orders Falconiformes (new world vultures, hawks, eagles, ospreys, and falcons, among others), and Strigiformes (owls).

- Section 3511 prohibits the take or possession of Fully Protected birds.
- Section 3513 prohibits the take or possession of any migratory nongame bird or part thereof, as designated in the MBTA. To avoid violation of the take provisions, it is generally required that Project-related disturbance at active nesting territories be reduced or eliminated during the nesting cycle.
- Section 3800 prohibits the take of any non-game bird (i.e., bird that is naturally occurring in California that is not a gamebird, migratory game bird, or fully protected bird).

In general, impacts to all nesting bird species (common and special status) can be avoided by conducting work outside of the nesting season, which is generally March 15th through September 1st. However, if all work cannot be conducted outside of nesting season, mitigation is recommended.

Jurisdictional Waters

There are no stream courses on the site. There are several small channels that carry run-off from the slopes to the northeast, and a large gully immediately north of the site, but these have no distinctive riparian or wetlands vegetation associated. The drainage channel to the west has apparently overflowed onto the property during heavy rains, creating small channels and depositing sand in several places. These channels are not considered to be part of the original drainage pattern, but the result of run-off from the north along Wagon Train Road. No wetland or riparian species are associated with the overflow. Drainage from the freeway is channeled by an engineered ditch along the western boundary of the site, separated from the subject property by a chain-link fence in very poor condition. Cajon Wash, a perennial stream, is located west of the site, but is separated from the subject property by the I-15 freeway. Crowder Wash, which flows seasonally, is located about 700 feet southeast of the site, but is separated by a truck scales facility.

There are no wetland or non-wetland waters of the United States (WOTUS) or waters of the State potentially subject to regulation by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the California Department of Fish and Wildlife (CDFW) under Section 1602 of the FGC, respectively. Therefore, the project will not impact and jurisdictional waters and no state or federal jurisdictional waters permitting will be required.

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – Implementation of the project has minimal potential for a significant adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. The project site is vacant containing heavily degraded California buckwheat series. The BRA provided as Appendix 2a and 2b to this Initial Study determined that the project site does not contain suitable habitat for the following species with a potential to occur in the project area:

- Crotch bumble bee (*Bombus crotchii*)
- Bell's sparrow (*Artemisiospiza belli*)
- Coast horned lizard (*Phrynosoma blainvillii*)
- Coastal whiptail (*Aspidoscelis tigris stejnegeri*)
- White-bracted spineflower (CNPS List 1B.2) (*Chorizanthe xanti* var. *leucotheca*)
- Palmer's (CNPS List 1B.2) mariposa lillie (*Calochortus palmeri* var. *palmeri*)
- Plummer's (CNPS List 4.2) mariposa lillie (*Calochortus plummerae*)

No State- and/or federally listed threatened or endangered species, or other sensitive species were observed on site during the field survey. Thus, for purposes of this analysis, it is assumed that temporary ground disturbance within the project site would not have a potential to adversely impact any of the above species. However, the loss of habitat supporting Coast horned lizard, Coastal

whiptail, Crotch bumblebee, and Bell's sparrow is not considered significant due to the small size of the site and no mitigation is recommended.

Protocol botanical field surveys should be conducted prior to construction within the Project site, particularly given that the survey of the Project site was conducted more than a year ago, and was conducted during winter. As such, the Applicant will retain a qualified biologist to conduct botanical field survey following protocols set forth in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018), and document their findings prior to groundbreaking activities within the Project site. This shall be enforced through the following mitigation measure:

BIO-1 *Prior to Project implementation, and during the appropriate season, the Applicant shall conduct botanical field survey following protocols set forth in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). The surveys shall be conducted by a qualified botanist(s) experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting. The botanical field surveys shall be conducted at the appropriate time of year when plants will both be evident and identifiable (usually, during flowering or fruiting) and, in a manner, which maximizes the likelihood of locating special status plants and sensitive natural communities that may be present. Botanical field surveys shall be conducted floristic in nature, meaning that every plant taxon that occurs in the Project area is identified to the taxonomic level necessary to determine rarity and listing status.*

If any rare plants or sensitive vegetation communities are identified, the County shall require that the Applicant avoid the occurrence, with an appropriate buffer or shall mitigate the loss of the occurrence through the conservation of similar occupied habitat at a minimum 3:1 (replacement-to-impact) ratio.

If the Project has the potential to impact a State-listed species, the County shall apply for a California Endangered Species Act Incidental Take Permit with the California Department of Fish and Wildlife.

With the implementation of the above mitigation measure to protect plant species that might occur within the project site, there is a less than significant potential for implementation of this project to have a significant adverse effect, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

- b. *Less Than Significant Impact* – Implementation of the proposed project does not have a potential to have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The project footprint does not contain suitable habitat for any of the sensitive species with a potential to occur in the project APE, and it does not contain any known riparian habitat or any other sensitive natural community identified by any agency. The project APE does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species, and the project will not result in any loss or adverse modification of Critical Habitat. Therefore, there is a less than significant potential for implementation of this project to have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. No mitigation is required.

- c. *No Impact* – According to the data gathered by Circle Mountain Biological Consultants in the BRA, no federally protected wetlands occur within the project footprint. Circle Mountain Biological Consultants assessed the project APE for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetland or non-wetland WOTUS or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the FGC, respectively. Therefore, the project will not impact and jurisdictional waters and no state or federal jurisdictional waters permitting will be required. Thus, implementation of the proposed project will have no potential to impact any federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the project will not substantially interfere with or impede the use of native nursery sites. In light of the project's location adjacent to the I-15 freeway, with additional transit corridors (Wagon Train Road and additional railroad tracks located east and just further west of the I-15 from the project site), thus further separating any wildland interfaces from the project site, the proposed project would have a less than significant potential to restrict movement of any native resident or migratory species or conflict with established native or migratory wildlife corridors. Once constructed, the project area will be transformed to contain the developed Wagon Train Auto Parts proposed as part of the Wagon Train Auto Parts Project. The State protects all migratory and nesting native birds. Several bird species were identified as potentially occurring in the project area, and the proposed project site contains suitable habitat for nesting birds within the site. To avoid impacting nesting birds as required by the MBTA and California FGC, the following mitigation measure shall be implemented:

BIO-2 *Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).*

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e. *Less Than Significant Impact* – Based on the field survey, there are no species that are specifically protected by a local policy or ordinance specific to the proposed project site. As no biological resources located within the project footprint are protected under local policies or ordinances, impacts under this issue are considered less than significant.
- f. *No Impact* – Please refer to the discussion under response IV(a) above. The Biological Resources Assessment provided as Appendix 2a and 2b concluded that the project, is not located in an area within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,

regional, or state habitat conservation plan, and implementation of the project will therefore not result in a significant impact to any such plans. No further mitigation is necessary.

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

V. CULTURAL RESOURCES

SUBSTANTIATION: (Check if project is located in the Agricultural or Paleontological Resources overlays or cite results of cultural resource review) The following information is provided based on a Historical / Archaeological resources Survey Report of the project site. The report was conducted by CRM TECH dated November 3, 2021 and is titled “*Historical/Archaeological Resources Survey Report: Assessor’s Parcel No. 0351-171-33, Cajon Pass Area, San Bernardino County, California*” (Appendix 3). The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Summary of the Finding

The purpose of the cultural report is to provide the County and other responsible agencies with the necessary information and analysis to determine whether the project would have an effect on any “historic properties,” as defined by 36 CFR 800.16(l), or “historical resources,” as defined by PRC §5020.1(j), that may exist in or near the APE. In order to identify such resources, CRM TECH reviewed the results of a recent historical/archaeological resources records search on a nearby property, pursued historical background research, initiated a Sacred Lands File search, and carried out an intensive-level field survey.

The field survey produced completely negative results for cultural resources of either prehistoric or historical origin, and no buildings, structures, objects, sites, features, or artifacts more than 50 years of age were encountered in the project area. The ground surface on the property was extensively disturbed in the recent past and retains very little of its native character, although scattered vegetation growth has begun to reclaim the landscape since 2009. Modern refuse was observed over much of the property, including domestic trash and construction debris, but none of the items is of any historical or archaeological interest.

Based on these findings, CRM TECH recommends to the County of San Bernardino a finding of No Impact regarding “historical resources.” No further cultural resources investigation is recommended for the project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the project:

- No historical resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if any earth moving activities are required, the following mitigation measure will ensure that impacts to any buried cultural materials that may be discovered during earth moving activities is carried are less than significant:

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the County. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With the above mitigation measure, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

c. *Less Than Significant Impact* – As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered low. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts and no further mitigation is required.

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

VI. ENERGY

SUBSTANTIATION:

- a. *Less Than Significant With Mitigation Incorporated* – During construction, the proposed project will utilize construction equipment that is CARB approved, minimizing emissions generated and electricity required to the extent feasible (as outlined under Section III, Air Quality, above). As stated in Section III, Air Quality, the construction of the proposed Wagon Auto Parts Project would require mitigation measures to minimize emissions impacts from construction equipment use (refer to **MM AQ-2**). These mitigation measures also apply to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency.

The proposed project consists of the development of an auto parts and repair shop that would include towing, and minor collision and mechanical repairs to vehicles within a 6,600 SF structure at build-out. The applicant intends to install solar panels on the roof to offset energy costs. The project will not require substantial energy to operate, particularly given that the project is anticipated to utilize an alternative sources of energy to at least partially supply electricity to the site. Energy will be required to operate lighting and the structure within which the Wagon Auto Parts Project will operate.

Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. To minimize energy costs of construction debris management, mitigation has been established to require diversion of all material capable of being recycled. As stated above, energy consumption by equipment will be reduced by requiring shutdowns when equipment is not in use after five minutes and ensuring equipment is being operated within proper operating parameters (tune-ups) to minimize emissions and fuel consumption. These requirements are consistent with State and regional rules and regulations. Under the construction scenario outlined above, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption during construction.

The proposed project will be powered by Southern California Edison (SCE) through the power distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. Natural gas, if required, would be supplied by Southern California Gas. The site will connect to the existing natural gas line adjacent to the project site. As such, the amount of electricity and natural

gas required by the project is considered modest. Furthermore, mitigation measures (MMs **AQ-3, AQ-4, AQ-5, AQ-6, AQ-7, and AQ-8**) identified under Section III, Air Quality, above indicate that the proposed project will further encourage energy efficiency, including that solar panels are anticipated to be developed as part of the project should their inclusion in the project be feasible, which will minimize operational energy use even further than through the mandatory energy efficiency requirements discussed below. However, the proposed structures must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance with Title Chapter 6 of the California Code of Regulations with respect to energy efficiency standards for new building construction.
- Both federally and non-federally regulated appliances shall abide by the efficiency standards of Title 20, Section 1601 et seq. of the California Code of Regulations.
- Compliance California Green Building Standards Code, AKA the CALGREEN Green Code (Title 24, Part 11), which became effective on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- The provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance The Building Energy Efficiency Standards (CBSC) would ensure that the building energy use associated with the proposed project would not be wasteful or unnecessary.
- Compliance with Indoor Water use consumption reduced through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills.
- Compliance with SBDC Water Efficient Landscape Ordinance Chapter 83-10 – Landscaping Standards.
- Compliance with SBDC Chapter 83.07 – Glare & Outdoor Lighting.
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.
- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.

Compliance with these regulatory requirements for operational energy use and construction energy use would not be wasteful or unnecessary use of energy. Further, SCE is presently in compliance with State renewable energy supply requirements and SCE will supply electricity to the project. Under the operational scenario for the proposed project, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines. No mitigation beyond those identified above are required.

- b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in the preceding discussion, the proposed project will not conflict with current State energy efficiency or electricity supply requirements or any local plans or programs for renewable energy or energy efficiency requirements. The County of San Bernardino has adopted State energy efficiency standards as part of its Municipal Code. No mitigation beyond those identified above are required.

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

VII. GEOLOGY AND SOILS

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District) The following information is provided based on a Geotechnical Investigation of the project site. The report was prepared by Sana Mina Engineering, Inc., dated July 3, 2020 and is titled "Geotechnical Exploration Report for the Proposed Commercial Project Located at 3233 Wagon Train Rd, Phelan, CA, County of San Bernardino, APN's 0351-171-33" (Appendix 4). The following information is abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

a. Ground Rupture

Less Than Significant Impact – The project site is located in the County of San Bernardino within the Cajon Pass/Cajon Junction area, which is located in a highly seismically active area as the San

Andreas Fault traverses the area. The project is located just north/east of the San Andreas Fault system, which is classified as Alquist-Priolo Special Study Zones under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the San Bernardino Countywide Plan Earthquake Fault Zones Map. The closest known active fault is the San Andreas fault, which is located approximately one mile to the southwest. According to Figure VII-1, the site is not located within an Alquist-Priolo Special Study Zone. Based on this information, the risk for ground rupture at the site location is low; therefore, it is not likely that future customers and employees of the project will be subject to rupture from a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

Strong Seismic Ground Shaking

Less Than Significant With Mitigation Incorporated – As stated in the discussion above, several faults run through this portion of the County, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, as shown on Figure VII-1. Any future developments at the subject site should anticipate that moderate to large seismic events could occur very near the site as the earthquake shaking potential at the site (shown on Figure VII-2), indicates that the project has a very high earthquake shaking potential. As a result, and like all other development projects in the County and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613-Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Additionally, the following mitigation measure that will enforce the overall geotechnical seismic design parameters introduced in the Geotechnical Investigation shall be implemented:

Figure VII-1

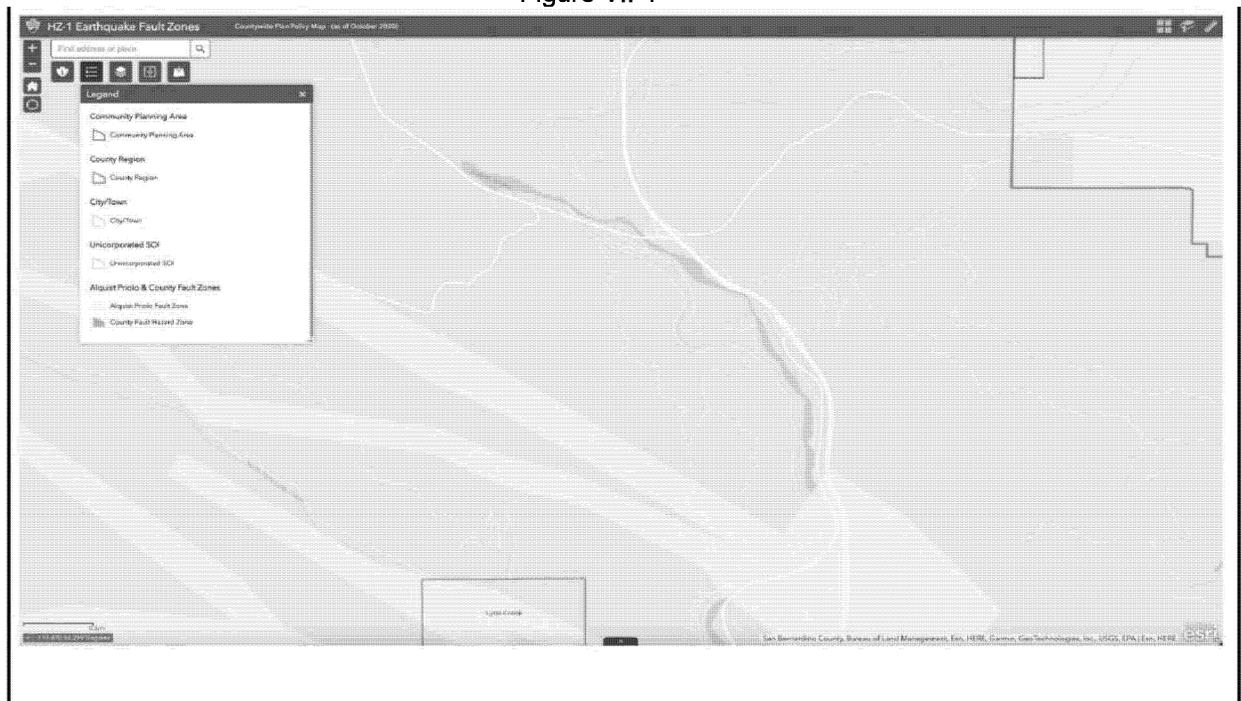
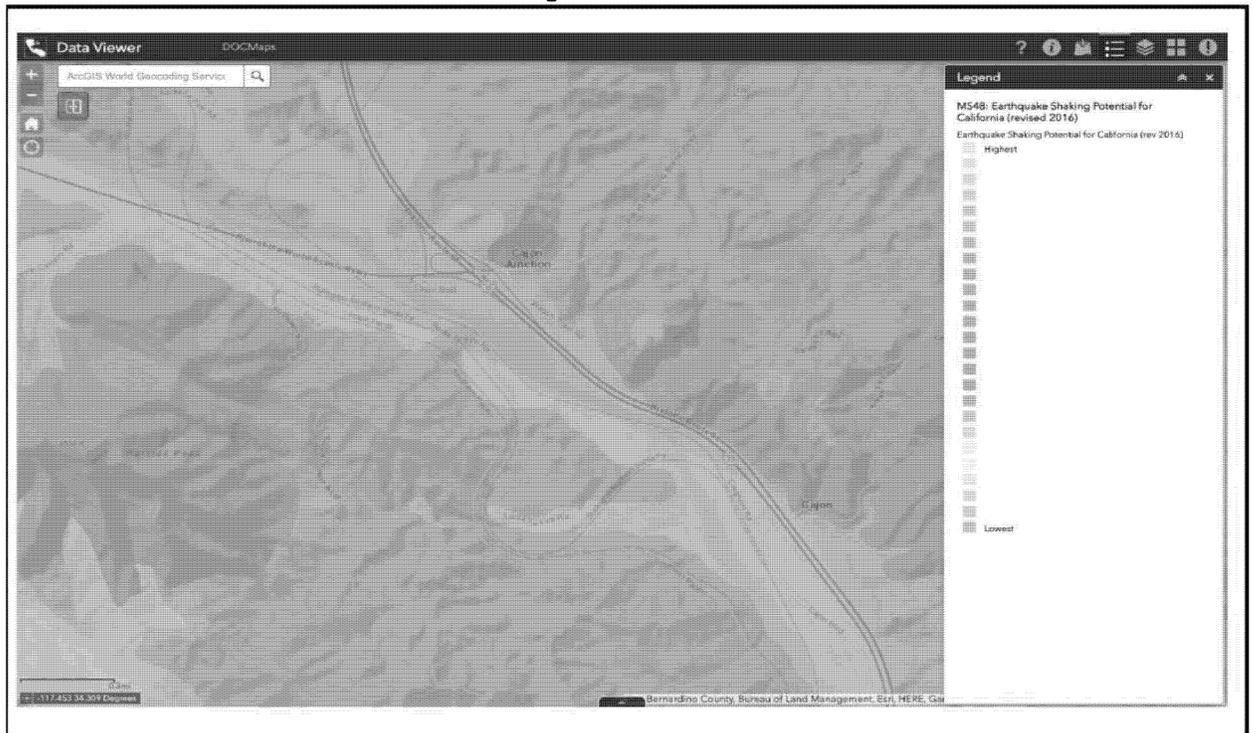


Figure VII-2



GEO-1 *Based upon the geotechnical investigation (Appendix 4 of this document), all of the recommended design parameters identified in Appendix 4 (beginning on Page 6) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including seismic ground shaking.*

With the implementation of mitigation measure above, and through compliance with the CBC, impacts associated with seismic ground shaking will be less than significant.

Seismic-Related Ground Failure Including Liquefaction

Less Than Significant Impact – According to the map prepared for the County of San Bernardino Countywide Plan Liquefaction & Landslides Map (Figure VII-3), the project site is not located in an area that is considered susceptible to seismic-related ground failure, including liquefaction. The Geotechnical Investigation (Appendix 4) prepared for the proposed project indicates that the type of soil which is most prone to liquefaction is uniformly graded fine sand with grain size ranging from 0.075mm to 0.50mm. The soil shear strength is created from inter-granular friction and does not drain easily during earthquake. Depth of ground water obtained from water agencies indicated that the groundwater depth is more than 100' deep. Based on the above information, site soil type and densities; and the apparent groundwater levels from nearby wells, the liquefaction potential for the site is considered low. Therefore, impacts under this issue would be less than significant, and compliance with the 2019 CBC will ensure human safety will be protected from any liquefaction hazards that may exist at the project site.

Figure VII-3



Landslides

No Impact – The project site slopes from east to west, but is located in a relatively flat area, and is therefore not located in an area in which landslides are anticipated to occur. According to the map prepared for the San Bernardino Countywide Plan Liquefaction & Landslides Map (Figure VII-3), the project site is not located in an area that is considered susceptible to landslides, and furthermore, the Geotechnical Investigation (Appendix 4) determined that the proposed project site is not expected to have significant landslide potential. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – The potential for soil erosion, loss of topsoil, and/or developing the site on unstable soils is anticipated to be marginally possible at the site during ground disturbance associated with construction. The project site is vacant and consists of vegetation that is best described as heavily degraded California buckwheat series. The San Bernardino County Development Code Chapter 85.11.030 requires standard erosion control practices to be implemented for all construction. County grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography of the site slopes gently from north to south. During project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the Wagon Auto Parts Project is in operation. The following mitigation measures or equivalent best management practices (BMPs) shall be implemented to address these issues:

GEO-2 *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded*

material on the project site for future cleanup such that erosion does not occur.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.

With implementation of the above mitigation measures, implementation of the SWPPP and associated BMPs, any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – As previously stated, according to the Liquefaction & Landslides Map prepared for the San Bernardino Countywide Plan (Figure VII-2), the potential for liquefaction within the project site is low, and the Geotechnical Investigation prepared on behalf of the proposed project, which pertains specifically to the project site confirms that the potential for liquefaction to occur at the project site is low. The potential for landslide at the project site has been determined to be minimal. The San Bernardino Countywide Plan EIR indicates that subsidence and collapse are not known to occur within the project area, and furthermore, the site soils, from existing ground level soils may be designated to be in “medium dense” conditions. Settlement and heaving for top soil can be mitigated by over-excavation, and re-compaction, enforced through MM **GEO-4**, below. The earthwork operations recommended in the Geotechnical Investigation provided as Appendix 4 would mitigate any near surface loose soil conditions. As such, the following mitigation measure shall be implemented as it would require the implementation of design measure identified in the geotechnical report.

GEO-4 Based upon the geotechnical investigation (Appendix 4 of this document), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 5-14, and in Appendix 1 to Appendix 4) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.

With the implementation of MM **GEO-4**, above it is not anticipated that the project will 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. No further mitigation is required.

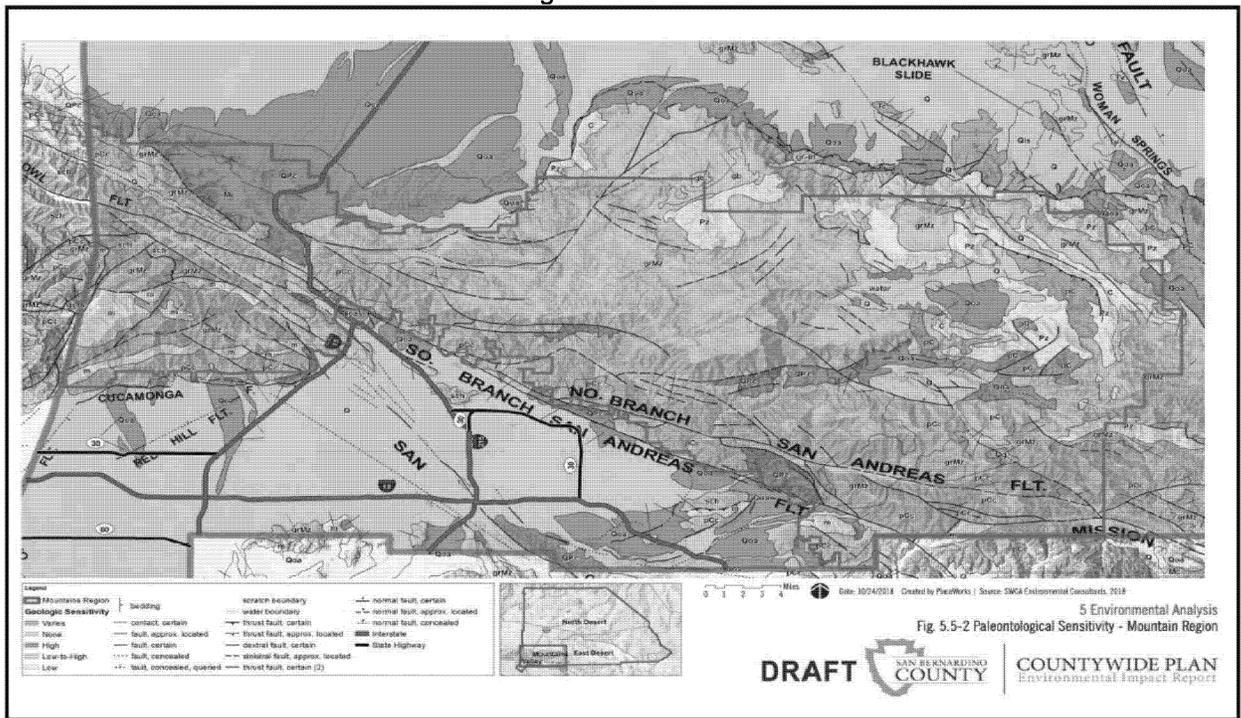
- d. *Less Than Significant With Mitigation Incorporated* – The San Bernardino Countywide Plan does not designate the project area as being located within an area known to contain expansive soils. The preliminary laboratory test results indicate that the onsite soils are not expansive, according to the criteria given below. Testing for expansive soil conditions should be conducted again during construction. The site soil type is mostly silty sand and clayey sand (SC-SM) with low fine particles (Silt & Clay) percentile. Since Expansion Index test was 0.0, expansion potential is considered Very Low. Given that no clay type soils exist at the project site, the development of the project will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. With implementation of MMs **GEO-1** and **GEO-4** above, intended to ensure site specific design measures are implemented during construction, impacts under this issue are considered less than significant. No further mitigation is required.
- e. *Less Than Significant Impact* – The project has the potential to result in the development of a septic tank as there is no municipal wastewater collection available at the project site. As previously stated the proposed project is supported by stable soils and furthermore would be subject to the design recommendations as required by the Geotechnical investigation, enforced through MM **GEO-4**, above. As such, the soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Furthermore, the project will be required to comply with the 2019 California Plumbing Code (Part 5, Title 24, California Code of Regulations), which sets parameters for private sewage disposal, and with the San Bernardino County Development Code, Article 6. Thus, with compliance of applicable California Code, any impacts under this issue are considered less than significant. No mitigation is required.

- f. *Less Than Significant With Mitigation Incorporated* – The San Bernardino Countywide Plan for indicates that the proposed project area is located in a high sensitivity area for paleontological resources (refer to Figure VII-4). Previously unknown and unrecorded paleontological resources may be unearthed during excavation and grading activities of the proposed project. If previously unknown potentially unique paleontological resources are uncovered during excavation or construction, significant impacts could occur. According to the San Bernardino Countywide Plan EIR, the County requires that projects located within areas that have been delineated as high sensitivity for paleontological resources by the County General Plan (Figure VII-4) meet the requirements of its **MM CUL-5**, which states:

All projects involving ground disturbances in previously undisturbed areas sediments mapped as having high paleontological sensitivity will be monitored by a qualified paleontological monitor (BLM, 2009; SVP, 2010) on a full-time basis under the supervision of the Qualified Paleontologist. Undisturbed sediments may be present at the surface, or present in the subsurface, beneath earlier developments. This monitoring will include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor will have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors will use field data forms to record pertinent location and geologic data, will measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities.

Figure VII-4



The proposed project shall implement the following measure to meet the County's requirements pertaining to paleontological resources:

GEO-5 *The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). The Qualified Paleontologist shall monitor ground disturbing activities for the duration of construction. The monitor shall have authority to temporarily divert construction activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors shall use field data forms to record pertinent location and geologic data, measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities. In the event of fossil discovery, the provision of County's General Plan EIR mitigation measure GEO-6 shall be implemented and adhered to.*

The MM **CUL-6** (sourced from the 2019 San Bernardino Countywide Plan EIR), which addresses the potential for discovery of fossils, shall also be required as part of this project as follows:

In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-ft. radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP (2010) and BLM (2009). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Although the San Bernardino County Museum is specified as the repository for fossils found in the county in the current General Plan (San Bernardino County, 2007), the museum may not always be available as a repository. Therefore, any accredited institution may serve as a repository.

With incorporation of the above project specific and County developed mitigation measures, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

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

VIII. GREENHOUSE GAS EMISSIONS

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “County of San Bernardino – Wagon Auto Parts, Plus Tire and Repair Center at 3233 Wagon Train Road, Phelan Project Air Quality and Greenhouse Gas Emissions Technical Memorandum.” prepared by Vista Environmental dated August 26, 2020, and provided as Appendix 1 to this document.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth’s atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the project may participate in the potential for GCC by its incremental (cumulative) contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of

renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., company owned) and indirect sources (i.e., not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Greenhouse Gas Emissions

The County of San Bernardino GHG Emissions Reduction Plan (GHG Plan) requires the reduction of 159,423 metric tons of CO₂ equivalent emissions (MTCO_{2e}) per year from new development by 2020 as compared to the unmitigated conditions. The *Greenhouse Gas Emissions Development Review Processes* (GHG Review Processes), prepared for the County of San Bernardino, August 2011, provides project level direction on how the County plans to achieve the reduction in GHG Emissions. The GHG Review Processes determined that projects that do not exceed 3,000 MTC per year will be consistent with the GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. For projects that exceed 3,000 MTC per year of GHG emissions the applicant may choose to either: utilize the Screening Tables, which consist of a list of mitigation measures, rated for their effectiveness and provide mitigation to reach 100 points; or provide a detailed GHG analysis that quantifies project design features or mitigation measures in order to reduce GHG emissions by 31 percent or more over year 2020 unmitigated GHG emissions levels.

Impact Analysis

- a. *Less Than Significant Impact* – The proposed project would install a 6,600 SF structure in support of Wagon Auto Parts. The building would be segmented into a 340 square foot waiting room, a 170 square foot reception area, a 48 square foot bathroom, a 26 square foot locker room, and the remaining 5,850 square feet would be utilized as the shop area with two roll up doors for vehicles to enter the shop area. On the west side of the proposed building there would be a 1,000 square foot canopy with solar panels on top and a 10,000 gallon water tank located under the canopy. The project would include development of a 19 space parking lot and onsite driveways that would include 0.7 acre of pavement on the project site.

In addition, the proposed project would include an easement over the adjacent parcel to the east for the driveways to the project site. Approximately 7,560 square feet of the offsite easement area would be paved and approximately 0.49 acre of offsite area would be disturbed as part of the proposed project. This would result in the proposed project disturbing a total of approximately 1.45 acre.

Project Generation of GHG Emissions

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, off-road equipment, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model and the results is shown below in Table VIII-1.

**Table VIII-1
PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS (METRIC TONS CO_{2e})**

Category	MT CO _{2e}
Area Sources ¹	0.00
Energy Usage ²	31.56
Mobile Sources ³	109.64
Solid Waste ⁵	12.68

Category	MT CO ₂ e
Water and Wastewater ⁶	4.78
Construction ⁷	4.92
Total Emissions	163.57
SCAQMD Draft Thresholds	3,000

Notes:

- 1 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
 - 2 Energy usage consists of GHG emissions from electricity and natural gas usage.
 - 3 Mobile sources consist of GHG emissions from vehicles.
 - 4 Off-road equipment consist of GHG emissions from potential diesel forklifts operated onsite.
 - 5 Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
 - 6 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
 - 7 Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
- Source: CalEEMod Version 2016.3.2.

The data provided in Table VIII-1 above shows that the proposed project would create 163.57 MTCO₂e per year. According to the County's threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the ongoing operations would exceed 3,000 MTCO₂e per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be less than significant.

b. *Less Than Significant Impact –*

Consistency with GHG Plans, Programs and Policies

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. On December 6, 2011, the County adopted a Greenhouse Gas Emissions Reduction Plan (Regional GHG Reduction Plan). In addition, the *Greenhouse Gas Emissions Development Review Processes* (GHG Review Processes), prepared for the County of San Bernardino, August 2011, provide direction for conformity of new development projects to the GHG Plan. The GHG Review Processes determined that projects that do not exceed 3,000 MTCO₂e per year will be consistent with the GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. For projects that exceed 3,000 MTCO₂e per year of GHG emissions, the GHG Review Processes has determined that implementation of 100 or greater points associated with mitigation measures listed on its Screen Tables, will adequately reduce the proposed project's GHG emissions, when considered with other future development and existing development to allow the County to meet its 2020 target GHG reductions and support reductions in GHG emissions beyond 2020.

As shown in Table VIII-1 above, the proposed project would create 163.57 MTCO₂e per year, which is well below the 3,000 MTCO₂e per year threshold provided in the GHG Review Processes. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant, and no mitigation is required.

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

IX. HAZARDS AND HAZARDOUS MATERIALS

SUBSTANTIATION:

a&b. *Less Than Significant With Mitigation Incorporated* – During construction of proposed project, hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These hazardous materials would include use of adhesives, solvents, paints, thinners, gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction and operation-related equipment and vehicles. Cal/OSHA regulations provide for the proper labeling, storage, and handling of hazardous materials to reduce the potential harmful health effects that could result from worker exposure to hazardous materials. If not properly handled, accidental release of these substances could expose construction workers, degrade soils, or become entrained in stormwater runoff, resulting in adverse effects on the public or the environment. A permitted and licensed service provider will conduct the removal of such hazardous materials; any handling, transporting, use or disposal of hazardous materials must comply with all applicable federal, State, and local agencies and regulations. The project would be required to comply with all relevant and applicable federal, state and local laws and regulations that pertain to the accidental release of

hazardous materials during construction of proposed facilities such as Health and Safety Code, Section 2550 et seq. Compliance with all applicable federal, state and local regulations can reduce potential impacts to the public or the environment regarding accidental release of hazardous materials to less than significant impact, but the following mitigation measure will be incorporated into the Storm Water Pollution Prevent Plan (SWPPP) prepared for the project and implementation of this measure can further reduce this potential hazard to a less than significant level.

HAZ-1 All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.

The proposed project will consist of developing the Wagon Auto Parts Project, operations of which would include towing, and minor collision and mechanical repairs to vehicles. The proposed project does include routine transport and use of substantial volumes of hazardous materials and routine generation of hazardous wastes. The project includes the use of a variety of vehicle repair and maintenance products that that will be stored at the site for commercial retail and for use by the repair and maintenance bays. Among other hazardous wastes, used oil from vehicles will require onsite management and ultimate disposal. The storage, use and disposal of these materials are a common activity within all communities of the United States due to the universal presence of vehicles. A stringent regulatory system has evolved around the supply of gasoline and vehicle maintenance and repair facilities. A standard Business Plan (including a Spill Prevention Control and Countermeasures Plan) must be filed with the County Fire Department and routine inspections of facilities to ensure compliance with the Plan is conducted by the County to verify compliance. This must include proper storage of both hazardous materials and used hazardous waste (for example, used motor oil). Although an existing regulatory structure is in place, the following mitigation measure shall be implemented.

HAZ-2 The Applicant shall prepare a Business Plan, with a Spill Prevention Control Countermeasures Plan, and submit this document to the Certified Unified Program Agency for review and approval. All hazardous materials that may be used at the project site shall be identified (including quantities); methods of storage shall be defined; measures to prevent release of the hazardous materials to the environment shall be defined; and management procedures for disposal of hazardous waste, including proper manifesting, shall be identified. The Certified Unified Program Agency shall review and approve this plan prior to movement of any hazardous materials onto the site.

With implementation of the above mitigation measures, the project would not create a significant hazard to the public or the environment either through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts are considered less than significant and no further mitigation is required.

- c. *No Impact* – The proposed project site is not located within one quarter mile of a school, and there are no schools within Cajon Pass, as the region is relatively sparsely populated and primarily serves as a transit corridor between the San Bernardino Valley and the High Desert. Based on this information, implementation of the project will not emit hazardous emissions or handle hazardous or

- f. *Less Than Significant Impact* – The proposed project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. As shown on the Evacuation Route Map prepared for the San Bernardino Countywide Plan (Figure IX-3), the adopted evacuation routes are the I-15 located to the west of the project site, and Highway 138 to the north of the project site. Development at this location would not interfere with access to these emergency evacuation routes, as the proposed project will be constructed entirely within the boundaries of the project site, with minimal improvements to the site frontage and entrances to the site along Wagon Train Road. The project would involve ingress and egress of traffic onto Wagon Train Road from the new driveways that will provide entry to the site. As such, the proposed project will not experience substantial conflicts with surrounding traffic. Given the above, there is a less than significant potential for the development of the project to physically interfere with any adopted emergency response plans, or evacuation plans.
- g. *Less Than Significant With Mitigation Incorporated* – The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed project area is an area susceptible to wildland fires as it is located within a delineated Very High Fire Hazard Severity Zone (VHFHSZ) in a State Responsibility Area (SRA) as shown on Figure IX-4, the Countywide Plan Policy Map of Fire Hazard Severity Zones. The project is also located within the County Fire Safety Overlay (Figure IX-5). The proposed project is required to, and will incorporate the most current fire protection designs, including an adequate water supply for fire flow and fighting purposes. Regardless of the benefits, the proposed development on the project site will expose future visitors of the proposed Wagon Auto Parts Project to a potential for damage during a major wildland fire. However, the potential for loss of life is considered to be low for the following reasons: the proposed project site is located adjacent to the I-15 freeway, thus creating a fire break, there are emergency routes that lead away from the project area, I-15 and Highway 138, and the project site provides access to Wagon Train Road, which connects to these evacuation routes, and the proposed project will result in the clearing of the 0.96-acre site of vegetation that could otherwise provide fuel for a wildfire. Based on past experience with wildfires in the area, the Mountain Region can be successfully evacuated and life preserved, even if structures or property is damaged. Given the type of project proposed—an auto parts and auto repair shop—exposure to wildfire would have a limited potential to substantially damage the site. As a result, and due to the availability of and access to emergency routes and low fuel load in the immediate project vicinity, the potential for loss of life and structures is considered to be a less than significant impact with the implementation of **MM WF-1**, which would ensure fire safety during construction (refer to subsection XX, Wildfire, below).

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on-site or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY

SUBSTANTIATION:

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by an existing onsite well and would dispose of wastewater through an onsite septic system.

To address stormwater and accidental spills within this environment, the County has determined that the applicant must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP has been developed for this project, and is provided as Appendix 5a to this Initial Study.

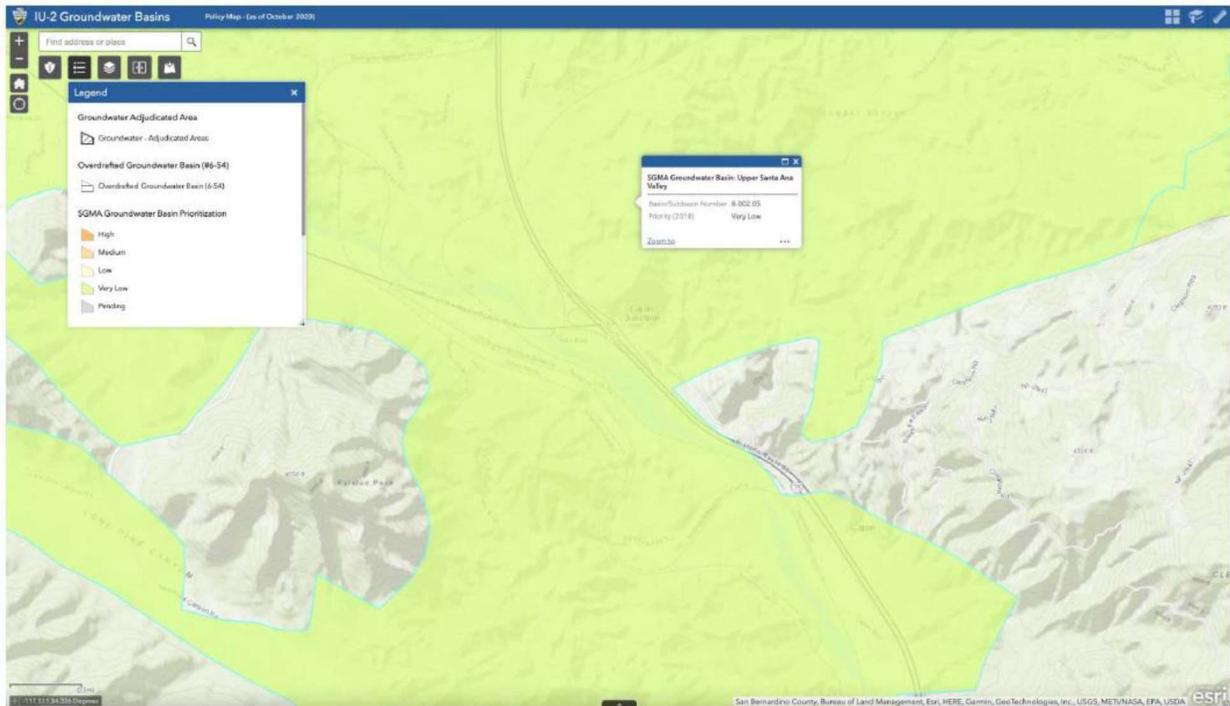
The WQMP specifies stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the project has been developed. Per Regulatory Requirement (RR) HYD-3 identified in the Countywide Plan, the WQMP provides the following: Control contaminants into storm drain systems; Educate the public about stormwater impacts; Detect and eliminate illicit discharges; Control runoff from construction sites; and, Implement BMPs and site-specific runoff controls and treatments. The WQMP that has been prepared for the Wagon Auto Parts Project has been preliminarily approved by the County as meeting these requirements.

Because the project site consists of pervious surfaces, the project has identified onsite drainage that will generally be directed to the infiltration basins, and other water quality control measures that will be developed as part of the project. The SWPPP would specify the BMPs that the project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Furthermore, the proposed project must comply with the San Bernardino Countywide Plan requirement that developments creating 10,000 square feet or more of impervious area, and redevelopments adding or replacing 5,000 square feet or more of such area—must implement low-impact development (LID) BMPs to the maximum extent practicable in order to reduce the discharge of pollutants to receiving waters, and also must comply with San Bernardino County Development Code Chapter 83.15, which provides requirements to ensure compliance with projects subject to water quality management plans. With implementation of these mandatory Plans and their BMPs, regulatory requirements identified by the Countywide Plan and Development Code, as well as MM HAZ-1 above, the development of project will not cause a violation of any water quality standards or waste discharge requirements.

- b. *Less Than Significant Impact* – The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a substantial lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). The existing well extracts groundwater from the Upper Santa Ana Valley groundwater basin, as shown on Figure X-1, the San Bernardino Countywide Plan Groundwater Basins Map. The Applicant has indicated that the well produces at least about 90 gallons of water per minute. The proposed project would only require minimal water for the private restroom use and for landscaping purposes. It is anticipated that the proposed project will utilize less than 50 gallons of water per day (GPD) or less than 0.06 acre feet per year (AFY). The project will

have the capability of storing 10,000 gallons of water onsite through the installation of a 10,000 gallon water tank.

Figure X-1



According to data gathered from the California Department of Water Resources "California Groundwater Bulletin 118"², the project is located in the Upper Santa Ana Valley Groundwater Basin, Bunker Hill Subbasin. "The Bunker Hill Subbasin consists of the alluvial materials that underlie the San Bernardino Valley. This subbasin is bounded by contact with consolidated rocks of the San Gabriel Mountains, San Bernardino Mountains, and Crafton Hills, and by several faults. The southern boundary is the Banning fault, the east boundary is the Redlands fault, the San Andreas fault is roughly the northern boundary, the Glen Helen fault abuts the northwest boundary, and the southwest boundary is the San Jacinto fault. The Santa Ana River, Mill Creek, and Lytle Creek are the main tributary streams in the subbasin (SBVWCD 2000). The range in annual precipitation is 13 to 31 inches." The average well yields 1,245 gallons per minute (gpm), and the well at the proposed project site yields substantially less at about 90 gpm. Depth of ground water obtained from water agencies indicated that the groundwater depth is more than 100' deep. In the short term, if any potable water must be used it will be such a small quantity (less than about 5,000 gallons per day of construction/grading) that no significant effect on the Upper Santa Ana Valley Groundwater Basin is anticipated. The amount of water required per day to support the operation of the proposed Wagon Auto Parts Project is anticipated to be approximately 50 gallons of water per day. Based on the production of wells within the area, the onsite well is anticipated to be capable of supplying this quantity of water reliably for the Wagon Auto Parts operations without substantially depleting groundwater. This is because the project is anticipated to require less than 1 AFY, which is substantially below the average water production of wells within the area. The main water utilizing sources on site would be landscaping and restroom facilities. The project will install onsite landscaping that is required to abide by the County Code, Chapter 83.10, which pertains to water efficiency standards. Thus, given that minimal interference with groundwater recharge would occur

² https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_002_06_BunkerHillSubbasin.pdf

due to infiltration requirements by the County, the construction of the Wagon Auto Parts Project is not forecast to cause a significant impact to groundwater recharge or groundwater supply. The potential impact under this proposed project is considered less than significant; no mitigation measures other than the installation of standard water conservation fixtures and use of drought resistant landscaping are required; these measures have been incorporated into the design for the project.

c. i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. During construction, the project must comply with San Bernardino County Development Code Section 85.11.030, which requires standard erosion control practices to be implemented for all construction. Additionally, as discussed in the San Bernardino Countywide Plan, construction sites are required to prepare and implement a SWPPP in accordance with the requirements of the statewide Construction General Permit and are subject to the oversight of the Santa Ana RWQCB. The SWPPP must include BMPs to reduce or eliminate erosion and sedimentation from soil-disturbing activities, as well as proper materials and waste management.

According to the Preliminary Hydrology Report for 3090 Wagon Train Road that was prepared by Rahman Engineering Services, Inc, provided as Appendix 5b, runoff from the project site drains towards the south while the project site relies on the high infiltration rate for the soil within the property. Currently, the off-site and on-site drains to a low point along the swale of the I-15 road right-of-way. This drains into a culvert that drains into the adjacent development on the south and ultimately discharges into the wash.

The runoff shall be directed towards grass swales and into 2 bioretention basins that have been designed to retain the 2-year 1-hr rainfall event as per the WQMP. The Preliminary Hydrology Report concluded that, the Rational Method shows that there will be an increase in the runoff from the project site. The volume generated by the proposed development will increase by 945 cubic feet (cf). The proposed 2 bioretention basins, which have a combined volume capacity of 4,024 cf, are provided and can store the 100-year 1-hour storm volume on-site. The collected water shall be infiltrated on-site. These basins should lessen the amount of runoff flows and volume towards the I-15 as that of the pre-development stage. Thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

c. ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

Less Than Significant Impact – The proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site, which would prevent flooding onsite or offsite from occurring. Impervious coverage of the site as proposed is anticipated to be about 72% (landscaped area will be about 28% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site towards grass swales and into 2 bioretention basins that have been designed to retain the 2-year 1-hr rainfall event as per the WQMP, which are used to meet low impact development (LID) requirements, and through other water quality control measures. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

- c. 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?

Less Than Significant With Mitigation Incorporated – The proposed project will alter the site such that stormwater runoff within the site will be increased, but will maintain the existing off-site downstream drainage system through control of future discharges from the site to be equivalent to the current conditions. This would prevent the project from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. Impervious coverage of the site as proposed is anticipated to be about 72% (landscaped area will be about 28% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site towards grass swales and into 2 bioretention basins that have been designed to retain the 2-year 1-hr rainfall event as per the WQMP, which are used to meet low impact development (LID) requirements, and through other water quality control measures. The installation of these drainage improvements would be designed to prevent runoff from leaving the project site, meeting County of San Bernardino Requirements. Varying amounts of urban pollutants, such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater within the watershed. However, the proposed project is not anticipated to generate discharges that would require pollution controls beyond those already incorporated into the project design and/or required by the County as a standard operating procedure to meet water quality management requirements from the RWQCB. As such, the project is not anticipated to result in a significant adverse impact to water quality or flows downstream of the project with implementation of mitigation outlined below.

The County has adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the County and the RWQCB, and through the implementation of MM HAZ-1, which will ensure that discharge of polluted material does not occur or is remediated in the event of an accidental spill. The SWPPP must incorporate the BMPs that meet the County's performance standard, while the WQMP would incorporate BMPs that would apply to the operation stages of the project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with mitigation required.

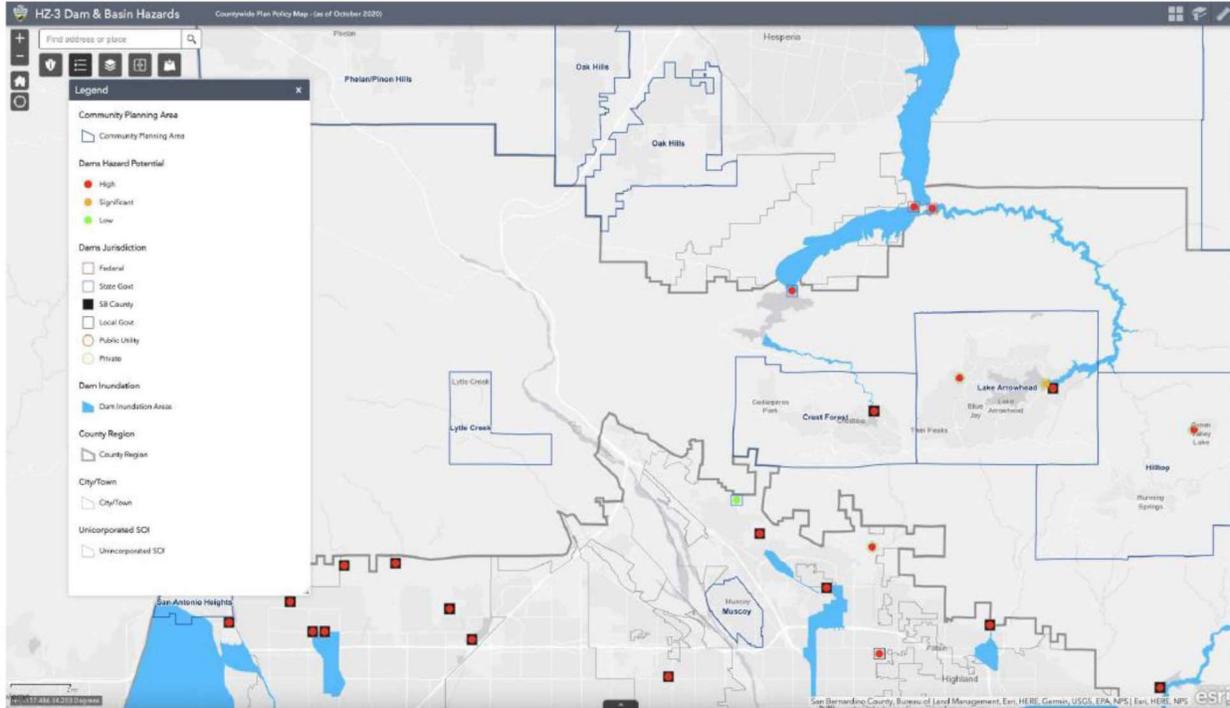
- c. iv. Impede or redirect flood flows?

Less Than Significant Impact – According to the County of San Bernardino General Plan 100-Year Floodplain Map (Figure X-1), the proposed project is not located in a 100-year or 500-year flood hazard area. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year 1-hour storm volume on-site. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

- d. *Less Than Significant Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the Countywide Plan Dam & Basin Hazards Map (Figure X-3), the project is not located within the limit of flooded area of a nearby dam. The project is located more than 50 miles from the Pacific Ocean, which eliminates the potential for a tsunami to impact the project area. Additionally, a seiche would not occur within the vicinity of the project because no lakes or enclosed bodies of water exist near the site that could be impacted by such an event. It is anticipated that through compliance with the County's Municipal Code and implementation of the onsite drainage system, inundation hazards within the County would be reduced to a level of less than significant. Therefore, the potential to

expose people or structures to a significant risk of pollutants due to inundation would be minimal. No mitigation is required.

Figure X-3



- e. *Less Than Significant Impact* – The project site is located in the Upper Santa Ana Valley Basin (shown on Figure X-1, the Countywide Plan Groundwater Basins Map), which has been designated very low priority by the Sustainable Groundwater Management Act (SGMA). The SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins and requires GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The SGMA “requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.”³ Given that the project is located within a basin that is considered very low priority, no conflict or obstruction of a water quality control plan or sustainable groundwater management plan is anticipated. As such, the project would not conflict with a sustainable groundwater management plan. Water consumption and effects in the basin indicate that the proposed project’s water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short- (SWPPP) and long- (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board’s water quality control plan has been identified.

³ <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

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

XI. LAND USE AND PLANNING

SUBSTANTIATION:

- a. *No Impact* – Refer to the aerial photos provided as Figures 1 and 2, which depict the project’s regional and site-specific location. The project site is zoned for Commercial use and the Countywide Plan land use designation is Commercial. The proposed project would occur within a site located near the Cajon Junction, within the Mountain Region of San Bernardino County. The proposed Wagon Auto Parts Project would be developed within a commercial corridor serving the I-15 freeway as well as Highway 138 which are located west and north of the project, respectively. The proposed use of this site would be consistent with the surrounding uses which include a gas station, truck weighing station, and fast food services, each of which are transportation serving uses. Given that the development of the proposed auto repair project at this site would be consistent with and similar to the surrounding uses, development of the Wagon Auto Parts Project at this location would be consistent with both the uses surrounding the project and the surrounding land use designations and zoning classifications. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no significant impacts under this issue are anticipated and no mitigation is necessary
- b. *Less Than Significant Impact* – The proposed project will develop the Wagon Auto Parts within a vacant site containing vegetation that is best described as heavily degraded California buckwheat series. The project site is zoned for Commercial use and the Countywide Plan land use designation is Commercial. The County’s recently approved Countywide Plan lists the following Goals and Policies under the Land Use Element:
- Goal LU-1: Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.
 - Applicable policies:
 - Policy LU-1.2 Infill Development
 - Policy LU-1.5 Development Impact Fees
 - Goal LU-2 Land Use Mix and Compatibility: An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.
 - Applicable policies:
 - Policy LU-2.1: Compatibility with existing uses
 - Policy LU-2.2: Compatibility with planned uses
 - Policy LU-2.3: Compatibility with natural environment
 - Policy LU-2.4: Land Use Map consistency
 - Policy LU-2.6: Coordination with adjacent entities
 - Policy LU-2.11: Office and industrial development within the Mountain/Desert Region

- Goal LU-4 Community Design: Preservation and enhancement of unique community identities and their relationship with the natural environment.
 - Applicable policies:
 - Policy LU-4.1: Context-sensitive design in the Mountain/Desert regions
 - Policy LU-4.2: Fire-adapted communities
 - Policy LU-4.3: Native or drought-tolerant landscaping
 - Policy LU-4.5: Community identity
 - Policy LU-4.7: Dark skies

The proposed project would be consistent with the above goals and policies. A review of all other General Plan Goals (Housing Element, Infrastructure & Utilities Element, Transportation & Mobility Element, Natural Resources Element, Renewable Energy & Conservation Element, Cultural Resources Element, Hazards Element, Personal & Property Protection Element, Economic Development Element, and Health & Wellness Element) indicates that the proposed project is consistent with all applicable Goals, often with mitigation, as demonstrated by the findings in the pertinent sections of this Initial Study. The proposed project can be implemented without significant effects on the circulation system; all infrastructure exists at or can be extended to the site to support the Wagon Auto Parts Project; it can meet the requirements set forth in the Economic Development Element pertaining to new revenue generating development; it will not generate significant air emissions or GHG emissions; it will meet noise design requirements with mitigation; it can meet all Safety Element requirements; and it implements the land use compatibility requirements of the Health and Wellness Element. Therefore, the implementation of this project at this site will be consistent with surrounding land uses, and current use of the site. The project would therefore have a less than significant potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation is required to minimize impacts under this issue.

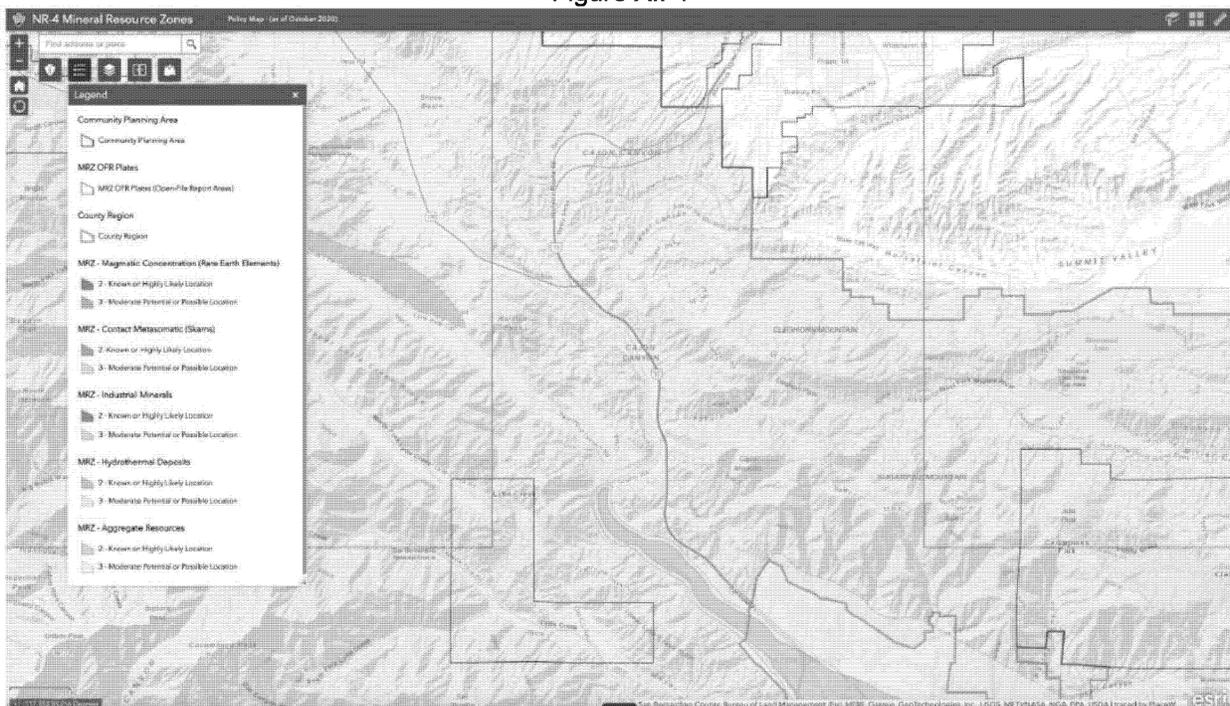
Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XII. MINERAL RESOURCES

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

- a. *Less Than Significant Impact* – The proposed project is located on an undeveloped site containing vegetation that is best described as heavily degraded California buckwheat series, and as such, does not contain any known important minerals resources. The San Bernardino Countywide Plan Mineral Resource Zones map indicates that the proposed project is not located within any delineated mineral resource zone (Figure XII-1). The proposed project is furthermore not located within an area designated by the State Mining and Geology Board in 1987 or 2013. Given that the proposed project is not located on a delineated state or regionally significant site, and that no mineral extraction currently occurs or is known to have ever occurred on the property, it is anticipated that the development of the site would have a less than significant to 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.

Figure XII-1



- b. *Less Than Significant Impact* – The proposed Wagon Auto Parts Project would not result in a significant impact under any of the Initial Study Checklist Topics, provided mitigation measures are implemented. As stated above, the San Bernardino Countywide Plan Mineral Resource Zones map indicates that the proposed project not located within any delineated mineral resource zone (Figure XII-1). Given that the site does not currently support mineral resources and has not supported any mineral resources extraction in the past, it is not anticipated that the proposed project would interfere with a locally important mineral resource recovery site. Furthermore, given the small size of the site and the lack of any mining operations in the immediate vicinity of the project, such a use at this site would be infeasible; additionally, development of the site would not preclude future extraction of resources in the general project area. As such, the development of the proposed Wagon Auto Parts Project at the proposed site would have a less than significant potential to result in the loss of any available locally important resource recovery site delineated on a local general plan, specific plan or other land use plan.

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

XIII. NOISE

SUBSTANTIATION: (Check if project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element)

Introduction to Noise Regulations

Noise is generally described as unwanted sound. The proposed project would install a 6,600 SF structure in support of Wagon Auto Parts. The building would be segmented into a 340 square foot waiting room, a 170 square foot reception area, a 48 square foot bathroom, a 26 square foot locker room, and the remaining 5,850 square feet would be utilized as the shop area with two roll up doors for vehicles to enter the shop area. On the west side of the proposed building there would be a 1,000 square foot canopy with solar panels on top and a 10,000 gallon water tank located under the canopy. The project would include development of a 19 space parking lot and onsite driveways that would include 0.7 acre of pavement on the project site. The proposed project is located within a site adjacent to the I-15 Freeway, and is therefore in a high background noise level environment. There are no sensitive receptors for at least a one and a half mile radius surrounding the project site. Background traffic noise in this area is relatively high given that the project site is located adjacent to the I-15, which is heavily traveled at this location.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit of measure is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA (A-weighted decibel) increment be added to quiet time noise levels. The State of California has established guidelines for acceptable

community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

Noise Compatibility

standards for noise exposure for sources that are pre-empted from local control are articulated in the Noise Element of the County Development Code shown in Table 1. These standards apply to transportation noise such as roadways or railways. Industrial uses are not considered noise-sensitive. Guidelines consider most non-residential uses to be "compatible with noise environments up to 65 dB(A) CNEL. Sensitive receptors such as residential uses are recommended to achieve a 60 dB CNEL or lower thresholds.

**Table XIII-1
 NOISE STANDARDS FOR ADJACENT MOBILE NOISE SOURCES**

Categories	Land Use Uses	Ldn (or CNEL) dB(A)	
		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
Notes:			
(1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.			
(2) The outdoor environment shall be limited to:			
<ul style="list-style-type: none"> • 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 p.m. to 10 p.m. and 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.			

San Bernardino County, in Section 83.01.080 of the County Code, has developed noise performance standards for a variety of land uses that are designed to achieve acceptable interior and/or exterior noise exposures for the affected use. These guidelines for exposure from stationary sources are designed to regulate the level of sound that one use may broadcast across the property line of an adjacent use. Source regulations most commonly use the energy-weighted noisiest single hour called "Leq". The applicable one-hour allowable maximum property line exposures in San Bernardino County for stationary sources are

shown below. If the background already exceeds any of the specified levels in the table below, the allowable thresholds are adjusted upward to equal the background. The industrial property line standard is 70 dB(A) Leq. These standards are shown in Table XIII-2.

**Table XIII-2
 COUNTY OF SAN BERNARDINO NOISE ORDINANCE LIMITS –
 PRIVATE PROPERTY AND STATIONARY SOURCES**

Affected Land Uses (Receiving Noise)	7 a.m. to 10 p.m. Leq ¹ dB(A) ²	10 p.m. to 7 a.m. Leq ¹ dB(A) ²
Residential	55	45
Professional Services	55	55
Other Commercial	60	60
Industrial	70	70

¹Leq=(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 1.8 or 24 hours.

²dB(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.

Source: County of San Bernardino General Design Standards, Section 87.0905.

These standards shall apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time.

Noise from temporary construction activities is exempt from the above ordinance levels if the construction activities are between the hours of 7 a.m. and 7 p.m., Monday through Saturday, with no activity on Sundays or Federal Holidays.

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located in a relatively rural area, though it is located within the Cajon Pass I-15 transportation corridor, which experiences heavy traffic due to the adjacent freeway, as well as from railroad noise from the BNSF railroad tracks to the west of Cajon Creek. The San Bernardino Countywide Plan Existing & Future Noise Contours maps (Figure XIII-1: Existing, Figure XIII-2: Future) indicate that under existing and future circumstances, the proposed project is and will continue to be located within the 65 CNEL noise contour. As such, background noise is anticipated to be generally at or lower than the San Bernardino Development Code noise standard for Industrial uses (70 dBA 24 hours a day).

Figure XIII-1

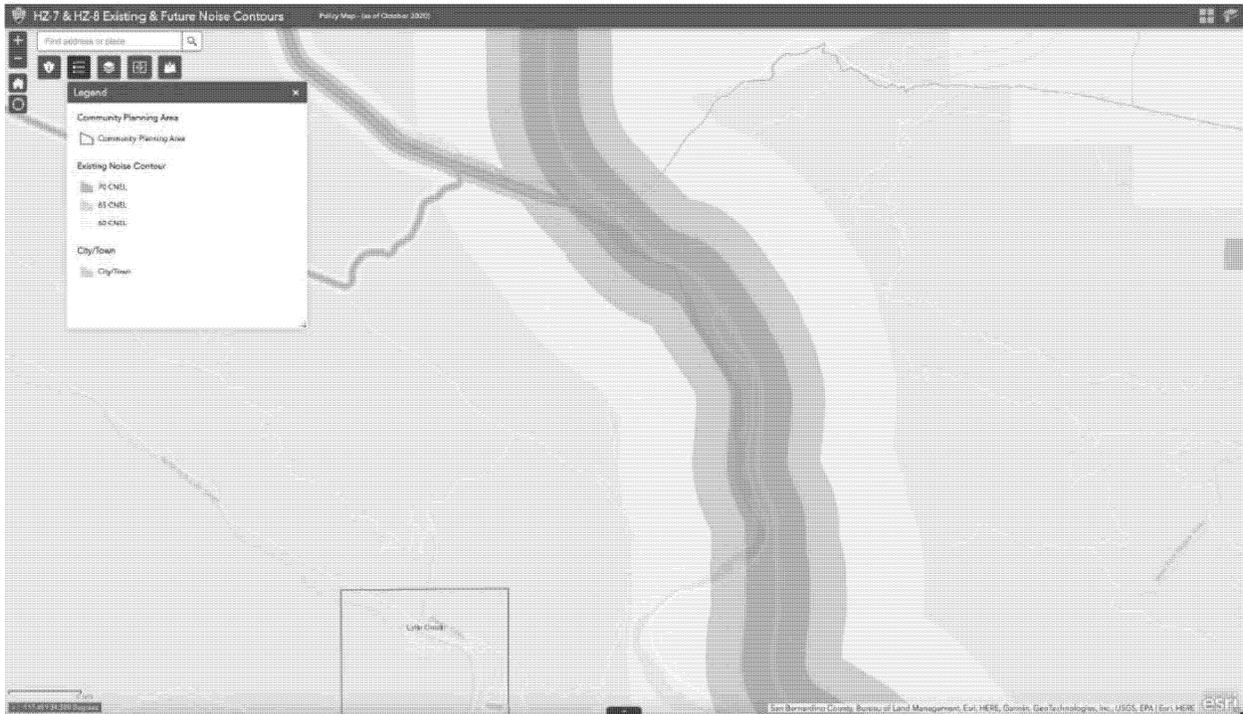


Figure XIII-2



Short Term Construction Noise

Short-term construction noise impacts associated with the proposed project will occur in phases as the project site is developed. The earth-moving sources are the noisiest type of equipment typically ranging from 82 to 85 dB at 50 feet from the source. Temporary construction noise is exempt from the County Noise Performance Standards between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays. Furthermore, the San Bernardino County Development Code Section 83.01.080 establishes standards for mobile noise sources by limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday, with construction mobile noise sources prohibited on Sundays.

There are no sensitive receptors in close enough proximity to the project site to experience a significant increase in noise levels as a result of construction, both due to the 1.5-mile distance to the nearest receptor and due to the adjacent freeway background noise levels, which, as shown on Figure XIII-1, depicting the area existing noise levels as mapped by the San Bernardino Countywide Plan. Furthermore, the future noise levels in the project area are anticipated to become even greater with increased traffic in the project area (Figure XIII-2) The proposed project would be constructed in compliance with the County's Noise Performance Standards, and therefore construction of the project would be less than significant. However, to minimize the noise generated on the site to the extent feasible, the following mitigation measures shall be implemented:

- NOI-1** *All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.*
- NOI-2** *All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.*
- NOI-3** *No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.*
- NOI-4** *Equipment not in use for five minutes shall be shut off.*
- NOI-5** *Equipment shall be maintained and operated such that loads are secured from rattling or banging.*
- NOI-6** *Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.*

Long-Term Operational Noise

During operation of the proposed project, noise generated from the proposed Wagon Train Auto Parts Project will be greater than that which exists at the vacant site at present. Proposed hours of operation would be from 8 a.m. to 6 p.m. daily, and it is anticipated that the proposed project will not exceed the Commercial Noise Standards, particularly given the great distance at which the nearest sensitive receptor is located. Noise attenuates at a rate of approximately 6 to 7 decibels per doubling of distance, and much like construction noise, equipment required to operate the Wagon Train Auto Parts will generate some noise, but is anticipated to attenuate at the nearest sensitive receptor given the 1.5 mile distance between the proposed project site and the nearest sensitive receptor. As such, the noise environment at the nearest resident will be well within the levels deemed acceptable by the County of San Bernardino. According to the County of San Bernardino Development Code, the maximum acceptable stationary noise level at Residential land uses between the hours of 7 a.m. and 10 p.m. is 55 dBA, and 45 dBA between the hours of 10 p.m. and 7 a.m. Additionally, the San

Bernardino County Development Code has standards for adjacent mobile noise sources: Interior 45 (day-night average sound level (Ldn) dBA and Exterior 60 Ldn dBA. The proposed project is not anticipated to generate noise in the evenings, though it will generate noise from the auto shop component of the project during the daytime, but as previously stated, it is anticipated that the nearest sensitive receptor will not experience noise disturbance at a level greater than the standards outlined in the San Bernardino County Development Code. Therefore, through the implementation of the mitigation measures identified above, neither operation or construction of the proposed project would violate noise standards outlined in the San Bernardino County Development Code. Impacts under this issue are considered less than significant with mitigation incorporated.

Conclusion

Construction activities are mitigated by required compliance with grading/construction permits, as well as through the implementation of MMs **NOI-1** through **NOI-6**, while operational activities are less than significant without the need for implementation of mitigation. Therefore, through the implementation of the mitigation measures identified above, as well as through compliance with the San Bernardino County Development Code, neither operation or construction of the proposed project would violate the County's noise standards. Impacts under this issue are considered less than significant with mitigation incorporated.

- b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB	-	threshold of human perception
72 VdB	-	annoyance due to frequent events
80 VdB	-	annoyance due to infrequent events
94-98 VdB	-	minor cosmetic damage

Construction activity can result in varying degrees of groundborne vibration, but is generally associated with pile driving and rock blasting. Other construction equipment—such as air compressors, light trucks, hydraulic loaders, etc.—generates little or no ground vibration. The San Bernardino County Development Code offers guidance on Vibration. San Bernardino County Development Code 83.01.090 provides guidance regarding how vibration should be measured and offers the following Standard:

(a) Vibration standard. No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.

Additionally, according to the San Bernardino County Development Code, construction is exempt from vibration regulations during the hours of 7 a.m. and 7 p.m. and the proposed project would be developed within the hours in which vibration during construction is exempt.

The nearest sensitive use is over 1.5 miles from the closest sensitive receptor, and furthermore, vibration from the nearby I-15 freeway and BNSF railway dominate the background vibration levels in the area. As the proposed project does not propose any activities during construction or operation that would generate significant vibration, adjacent structures would have no potential to be impacted by vibration from the project. Therefore, construction vibration will be well below any structural damage threshold and less than the threshold of human perception. Therefore, any vibration generated within the site is not anticipated to be felt beyond the lot line. Any impacts under this issue are considered less than significant. No mitigation is required.

- c. *No Impact* – The project site is located at a great distance from any nearby airport. As shown on the Airport Safety & Planning Areas map prepared for the San Bernardino Countywide Plan (Figure IX-2), the proposed project is not located within a designated Airport Safety Review Area at any of the area airports in the area, and therefore is not located within the noise contours for the Airport. Therefore, there is no potential for the project expose people residing or working in the project area to excessive noise levels as a result of proximity to a public airport or private airstrip. No mitigation is required.

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

XIV. POPULATION AND HOUSING

SUBSTANTIATION:

- a. *Less Than Significant Impact* – Implementation of the project will not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). This project proposes to develop a Wagon Auto Parts Project within a 0.96-acre site. The provision of an auto parts store, is not typically considered to be growth inducing. The proposed project would not require a significant number of employees to operate (anticipated to create no more than 6 positions of employment). It is unknown whether the new employees will be drawn from the general area or will bring new residents to the project area, but it is anticipated that many of the employees will reside within San Bernardino County. According to the Countywide Plan, the total population within unincorporated San Bernardino County was 304,300 persons in 2020, or 13.8% of the overall County population of 2,197,400. According to the San Bernardino [County](#) Countywide Plan PEIR, the population of unincorporated San Bernardino County is anticipated to grow to 344,100 by 2040. The proposed project would create a potential for 6 more permanent opportunities for employment during operation, and 20 temporary opportunities for employment in support of project construction. This would constitute a permanent increase in population of less than one percent if each of the 6 new workers are new residents to unincorporated San Bernardino County. Given that the County General Plan indicates that the planned population within unincorporated San Bernardino is anticipated to grow by 39,800 from the 2020 population identified in the Countywide Plan (304,300), the potential increase in residents is well within the planned population growth within unincorporated San Bernardino County. As such, the County has

planned for growth in population beyond that which exists at present, and should the project result in a temporary increase in population by 20 persons, or by 6 persons in the long term to manage and maintain the new sports complex, this growth would be well within the planned growth within the County as indicated by the Countywide Plan PEIR. Thus, based on the type of project, and the small increment of potential indirect population growth the project may generate, the population generation associated with project implementation will not induce substantial population growth that exceeds either local or regional projections.

- b. *No Impact* – There are no residences within the project site, as the project site is vacant containing non-native and native vegetation and weeds. No persons currently reside on the site and therefore, implementation of the proposed project will not displace substantial numbers of existing housing, or persons necessitating the construction of replacement housing elsewhere. Thus, no impacts will occur and no mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES: Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. PUBLIC SERVICES

SUBSTANTIATION:

- a. *Less Than Significant Impact* – The proposed project site is served by the San Bernardino County Fire Department, and the nearest Fire Stations to the proposed project site is the Summit Valley Station located about 5 miles to the east of the project site in Hesperia. There is also a United States Forest Service (USFS) station located at the Mormon Rocks Station about 2 miles west of the project site. These stations are located just north and south of the project site, each within a one mile radius of the project site. The San Bernardino County Fire Department provides fire protection, fire prevention, and emergency medical services to the project area. The proposed Wagon Auto Parts Project would result in minimal potential for random emergency events during operations, because the majority of the activities at the site would be related to retail auto part sale, and minor automobile repair. The main concern for fire at the project site would be wildfire, as the proposed project is located in a very high fire hazard severity zone, and has experienced wildfires in the past. Given the close proximity to nearby fire stations, and that the proposed project is located adjacent to the I-15 and Highway 138, the proposed project would provide visitors and employees sufficient access to evacuation routes in the event of a wildfire in the project area. Ultimately, the project will be served by fire equipment at

nearby fire stations, which would be capable of reaching the proposed project in the event of an emergency of fire in 5-10 minutes. Furthermore, in the event of a wildfire, the proposed project and project area would be served by the nearby USFS station. Based on the above information, the proposed project does not pose a significant fire or emergency response hazard, nor is the proposed project forecast to cause a significant demand for fire protection services. The County will require standard conditions to ensure adequate fire flow at the proposed facilities, and the project will be required to adhere to the California Fire Code, which ensures that new structures are designed to minimize fire risks related to human safety (including that of emergency responders), loss of property, and other impacts to the environment. Furthermore, the proposed project would not induce substantial population within the County such that a significantly greater demand on fire protection services would be required. These requirements are considered adequate measures to prevent any significant impacts under this issue, thus no mitigation is required.

- b. *Less Than Significant Impact* – The proposed project receives police services through the San Bernardino County Sheriff's Department. The Department enforces local, state, and federal laws; performs investigations and makes arrests; administers emergency medical treatment; and responds to County emergencies. The project site is served by the Central Sheriff Service Agency as shown on Figure XV-1, which depicts the service area of Sheriff Operations from the San Bernardino Countywide Plan. The Central Sheriff's Station is located at 655 East Third Street, San Bernardino, California 92415-0061, which is approximately 15 miles to the southwest of the project site, and the project is located within the existing patrol routes. The proposed project will not include the kind of uses or activities that would likely attract criminal activity, except for random trespass and/or theft; however, any random trespass is unlikely given that the type of activities proposed would not typically attract criminal activities. Furthermore, the proposed project would not induce substantial population within the County such that a significantly greater demand on police services would be required. Therefore, due to the proposed use of the project site, implementation of the proposed project would not substantially increase the demand for law enforcement services beyond that already existing at the project site.

Figure XV-1



- c. *Less Than Significant Impact* – The proposed project is anticipated to temporarily employ a maximum of 20 persons during construction and a maximum of 6 persons during operation of the proposed project. The project is not anticipated to generate any new direct demand for the area schools. The Wagon Auto Parts Project would be developed within a site served by San Bernardino City Unified School District (SBCUSD). As addressed above under issue Population and Housing, XV(a) above, the proposed project does not include any land uses that would substantially induce population growth, and will not require a substantial temporary or permanent labor force. The development of an auto parts store and auto repair shop at this site is not anticipated to adversely impact schools in any manner. Furthermore, the State of California requires a portion of the cost of construction of public schools to be paid through a fee collected on residential, commercial, and industrial developments. The development impact fee mitigation program of the SBCUSD provides for mitigating the impacts of the proposed project in accordance with current state law (SB 50). Thus, the proposed project will not generate a substantial increase in elementary, middle, or high school population, and since payment of school impact fees is a mandatory requirement, no further mitigation measures are required to reduce school impacts caused by the proposed project to a less than significant level.
- d. *Less Than Significant Impact* – The proposed project will not directly add to the existing demand on local recreational facilities. The project will develop a Wagon Auto Parts Project which will result in the creation of about 6 new jobs. The project is not anticipated to generate any new direct demand for parks within the County, as this project would have a minimal potential to induce population growth within the County. No nearby parks would be impacted by the proposed project, as there are none in close proximity to the project site. The project will contribute to the County’s General Fund through payment of property and sales tax, which is considered sufficient to offset any impacts to parks that result from implementing the project. As such, this would offset the minimal potential for increased demand for park and recreation services within the County that may result from implementation of the proposed project and therefore, the proposed project will have a less than significant impact to parks and recreation facilities.
- e. *Less Than Significant Impact* – Other public facilities include library and general municipal services. According to the Countywide Plan, County library services are funded mostly through taxes—mainly property taxes and sales taxes. State, federal, and other government assistance, in addition to library fees, also fund the library. Since the project will not directly induce substantial population growth, it is not forecast that the use of such facilities will increase as a result of the proposed project. Thus, any impacts under this issue are considered less than significant, and no mitigation is required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION:				
a) Will 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. RECREATION

SUBSTANTIATION:

- a. *Less Than Significant Impact* – As addressed in the discussion under XIV above, the proposed project does not include a use that would substantially induce population growth. As stated in the discussion under Population and Housing, the project would create about 6 jobs at the new Wagon Auto Parts Project; however, it is unknown what portion of the employees will be new residents. The proposed project will contribute to the County's General Fund through payment of property and sales tax. Given that the proposed project would not induce substantial population growth, and the availability of land for recreational use in the surrounding area, the project is not anticipated to result in a substantial increase in the use of existing park and recreation facilities. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

- b. *No Impact* – The proposed project site is vacant and does not include any existing recreational facilities. The proposed Wagon Auto Parts Project will not require the development or expansion of recreational facilities. Therefore, the proposed project is not anticipated to cause an adverse physical effect on the environment as a result of construction or expansion of recreational facilities.

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

XVII. TRANSPORTATION

SUBSTANTIATION:

- a. *Less Than Significant Impact* – Implementation of the project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project is located along Wagon Train Road adjacent to the I-15 freeway, and just south of Highway 138. The San Bernardino County Transportation Authority 2016 Congestion Management Program⁴ indicates the Level of Service (LOS) of nearby Highway 138 ranges from LOS “A” to “B” depending on the direction of travel, and the location east or west of the I-15 freeway. The San Bernardino County Transit Authority (SBCTA) has identified LOS E as the minimum acceptable standard on CMP-designated roadway segments and intersections.

During construction it is anticipated that a maximum number of 20 employees will be required to support the construction of the project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 50 round trips per day. As such, construction is anticipated to result in less than 100 round-trips per day, when considering that construction workers may leave the site during the day for various reasons. The construction traffic is considered minimal and not anticipated to lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level. Due to the nature of this type of a project, many of the trips to this site would occur as a stop on a driver’s way to another location, on an as needed basis. This is because the project proposes an auto parts store, which would be utilized generally by passersby, or as a means for a vehicle to be fixed in a time of need. Given that nearby Highway 138 is currently operating at acceptable conditions, and the ingress and egress from the project site along Wagon Train Road, which is not a heavily traveled roadway, will be reviewed by County traffic engineers prior to construction, it is not anticipated that traffic generated by operation of the Wagon Auto Parts Project would lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level.

It is anticipated that the proposed project would generate less than 100 AM or PM Peak Hour trips; this is because the proposed operating hours are between 8 a.m. and 6 p.m., and it is anticipated that there would be a generally steady flow of demand throughout the operating hours for the services offered at the Wagon Train Auto Parts. As the project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site area intersection, no significant contributions from the project to area circulation would occur. Given

⁴ <https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf>

the minimal employees required to operate the site (a maximum of 6 employees), employee and customer trips are anticipated to contribute a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including roadway facilities.

The project site is currently accessible by car, though sidewalk has not yet been installed along this segment of Wagon Train Road, though just north of the project site, sidewalk on the western side of the roadway is accessible. The proposed project will install walkways and driveways as shown on the site plan provided as Figure 3 per San Bernardino County Development Standards 129B and 130. Additionally, this segment of Wagon Train Road does not currently provide for a bike lane, and the Countywide Future Bicycle Facilities Map does not appear to denote this roadway for the creation of a bike lane in future. The site will continue to be accessible by existing means of transport, with enhanced access to the site through the proposed driveways and walkways.

The project site is not located within a service route for any area transit providers, and as such will not impact the transit circulation system.

Based on a review of the circulation in the vicinity of Wagon Auto Parts Project, the minimal peak hour traffic that would be generated over the short- and long-term by the proposed project, this project would have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No mitigation is required.

- b. *Less Than Significant Impact* – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) for transportation impact evaluation.

The County of San Bernardino City Council adopted analytical procedures, screening tools and impact thresholds for VMT, which are documented in the San Bernardino County Transportation Impact Study Guidelines (July 2019) (County Guidelines). The County Guidelines provides details on appropriate criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following types:

- Project Type Screening
- Transit Priority Area (TPA) Screening
- Low VMT Area

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

The proposed project appears to meet the Project Type Screening for the following reasons:

The County Guidelines identifies that local serving retail of less than 50,000 square feet (SF) or other local serving essential services (e.g., local parks, day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. Additionally, the County Guidelines notes smaller projects that generate fewer than 110 trips per day are assumed to cause a less than significant VMT impact. The proposed project would be a retail use less than 50,000 SF in size, and as the proposed project is intended to serve drivers who would already be utilizing adjacent circulation systems, specifically those utilizing the Interstate 15 and Highway 138, which are easily accessed from the proposed project by way of the on- and off-ramps for the I-15 located at Highway 138 less than one half mile from the proposed project site. As such, the proposed project meets the Project Type Screening and would therefore result in a less than significant VMT impact.

- c. *Less Than Significant With Mitigation Incorporated* – The proposed project will occur entirely within the project site boundaries, though it will involve improvements along the site frontage at Wagon Train Road in order to develop the proposed driveways that will provide access to the proposed auto parts store and auto maintenance shop. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided by the new driveways along Wagon Train Road, which is not a major roadway, but provides access to Highway 138 to the north. In the vicinity of the project site, this roadway is generally not heavily traveled as it only serves as a local roadway provided access to the freeway and highway serving business to the north, and to the Pacific Crest Trail access to the south. The proposed new access driveways will be designed such that the project would not increase hazards due to a geometric design feature or incompatible uses. Furthermore, access to the site must comply with County design standards and would be reviewed by the County to ensure that inadequate design features or incompatible uses do not occur. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the County, as well as the police and fire departments. Because the proposed project will require some improvements along Wagon Train Road, the project will require implementation of a traffic management plan, which will ensure adequate circulation within the County. As such, to mitigate the potential impacts to traffic flow during construction, the following mitigation measure shall be implemented:

TRAN-1 *The County shall mandate that the Applicant require their contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:*

- *Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.*
- *To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.*
- *Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.*
- *For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.*
- *Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.*

TRAN-2 *The County shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino standard design requirements.*

Upon implementation of a construction traffic management plan, any potential increase in hazards due to design features or incompatible use will be considered less than significant in the short term. In the long term, no impacts to any hazards or incompatible uses in existing or planned roadways are anticipated. Operation of the proposed Wagon Auto Parts Project would be similar to the surrounding uses, and the design of the project would not create any hazards to surrounding roadways. Thus, any impacts are considered less than significant with implementation of mitigation. No additional mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – The proposed project consists of activities that will take place along Wagon Train Road within the Unincorporated area of Cajon Junction within the County of San Bernardino. Vehicles travelling to and from the project site would utilize Wagon Train Road via Highway 138 and I-15 to access the site. Primary access to the site will be provided by the new driveways. Access to the site is adequate and the nearest emergency response station is located within a 5 mile radius of the project site to either the east or west of the project site. As shown on Figure IX-3, there is an emergency evacuation route located west and north of the project site, as the I-15 and Highway 138 have been delineated as such on the Countywide Plan Evacuation Route Map. With implementation of MMs **TRAN-1** and **TRAN-2**, adequate emergency access along Wagon Train Road will be maintained. Thus, because of the lack of adverse impact on local circulation no potential for significant impacts on emergency access are forecast to occur during construction or operation. No further mitigation is required.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES: Will the project:				
a) Would the project cause a substantial change in the significance of tribal cultural resources, 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 the California Native American Tribe, and that is?				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. TRIBAL CULTURAL RESOURCES

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

a.i-ii *Less Than Significant With Mitigation Incorporated* – On June 29, 2020, the County of San Bernardino staff notified the following tribes pursuant to AB 52: 1) Colorado River Indian Tribes, 2) Fort Mojave Indian Tribe, 3) Twenty-Nine Palms Band of Mission Indians, 4) Gabrieleño Band of Mission Indians – Kizh Nation, 5) Morongo Band of Mission Indians, 6) San Gabriel Band of Mission Indians, 7) San Manuel Band of Mission Indians, and 8) Soboba Band of Luiseno Indians. During the 30-day consultation period, no response was received from any of the tribes. Therefore, consultation has concluded with no request from any tribe to be included as a consulting party for this project. Therefore, with no input from any of the tribes, the analysis and conclusions under the Cultural Resources Section above shall ensure that no significant impacts to any Tribal Cultural Resources occur. As such, MM **CUL-1**, which require earthmoving or grading activities in the immediate area of any cultural materials to be halted and for an onsite inspection to be performed immediately by a qualified archaeologist, impacts to tribal cultural resources would be less than significant. No further mitigation is required beyond that which was identified under Section V, Cultural Resources, above.

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

XIX. UTILITIES AND SERVICE SYSTEMS

SUBSTANTIATION:

a. Water

Less Than Significant Impact – Access to water service will be provided by an existing onsite well. Other than outfitting the well with the appropriate appurtenances and installing the internal water transmission lines, the proposed project is not anticipated to require relocation or construction of new or expanded water transmission to serve the proposed project, such that a significant impact would occur. The project would be served with groundwater from the Bunker Hill Basin to meet demand. As previously stated under issue X, Hydrology and Water Quality, sufficient water resources exist to meet project demand. The project is estimated to require a water demand that will represent only a nominal percentage of the available groundwater supply. Therefore, given that the proposed project would not result in significant impacts under any issue, as demonstrated throughout this Initial Study, development of the Wagon Auto Parts Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – The proposed project will require the installation of an onsite septic tank system that would collect the minimal wastewater generated by onsite restroom uses. Other than installing the internal wastewater collection lines, the proposed project is not anticipated to require relocation or construction of new or expanded water transmission would be required to serve the proposed project, such that a significant impact would occur. No connections to the municipal wastewater collection system and wastewater treatment plant are required. Therefore, given that the

proposed project would not result in significant impacts under any issue, as demonstrated throughout this Initial Study, development of the Wagon Auto Parts Project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The stormwater runoff, will be managed in accordance with the WQMP (provided as Appendix 5a) as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. Impervious coverage of the site as proposed is anticipated to be about 72% (landscaped area will be about 28% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site towards grass swales and into 2 bioretention basins that have been designed to retain the 2-year 1-hr rainfall event as per the WQMP, which are used to meet low impact development (LID) requirements, and through other water quality control measures. The volume generated by the proposed development will increase by 945 cubic feet (cf). The proposed 2 bioretention basins, which have a combined volume capacity of 4,024 cf, were provided and can store the 100-year 1-hour storm volume on-site. The collected water shall be infiltrated on-site. These basins should lessen the amount of runoff flows and volume towards the I-15 as that of the pre-development stage, thus meeting San Bernardino County stormwater management requirements. Therefore, surface water will be adequately managed on site and as such, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. There are existing electrical power lines that traverse the property, in which the project will be connected. No construction or relocation of electric facilities will be required to serve the project. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

No Impact – Development of the proposed Wagon Train Auto Parts Project would not create a demand for natural gas. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated.

Telecommunications

No Impact – Development of the proposed Wagon Train Auto Parts Project would require installation of wireless internet service or phone service, but such services are available for connection at the project site, with no expanded services required to meet demand. Therefore, the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunication facilities. No impacts are anticipated.

- b. *Less Than Significant Impact* – Please refer to the discussion under Hydrology, Section X(b). The project site is located in the Upper Santa Ana Valley Basin (shown on Figure X-1, the Countywide Plan Groundwater Basins Map). The main water utilizing sources on site would be landscaping and restroom facilities. The project will install onsite landscaping that is required to abide by the County Code, Chapter 83.10, which pertains to water efficiency standards. It is anticipated that the proposed project will utilize less than 50 GPD or less than 0.06 AFY. The project will have the capability of storing 10,000 gallons of water onsite through the installation of a 10,000 gallon water tank.

According to data gathered from the California Department of Water Resources “California Groundwater Bulletin 118”, the project is located in the Upper Santa Ana Valley Groundwater Basin, Bunker Hill Subbasin, within which the average well yields 1,245 gallons per minute (gpm), and the well at the proposed project site yields substantially less at about 90 gpm. In the short term, if any potable water must be used it will be such a small quantity (less than about 5,000 gallons per day of construction/grading) that no significant effect on the water supply is anticipated. The amount of water required per day to support the operation of the proposed Wagon Auto Parts Project is anticipated to be approximately 50 gallons of water per day. Based on the production of wells within the area, the onsite well is anticipated to be capable of supplying this quantity of water reliably for the Wagon Auto Parts operations. This is because the project is anticipated to require less than 1 AFY, which is substantially below the average water production of wells within the area, and this groundwater basin is designated as low priority by the SGMA, meaning the supply available within this basin is stable. The main water utilizing sources on site would be landscaping and restroom facilities. The project will install onsite landscaping that is required to abide by the County Code, Chapter 83.10, which pertains to water efficiency standards. Thus, based on the availability of water within the area the development of the Wagon Auto Parts Project within the 0.96-acre site is not forecast to cause a significant demand for water supply and is therefore anticipated to be served by a well with sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Based on these substantiating data, provision of domestic water supply can be accomplished without causing significant impacts on the existing water system or existing entitlements.

- c. *No Impact* – The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, because no municipal wastewater providers exist in the area, so none serve the project site. The project will be served by a new onsite septic system. No impacts are anticipated and no mitigation is required.
- d. *Less Than Significant Impact* – Solid waste generation rates outlined in the San Bernardino Countywide Plan EIR in Table 5.18-11, indicate the following solid waste generation rates for non-residential uses, also below are the solid waste generation rates calculated for the proposed project.
- | | | |
|--|---|-----------------------------|
| ▪ Commercial: 0.010 lb / 1 SF / day @ 6,600 SF | = | 66 lbs / day |
| ▪ TOTAL: | = | 66 lbs / day |
| | | or 24,090 lbs / year |
| | | = 12 tons / year |

The total solid waste generated per year would equal about 12 tons, or after an assumed 75% diversion to be recycled per the state's solid waste diversion requirements under AB 939 and AB 341, the project solid waste generation will be about 3 tons per year. With the County's mandatory source reduction and recycling program, the proposed project is not forecast to cause a significant adverse impact to the waste disposal system. Additionally, as this project would be developed after 2022, operation of the project would be required to comply with SB1383, otherwise known as “California's Short-Lived Climate Pollutant Reduction” law, often called SB 1383, which establishes methane reduction targets for California. California SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food.⁵ The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

⁵ <https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>

As such, while the proposed project is likely to generate a significant amount of organic waste, much of the organic waste produced at the project site in future will be required to be diverted from landfills, and as such, the amount of waste generated by the proposed project that would end up in landfills is even less than the reduced tonnage quoted above.

The San Bernardino Countywide Plan identifies landfills that serve the planning area. The San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill serve the project area. The San Timoteo Sanitary Landfill has a maximum permitted daily capacity of 2,000 tons per day, with a permitted capacity of 20,400,000 cubic yards (CY), with 11,402,000 CY of capacity remaining. The Mid-Valley Sanitary Landfill has a maximum permitted daily capacity of 7,500 tons per day, with a permitted capacity of 101,300,000 CY, with 67,520,000 CY of capacity remaining. The County anticipates an increase in solid waste generation of 5,979,355 pounds per day at Build-Out of the Countywide Plan. Therefore, the proposed project would consist of about 0.0011% of solid waste generation within the County of San Bernardino.

Construction would not require demolition of any structures, though it would require vegetation removal which can be removed and transported to a green waste collection facility. There is adequate capacity at the nearest landfill as well as in other landfills that serve the area to handle construction and operational waste from the proposed project. Any hazardous materials collected on the project site during construction of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Considering the availability of landfill capacity and the amount of solid waste generation from the proposed project during both construction and operations, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfills. Furthermore, new projects will be constructed in accordance with the California Green Building Standards Code, which requires a minimum of 65 percent of the “non-hazardous construction and demolition debris” (by weight or volume) to be recycled or reused. Therefore, it is expected that implementation of the Cajon Boulevard Industrial Park Project will be served by landfills with sufficient permitted capacity to accommodate the project’s solid waste disposal needs. Any impacts under this issue are considered less than significant.

- e. *Less Than Significant Impact* – All collection, transportation, and disposal of any solid waste generated by the proposed project is required to comply with all applicable federal, state, and local regulations. Solid waste produced in this area of the County is collected and transported by the CR&R Environmental Service. The area is served by several nearby landfills, though the closest are the San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill, which, as stated under issue XIX(d) above, have adequate capacity to serve the project. New projects will also store and collect recyclable materials in compliance with AB 341. Green waste will be handled in accordance with AB 1826. Additionally, any hazardous materials collected on the project site during either construction or operation of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider, as stated under issue VIII, Hazards and Hazardous Materials above. Furthermore, new projects will be constructed in accordance with the California Green Building Standards Code, which requires a minimum of 65 percent of the “non-hazardous construction and demolition debris” (by weight or volume) to be recycled or reused. As such, the construction contract for this project will require concrete, asphalt and base material to be recycled by grinding, which allows reuse of these materials, should any require removal as part of the project. All woods and other vegetation that is reusable shall be recycled or composted, where applicable.

Thus, and the amount and types of wastes that will be generated both during construction and operation of the project, the potential impacts to the waste disposal systems are considered less than significant. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. No mitigation is necessary.

Issues	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XX. WILDFIRE

SUBSTANTIATION:

- a. *Less Than Significant Impact* – The proposed project area is located in an area susceptible to wildland fires, and is located within a delineated Very High Fire Hazard Severity Zone (VHFHSZ) in an SRA as shown on Figure IX-4, the Countywide Plan Policy Map of Fire Hazard Severity Zones. The project is also located within the County Fire Safety Overlay (Figure IX-5). As stated under Section XVII, Transportation under issue (d), there are emergency evacuation routes located in the vicinity of the project site, which enable travel north, south, east, and west of the project site. These routes include the I-15 and Highway 138 have been delineated as such on the Evacuation Route map provided as Figure IX-3. The proposed project is not located along this emergency route, nor would implementation of the project impede emergency response from accessing the site or surrounding area. As stated under issue XVIII(c), the proposed project would develop an auto parts and automobile maintenance shop, and access to the site as well as site design must comply with County design standards and would be reviewed by the County to ensure that inadequate design features or incompatible uses do not occur. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Though the project is located within a very high fire hazard severity zone within an SRA, impacts to emergency response and/or emergency evacuation plans are considered less than significant, especially given the low density of vegetation on and adjacent to the project site.

Figure IX-4

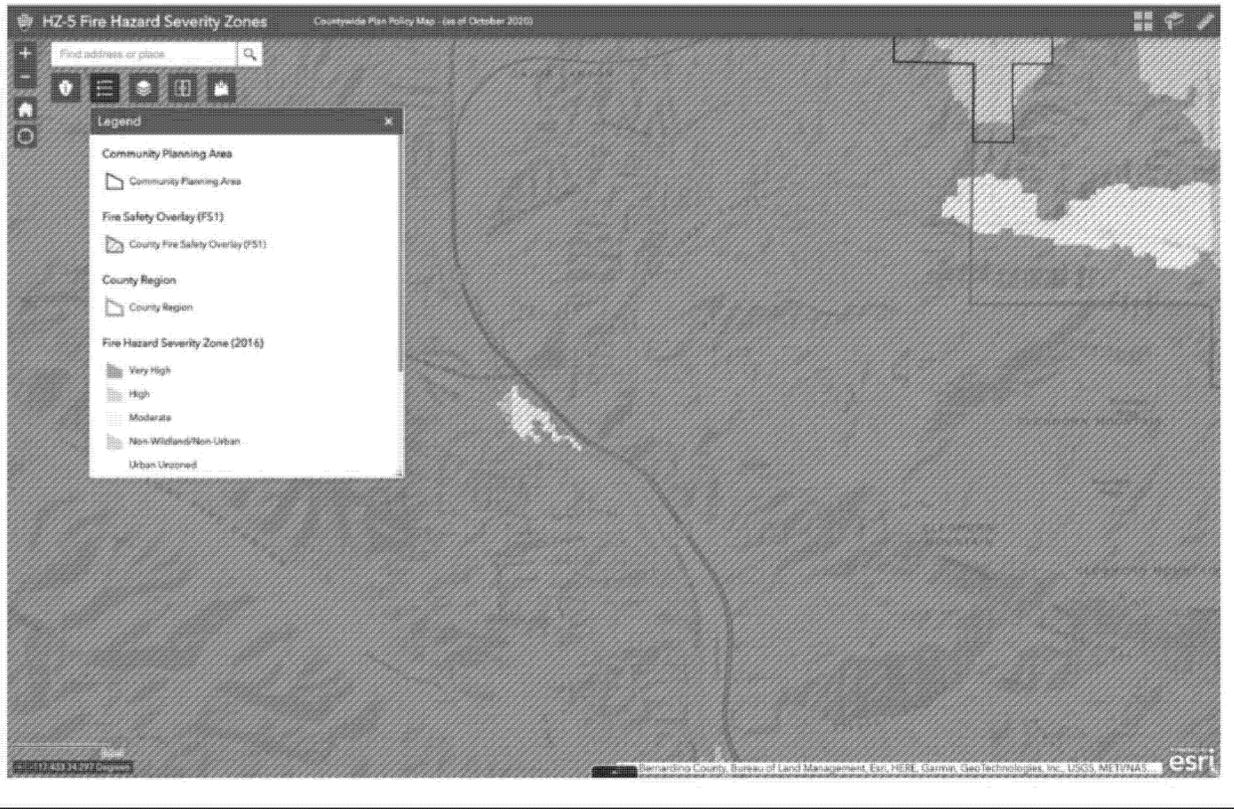


Figure IX-5



- b. *Less Than Significant Impact* – The proposed project is located within a vacant site in the Cajon Junction area of the County; it is located in a relatively slightly sloped area as it is within the Mountain Region adjacent to the I-15 freeway. The project site slopes from Wagon Train Road to the I-15 Freeway, generally, but will ultimately be graded to create level foundations upon which to develop the proposed project site with the approximately 6,600 SF auto parts and automobile repair building. The proposed project is located in a rural environment that contains freeway-serving uses to the north and south of the project site, though there are nearby areas that remain undeveloped or contain native vegetation to the east of the project site across Wagon Train Road. Once in operation, the proposed project will consist of an auto parts and automobile maintenance shop. The proposed project will remove vegetation, thereby minimizing the potential fire risks within this site, and the proposed project will be subject to a design review by the County to ensure that the development of an auto parts and automobile maintenance shop at this site is designed in accordance with fire department recommendations and to County design standards. Furthermore, given that, based on past experience with wildfires in the area, this area can be successfully evacuated and life preserved due to the availability of evacuation routes, there is a less than significant potential for the proposed project to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Therefore, impacts under this issue are considered less than significant. No mitigation is required.
- c. *Less Than Significant With Mitigation Incorporated* – The project will require associated infrastructure in support of the auto parts and automobile maintenance shop: the project will utilize an onsite well with a production capacity of about 90 gpm; the project will also install a septic tank to serve as wastewater collection for the proposed use; and, the project will require a connection to SoCal Edison's electrical system through a connection to the adjacent powerlines. As stated above, the project will require removal of vegetation located within the project site. However, the project will be required to implement the following mitigation measure, which would minimize fire risk during activities that would utilize electric equipment by requiring construction crews to carry fire prevention equipment during activities involving electrical equipment.

WF-1 *During site clearing within the project site when any electrical construction equipment is in use, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.*

The proposed project would not result in any ongoing impacts to the environment that would exacerbate fire risk as the proposed project is an auto parts and automobile maintenance shop that will be designed in accordance with fire department recommendations and to County design standards. Therefore, with the implementation of MM **WF-1** above, the project would not have a significant potential to exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant.

- d. *Less Than Significant Impact* – The proposed project is located within a site that slopes slightly from north to south, with the elevation ranging from about 3,028' at the highest point to about 3,008' at the lowest point which is not a substantial variation in elevation. The discussion under Section VII, Geology and Soils, concluded that the project would not have a significant potential to experience landslides or slope instability, particularly given that this project area has not been delineated as containing potential for landslides or slope instability by the San Bernardino Countywide Plan or by the Geotechnical Report prepared for the project site, and that the project would be graded to enable a level surface for the proposed structure and parking areas that would be developed by this project. The proposed project is located in an area that has not been historically subject to flooding. Furthermore, given that the project would install a subsurface infiltration system, such as a corrugated metal pipe (CMP) system, which is used to meet low impact development (LID) requirements, pervious area would change, but excess runoff would be captured on site in conformance with County

requirements; compaction, grading, and overall construction of this site would minimize slope instability by design. Therefore, the development of the Wagon Auto Parts Project at this site is anticipated to have a less than significant potential to 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.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

SUBSTANTIATION: The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized in this section.

- a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact to any biological or cultural resources. The project has been identified as having no potential to substantially degrade the quality of the natural environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to prevent significant biology impacts from occurring as a result of implementation of the project. Based on the project area, and the site cultural survey for the project site, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found on the ground surface at the project site, so it is not anticipated that any cultural resources could be affected by the project because no known cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation is provided to ensure that, in the unlikely event that any buried resources are found, they are protected from any potential significant impacts. Please see biological and cultural sections of this Initial Study.
- b. *Less Than Significant With Mitigation Incorporated* – The project has 12 potential impact categories that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, and Wildfire. The project is not considered growth-inducing, as defined by *State CEQA Guidelines*. These referenced

issues require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no potential significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

- c. *Less Than Significant With Mitigation Incorporated* – The project will achieve long-term community goals by providing additional opportunities for employment, and revenue generating uses within the Mountain Region of San Bernardino County. Furthermore, this project will provide a use consistent with those that serve freeway on- and off-ramps, thus providing a favorable location for the proposed automobile repair and auto parts shop. The short-term impacts associated with the project, which are mainly construction-related impacts, are less than significant with mitigation, and the proposed project is compatible with long-term environmental protection. The issues of Air Quality, Geology and Soils, Hazards and Hazardous Materials, Noise, and Wildfire require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. With the exception of potential impacts to scenic vistas, the evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agriculture and Forestry Resources, Energy, Greenhouse Gases, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities & Service Systems,. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, and Wildfire require the implementation of mitigation measures to reduce project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact level.

Based on the findings in this Initial Study, San Bernardino County proposes to adopt a Mitigated Negative Declaration (MND) for the Wagon Auto Parts Project. A Notice of Availability/Notice of Intent to Adopt a Mitigated Negative Declaration (NOA/NOI) will be issued for this project by the County. The Initial Study and NOA/NOI will be circulated for 30 days of public comment because this project involves the state as either a responsible or trustee agency. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the County for a possible adoption at a future County Planning Commission hearing, the date for which has not yet been determined. If you or your agency comments on the MND/NOA/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA.

MITIGATION MEASURES

Any mitigation measures that are not “self-monitoring” shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure.

Aesthetics

AES-1 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting that may impact vehicles traveling on adjacent roadways shall be submitted to the County for review and approval. This analysis shall demonstrate that due to orientation and/or shielding of lighting, no significant glare may be caused that could negatively impact drivers on the adjacent right-of-way or impact adjacent land uses. If potential glare impacts are identified, the lighting orientation, use of non-glare reflective materials or other design solutions acceptable to the County of San Bernardino shall be implemented to eliminate glare impacts.

Air Quality

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces to avoid visible dust leaving the construction site (at least 2-3 times/day).
- Cover all stock piles with tarps at the end of each day and as needed during the construction day.
- Provide water spray during loading and unloading of earthen materials.
- Require the contractor to minimize in-out traffic from construction zone to the extent feasible, and enforce a speed limit of 15 MPH on site to avoid dust migration from the site.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

This measure shall be implemented during construction, and shall be included in the construction contract as a contract specification.

AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Utilize off-road construction equipment that has met or exceeded the maker’s recommendations for vehicle/equipment maintenance schedule.
- Contactors shall utilize Tier 4 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

AQ-3 Maximize the use of solar energy including solar panels by installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility.

AQ-4 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.

AQ-5 Require use of electric or alternatively fueled sweepers with HEPA filters.

AQ-6 Maximize the planting of trees in landscaping and parking lots consistent with water availability.

AQ-7 Use light colored paving and roofing materials.

AQ-8 Utilize only Energy Star heating, cooling, lighting devices, and appliances, where applicable.

Biological Resources

BIO-1 Prior to Project implementation, and during the appropriate season, the Applicant shall conduct botanical field survey following protocols set forth in the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). The surveys shall be conducted by a qualified botanist(s) experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting. The botanical field surveys shall be conducted at the appropriate time of year when plants will both be evident and identifiable (usually, during flowering or fruiting) and, in a manner, which maximizes the likelihood of locating special status plants and sensitive natural communities that may be present. Botanical field surveys shall be conducted floristic in nature, meaning that every plant taxon that occurs in the Project area is identified to the taxonomic level necessary to determine rarity and listing status.

If any rare plants or sensitive vegetation communities are identified, the County shall require that the Applicant avoid the occurrence, with an appropriate buffer or shall mitigate the loss of the occurrence through the conservation of similar occupied habitat at a minimum 3:1 (replacement-to-impact) ratio.

If the Project has the potential to impact a State-listed species, the County shall apply for a California Endangered Species Act Incidental Take Permit with the California Department of Fish and Wildlife.

BIO-2 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Cultural Resources

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the County. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Geology and Soils

- GEO-1 Based upon the geotechnical investigation (Appendix 4 of this document), all of the recommended design parameters identified in Appendix 4 (beginning on Page 6) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including seismic ground shaking.
- GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. Where covering is not possible, measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup such that erosion does not occur.
- GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.
- GEO-4 Based upon the geotechnical investigation (Appendix 4 of this document), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 5-14, and in Appendix 1 to Appendix 4) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.
- GEO-5 The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). The Qualified Paleontologist shall monitor ground disturbing activities for the duration of construction. The monitor shall have authority to temporarily divert construction activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors shall use field data forms to record pertinent location and geologic data, measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities. In the event of fossil discovery, the provision of County's General Plan EIR mitigation measure GEO-6 shall be implemented and adhered to.

Hazards and Hazardous Materials

- HAZ-1 All accidental spills or discharge of hazardous material during construction activities shall be reported to the Certified Unified Program Agency and shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately a licensed disposal or treatment facility. This measure shall be incorporated into the SWPPP prepared for the proposed project. Prior to accepting the site as remediated, the area contaminated shall be tested to verify that any residual concentrations meet the standard for future residential or public use of the site.
- HAZ-2 The Applicant shall prepare a Business Plan, with a Spill Prevention Control Countermeasures Plan, and submit this document to the Certified Unified Program Agency for review and approval. All hazardous materials that may be used at the project site shall be identified (including quantities); methods of storage shall be defined; measures to prevent release of the hazardous materials to the environment shall be defined; and management procedures for disposal of hazardous waste, including proper manifesting, shall be identified. The Certified Unified Program Agency shall review and approve this plan prior to movement of any hazardous materials onto the site.

Noise

- NOI-1 All construction vehicles and fixed or mobile equipment shall be equipped with operating and maintained mufflers.
- NOI-2 All employees that will be exposed to noise levels greater than 75 dB over an 8-hour period shall be provided adequate hearing protection devices to ensure no hearing damage will result from construction activities.
- NOI-3 No construction activities shall occur during the hours of 7 PM through 7 AM, Monday through Saturday; at no time shall construction activities occur on Sundays or holidays, unless a declared emergency exists.
- NOI-4 Equipment not in use for five minutes shall be shut off.
- NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.
- NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

Transportation

- TRAN-1 The County shall mandate that the Applicant require their contractors prepare a construction traffic control plan. Elements of the plan should include, but are not necessarily limited to, the following:
- Develop circulation and detour plans, if necessary, to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.
 - To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.
 - Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones.
 - For roadways requiring lane closures that would result in a single open lane, maintain alternate one-way traffic flow and utilize flagger-controls.
 - Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.
- TRAN-2 The County shall require that all disturbances to public roadways be repaired in a manner that complies with the Standard Specifications for Public Works Construction (green book) or other applicable County of San Bernardino standard design requirements.

Wildfire

- WF-1 During site clearing within the project site when any electrical construction equipment is in use, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.

PROJECT-SPECIFIC REFERENCES

Circle Mountain Biological Consultants, Inc., “General Biological Resources Assessment for 0.96-acre± Site (APN 0351-171-33) in the Community of Cajon Junction, San Bernardino County, California” dated December 2019

Circle Mountain Biological Consultants, Inc., “Supplement to report: survey of access property for APN 0351-171-33” dated September 24, 2020

Circle Mountain Biological Consultants, Inc., “2022 Update report: survey of access property for APN 0351-171-33” dated January 11, 2022

CRM TECH, “Historical/Archaeological Resources Survey Report for APN 0351-171-33, Cajon Pass Area, San Bernardino County, California” dated March 19, 2020

E&A Engineers, “Water Quality Management Plan for 3233 Wagon Train Road (APN 0351-171-33)” dated October 7, 2021 (revision)

Rahman Engineering Services, Inc., “Preliminary Hydrology Report for 3090 Wagon Train Road in the City of Phelan, San Bernardino, California” dated September 29, 2021

San Mina Engineering, Inc., “Geotechnical Exploration Report for the proposed commercial project located at 3233 Wagon Train Road, Phelan, CA (APN 0351-171-33)” dated July 3, 2020

Vista Environmental, “County of San Bernardino – Napa Tire and Repair Center at 3233 Wagon Train Road, Phelan Project Air Quality and Greenhouse Gas Emissions Technical Memorandum” dated August 26, 2020

San Bernardino County General Plan

Links:

<http://countywideplan.com/policy-plan/beta/>

<http://countywideplan.com/theplan/>

https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_002_06_BunkerHillSubbasin.pdf

<https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

<https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf>

<https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>