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

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

PROJECT LABEL:

APNs:	0357-421-16 and a portion of 0357-421-15	***USGS Quad:***	Hesperia
Applicant:	Auto Stores, Inc. 123 S. Front Street Memphis, TN 38103	***T, R, Section:***	T3N R5W Section 2
Location	Escondido Avenue at Ranchero Road, Community of Oak Hills	***Thomas Bros***	
Project No:	PROJ-2021-00051	***Community Plan:***	Oak Hills Community Action Guide
Rep	Kimley-Horn and Associates, Inc.	***LUZD:***	Oak Hills/Neighborhood Commercial (OH/CN)
Proposal:	A Tentative Parcel Map (20444) to subdivide 9.40-acres into two parcels and a Minor Use Permit (MUP) to construct a 6,797-square-foot (sf). retail store (AutoZone) on a 1.06-acre parcel in unincorporated Oak Hills.	***Overlays:***	Paleontological Overlay Fire Safety Overlay (FS-2)

PROJECT CONTACT INFORMATION:

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

Contact Person: Jon Braginton, Senior Planner

Phone No: (909) 387-4110 / (760) 776-6144 **Fax No:** (760) 995-8167

E-mail: Jon.Braginton@lus.sbcounty.gov

Project Sponsor Mitch Bramlitt, AutoZone Stores, Inc.
123 S. Front Street Memphis, TN 38103

PROJECT DESCRIPTION:

Summary

The project site is located southeast of the intersection of Escondido Avenue at Ranchero Road in the unincorporated Community of Oak Hills of San Bernardino County. The proposed Tentative Parcel Map (20444) would facilitate development of the project by subdividing the existing 9.40-acre parcel identified as Assessor Parcel Number (APN) 0357-421-16 into two (2) parcels identified as Parcel A (8.34 acres) and Parcel B (1.06 acres). As shown in **Figure 3 - Tentative Parcel Map 20444**, the project is within Parcel B for the proposed construction of a 6,797-square-foot (sf) retail store (AutoZone). The proposed project will have a shared driveway with a previously approved project (gas station) located on APN 0357-421-15.

Project Location, Existing Site Land Uses, and Conditions

The project site is in the southwest portion of unincorporated San Bernardino County and the City of Hesperia Sphere of Influence (**Figure 1 – Regional Vicinity Map**). As shown on **Figure 2 – Project Vicinity Map**, the 1.06-acre project site is generally bordered by Ranchero Road to the north, and undeveloped land to the east, south, and west (APN 357-421-15) with Escondido Avenue further to the west. A neighborhood commercial center with a gas station, restaurants, and retail uses is located at the northeast corner of the intersection of Escondido Avenue at Ranchero Road. Rural single-family residences are sited throughout the surrounding area.

Regional access is provided by Interstate 15 (I-15), approximately 3.6 miles west of the project site. Local access is provided from Ranchero Road and Escondido Avenue. Project site access would be provided from the two proposed shared driveways associated with the adjacent development on APN 0357-421-15. No vehicular access is currently provided to the project site.

Vegetation on the project site is limited to desert shrubs and sparse ruderal species. The site has a gradual slope from the western to eastern boundary, with on-site elevations ranging from approximately 3,676 feet to 3,685 feet above mean sea level (msl). The project site generally drains in a northeast direction toward Ranchero Road. The other portion of the site drains into an existing drainage path southeast of the project site.

Land uses near the project site include the following:

North:	Ranchero Road; neighborhood commercial center north of Ranchero Road; single-family residences and vacant land further to the north
South:	Single-family residences and vacant land
East:	Vacant land and Mesa Vista Road further east
West:	Vacant land proposed for development with a gas station; Escondido Avenue; single-family residences, vacant land

Land Use Designation

The project site and surrounding properties in unincorporated San Bernardino County are governed by the San Bernardino Countywide Plan (Countywide Plan) and the County Development Code. The Countywide Plan designates the project site Commercial and is zoned Oak Hills/Neighborhood Commercial (OH/CN). The OH/CN zoning district allows for retail trade and personal services, repair services, lodging services, professional services, recreation and entertainment services, and similar and compatible uses. Additionally, the project site has a Fire Safety Overlay and a Paleontological Overlay. The Fire Safety Overlay established by San Bernardino County Development Code Chapter Section 82.01.020 (Land Use Plan and Land Use Zoning Districts) and Section 82.01.030 (Overlays) permits additional development standards for areas prone to wildland brush fires. The Paleontological Resources Overlay serves to protect and preserve paleontological resources. The project would not require a zone change and is consistent with existing designation. Discretionary actions would include a Tentative Parcel Map to subdivide the site and a Minor Use Permit for the project development.

Surrounding Land Uses and Setting

Properties to the north and west of the project site have a Commercial Category with a Neighborhood Commercial Land Use District (OH/CN) and properties to the south and east of the project site have

a Rural Living Category and Land Use Zoning designation (OH/RL). Surrounding properties also have a Fire Safety Overlay and a Paleontological Overlay. The following table lists the existing land uses and zoning districts.

Area	Existing Land Use	Land Use Category	Land Use Zoning
Site	Vacant	Commercial	Neighborhood Commercial (CN)
North	Gas Station and Retail	Commercial	Neighborhood Commercial (CN)
South	Vacant/SFRs	Rural Living	Rural Living (RL)
East	Vacant/SFRs	Rural Living	Rural Living (RL)
West	Vacant/SFRs	Commercial	Neighborhood Commercial (CN)

Site Development

The proposed project is part of proposed Tentative Parcel Map 20444, which would subdivide the existing 9.40-acre parcel identified as Assessor Parcel Number (APN) 0357-421-16 into two (2) parcels identified as Parcel A (8.34 acres) and Parcel B (1.06 acres). As shown in **Figure 3 - Tentative Parcel Map 20444**, the project is within Parcel B . The proposed site plan is shown in **Figure 4 – Site Plan** and **Figure 5 – Elevations**. Project implementation would allow construction of a 6,797-sf AutoZone building with associated surface parking. The AutoZone building would be located in the southeastern portion of the project site with surface parking to the north and west of the building. The building would have a maximum building height of 21 feet, which is under the maximum 35-foot height limit for the OC/CN Zoning District. The proposed project would include paved drive aisles and parking areas, a loading zone, trash enclosures, infiltration basins, and bicycle parking. The project would employ up to 12 full-time employees. Hours would be 7:00 AM to 10:30 PM, similar to other AutoZone stores the City of Hesperia.

Parking and Circulation

Vehicular access to the site would be provided from two shared drive aisles with the adjacent gas station development (APN 357-421-15). The project would provide 49 parking stalls, pursuant to San Bernardino County Development Code Chapter 83.11 Parking and Loading Standards. Of the 49 parking stalls, 2 stalls would be dedicated for Americans with Disabilities (ADA), 2 stalls for electric vehicle (EV) charging, 3 stalls for vanpool/clean air, and 42 would be standard stalls.

Landscaping

Approximately 9,953 sf (21.5%) of the project site would be landscaped. Landscaping would be provided along the Ranchero Road project site frontage, as well as along the eastern property boundary, southern boundary (south of the building), and western property boundary between the two proposed drive aisles connecting the site to the proposed gas station site to the west. Water-efficient landscaping would be used throughout the project site.

Utility Infrastructure

The proposed project would be served by existing utility infrastructure extended to the site from Ranchero Road and Escondido Avenue. Telephone communications, electrical, water, storm drain, and irrigation connections would be provided at the northwest corner of the project site near Ranchero Road. Additionally, the project proposes two infiltration basin systems along the northern property line, parallel to Ranchero Road, to attenuate peak flows, detain storm water volumes, and provide water quality treatment, as shown in **Figure 6 – Conceptual Utility Plan**.

Grading

Approximately 42,980 sf of the 46,203-sf parcel would be disturbed as a part of the project. Project grading assumes approximately 100 cubic yards of import and 4,500 cubic yards of exported soil materials. Over excavation would reach depths of at least three feet below existing grade and at least three feet below proposed building pad subgrade elevation. See **Figure 7 – Conceptual Grading and Drainage Plan**.

ADDITIONAL APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES:

Federal:	None
State of California:	California Department of Fish and Wildlife: Incidental Take Permit 2018 for Joshua Trees)
County of San Bernardino:	Land Use Services Department-Building and Safety, Land Development, Code Enforcement; Public Health- Environmental Health Services; Special Districts, and Public Works - Solid Waste Management, Traffic, and Surveyor
Regional:	Lahontan Regional Water Quality Control Board: Water Quality permits Mojave Desert Air Quality Management District: permits
Local:	None

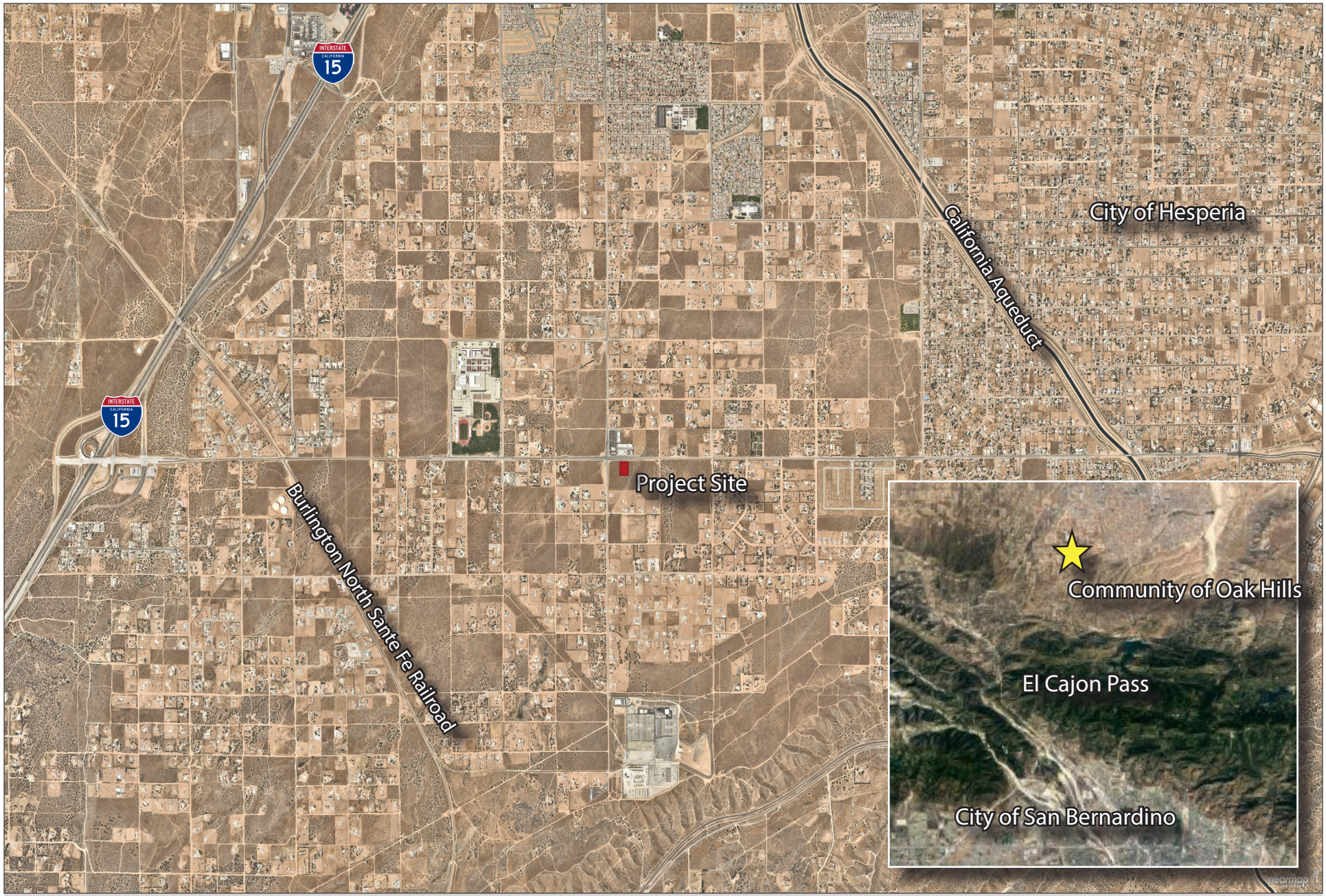

Figure 1: Regional Vicinity Map
Oak Hills Autozone Project

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Figure 2: Local Vicinity Map
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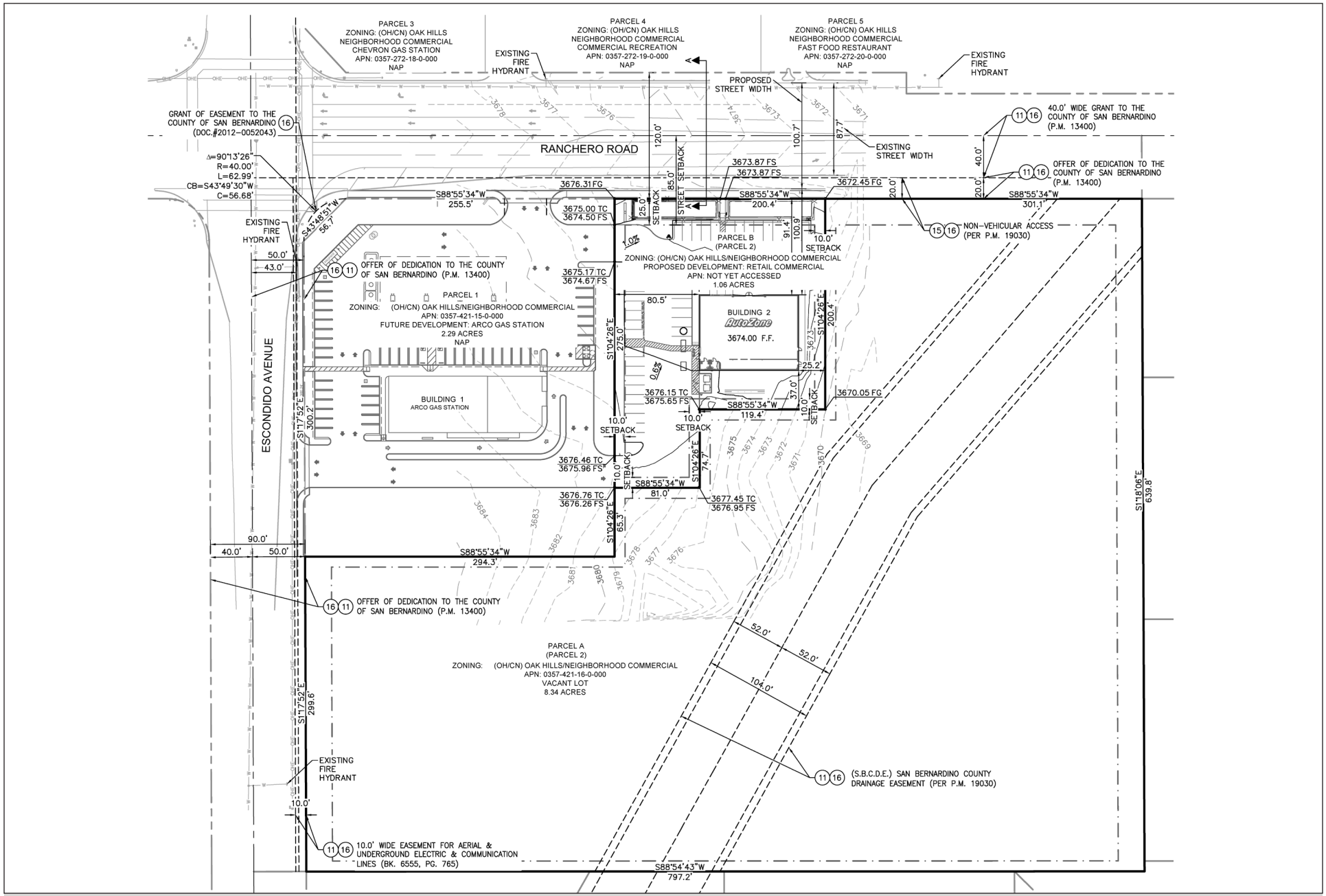

Figure 3: Tentative Parcel Map 20444

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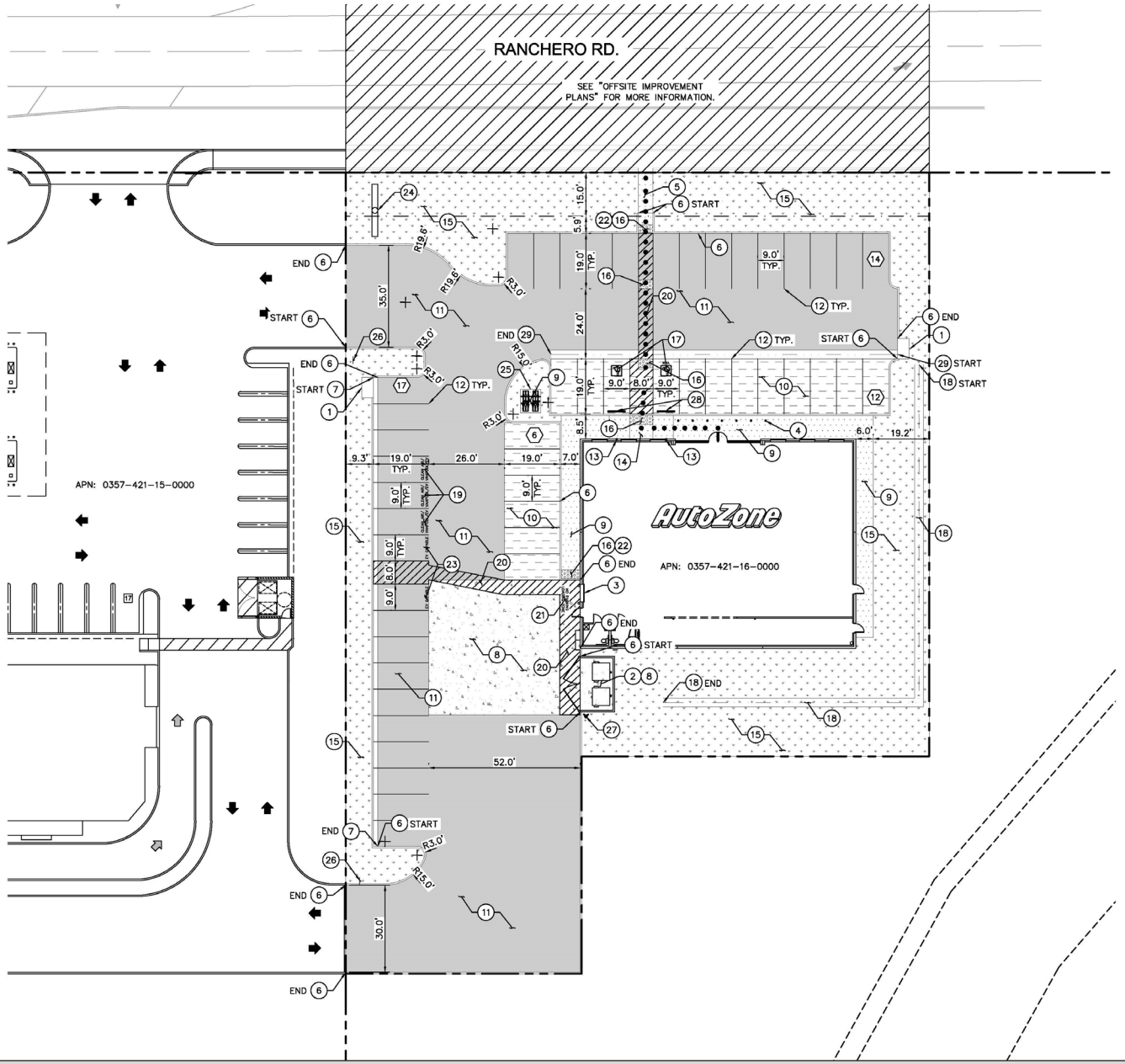

Figure 4: Conceptual Site Plan
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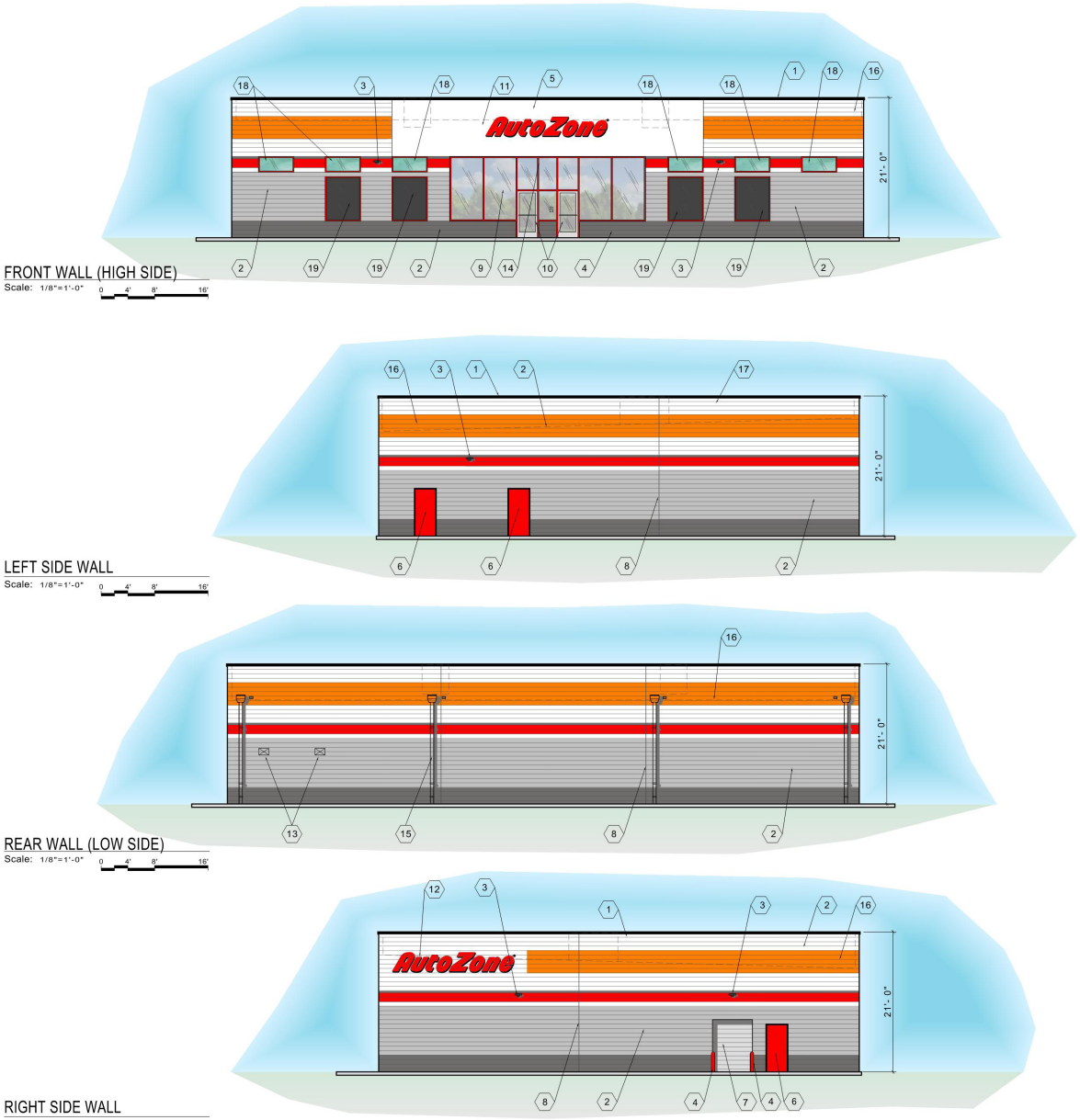

Figure 5: Elevations
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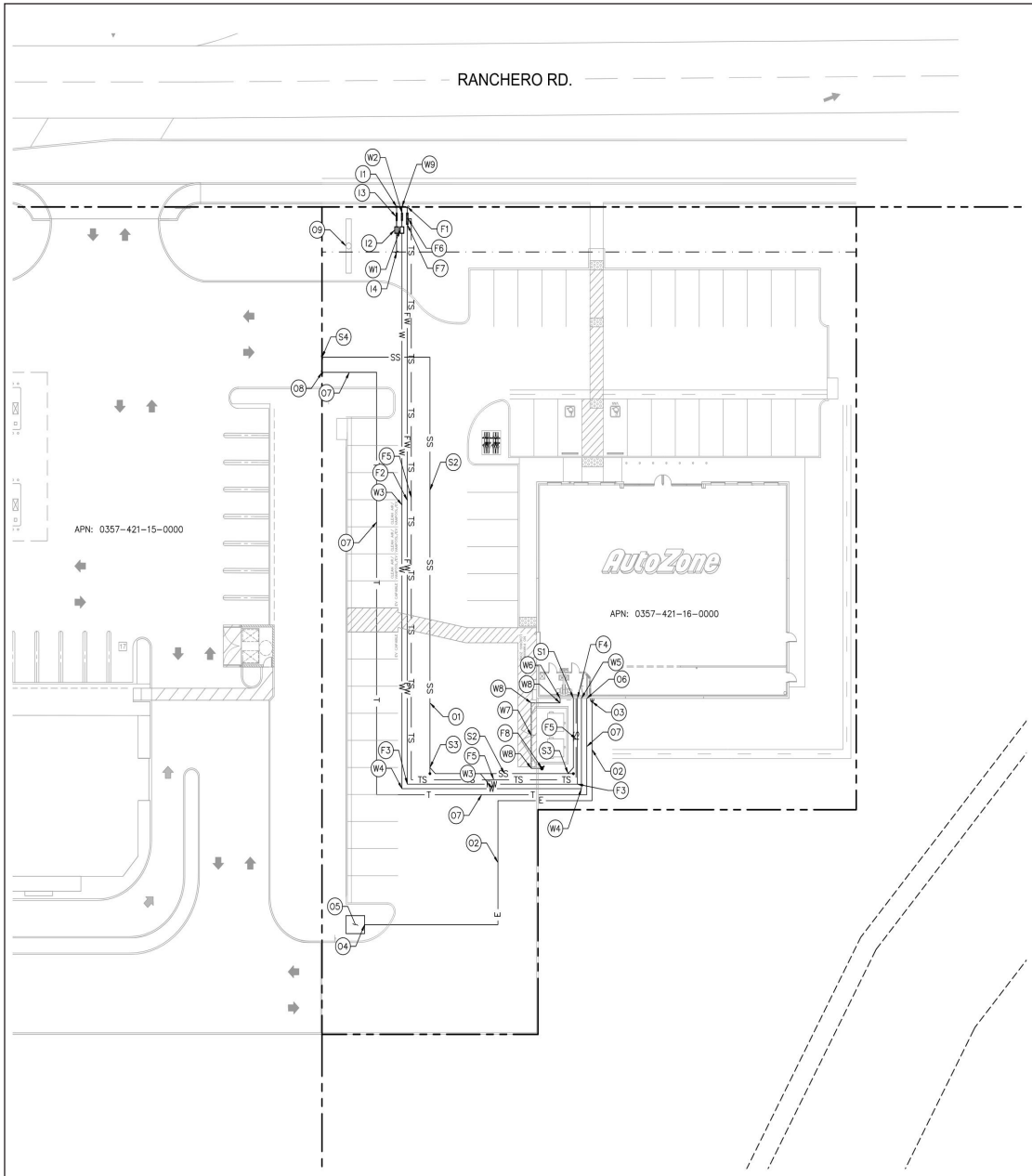

LEGEND

- PROPERTY LINE
- BUILDING SETBACK
- SS — PROPOSED SANITARY SEWER PIPE
- W — PROPOSED WATER PIPE
- T — PROPOSED TELEPHONE
- E — E — PROPOSED ELECTRICAL
- IR — PROPOSED IRRIGATION
- FW — PROPOSED FIRE WATER LINE
- TS — TS — PROPOSED TAMPER SWITCH ACCOUNT
- SD — PROPOSED STORM LINE
- PROPOSED YARD HYDRANT (SHOWN FOR REFERENCE ONLY)

NOTES

*FRANCHISE UTILITY STUB LOCATIONS ARE APPROXIMATE AND SHOWN FOR COORDINATION PURPOSES ONLY. CONTRACTOR SHALL COORDINATE FINAL DESIGN AND INSTALLATION WITH PROVIDERS.

REFER TO ARCHITECTURAL/MEP PLANS FOR ALL UTILITY CONNECTION POINTS.

BEFORE THE START OF CONSTRUCTION, CONTACT THE SPECIAL DISTRICTS DEPARTMENT WATER AND SANITATION DIVISION AT 760-955-9885, TO COORDINATE WITH STAFF TO ANSWER ANY QUESTIONS BEFORE STARTING CONSTRUCTION. TWO WORKING DAYS BEFORE THE CONSTRUCTION OF THE WATER SERVICE, NOTIFY THE WATER AND SANITATION DIVISION, SO AN INSPECTOR CAN OBSERVE THE INSTALLATION. IF A VAULT NEEDS TO BE ABANDONED, NOTIFY WATER AND SANITATION DIVISION BEFOREHAND TO ANSWER ANY QUESTIONS BEFORE STARTING.

UTILITY CONTACTS

GAS:
SOUTHERN CALIFORNIA GAS
1136 N MT VERNON AVE #305
SAN BERNARDINO, CA 92411
PHONE: (800) 427-2200

TELEPHONE:
FRONTIER COMMUNICATIONS
738 S WATERMAN AVE C45
SAN BERNARDINO, CA 92408
PHONE: (909) 460-8041

WATER:
SPECIAL DISTRICTS DEPARTMENT
WATER AND SANITATION DIVISION
12402 INDUSTRIAL BLVD, D-6
VICTORVILLE, CA 92395
PHONE: (760) 955-9885

STORM DRAINAGE
CITY OF SAN BERNARDINO
1350 E ST
SAN BERNARDINO, CA 92408
PHONE: (909) 384-5141

ELECTRICAL:
SOUTHERN CALIFORNIA EDISON
2492 W SAN BERNARDINO AVE
REDLANDS, CA 92374
PHONE: (800) 655-4555

SANITARY SEWER
SPECIAL DISTRICTS DEPARTMENT
WATER AND SANITATION DIVISION
12402 INDUSTRIAL BLVD, D-6
VICTORVILLE, CA 92395
PHONE: (760) 955-9885

DOMESTIC WATER

- (W1) INSTALL 1" METER BOX.
- (W2) INSTALL 1" DOMESTIC BACKFLOW IN CAGE. GENERAL CONTRACTOR SHALL RECEIVE BACKFLOW APPROVAL FROM WATER PURVEYOR PRIOR TO ORDERING OF BACKFLOW. BACKFLOW PREVENTOR TO BE FREEZE WRAPPED AND INSTALLED IN CAGE PER DETAIL 1 ON SHEET 10.
- (W3) INSTALL 1" PVC SCHEDULE 40 DOMESTIC WATER PIPE.
- (W4) INSTALL 1" PVC SCHEDULE 40 90° BEND.
- (W5) 1" BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.
- (W6) 3/4" BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.
- (W7) INSTALL 3/4" SCHEDULE 40 DOMESTIC WATER PIPE.
- (W8) INSTALL 3/4" SCHEDULE 40 90° BEND.
- (W9) TIE INTO EXISTING WATER LINE. COORDINATE STUB WITH LOCAL WATER PURVEYOR.

IRRIGATION WATER

- (I1) TIE INTO EXISTING WATER LINE. COORDINATE STUB WITH LOCAL WATER PURVEYOR.
- (I2) INSTALL 1" NEPTUNE T-10 METER BOX.
- (I3) INSTALL 1" BACKFLOW IN CAGE. GENERAL CONTRACTOR SHALL RECEIVE BACKFLOW APPROVAL FROM WATER PURVEYOR PRIOR TO ORDERING OF BACKFLOW. BACKFLOW TO BE FREEZE WRAPPED AND INSTALLED IN CAGE PER DETAIL 1 ON SHEET 10.
- (I4) REFER TO IRRIGATION PLANS FOR CONTINUATION.

SEWER

- (S1) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
- (S2) INSTALL 6" SDR-35 PVC SEWER LATERAL.
- (S3) INSTALL 6" SDR-35 45° BEND WITH DEAD END SANITARY SEWER CLEANOUT PER DETAIL 2 ON SHEET 10.
- (S4) SANITARY SEWER LATERAL CONNECTION TO EXISTING JOINT ACCESS SANITARY SEWER LINE. COORDINATE WITH ADJACENT TEANT AND LOCAL SEWER PURVEYOR.

OTHER UTILITY NOTES*

- (01) PROPOSED UTILITY CROSSING.
- (02) PROPOSED UNDERGROUND ELECTRICAL LINE. REFER TO MEP PLANS FOR MORE INFORMATION.
- (03) PROPOSED UNDERGROUND ELECTRICAL BUILDING POINT OF CONNECTION AND ELECTRICAL SWITCHGEAR LOCATION. REFER TO PLUMBING PLANS FOR CONTINUATION.
- (04) PROPOSED ELECTRICAL POINT OF CONNECTION TO PROPOSED TRANSFORMER. CONTRACTOR TO COORDINATE WITH LOCAL UTILITY PURVEYOR
- (05) TRANSFORMER SHOWN FOR REFERENCE. REFER TO MEP PLANS FOR MORE INFORMATION.
- (06) PROPOSED TELEPHONE BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.
- (07) PROPOSED UNDERGROUND TELEPHONE LINE. REFER TO TELECOMMUNICATION PLANS FOR MORE INFORMATION.
- (08) PROPOSED TELEPHONE POINT OF CONNECTION TO EXISTING JOINT ACCESS TELEPHONE LINE. COORDINATE WITH ADJACENT TENANT AND LOCAL UTILITY PURVEYOR.
- (09) DIRECT BURY ROAD SIGN POLE MUST BE INSTALLED PRIOR TO ANY UTILITIES ARE INSTALLED IN CLOSE PROXIMITY TO THE SIGN TO ENSURE THAT UTILITY LINES WILL NOT CONFLICT WITH ROAD SIGN LOCATION.

FIRE WATER

- (F1) TAP CONNECTION INTO EXISTING WATER LINE. COORDINATE WITH FIRE DEPARTMENT AND LOCAL WATER PURVEYOR.
- (F2) PROPOSED 6" FIRE WATER LINE. REFER TO FIRE UNDERGROUND PLANS FOR MORE INFORMATION.
- (F3) INSTALL 6" 90° BEND WITH THRUST BLOCK DETAIL 3 ON SHEET 10.
- (F4) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE).
- (F5) PROPOSED 1" TAMPER SWITCH CONDUIT.
- (F6) TIE PROPOSED TAMPER SWITCH CONDUIT INTO PROPOSED BACKFLOW PREVENTER. COORDINATE CONNECTION WITH LOCAL FIRE DEPARTMENT
- (F7) PROPOSED 6" WILKINS 350 DCDA. COORDINATE TESTING/INSTALLATION WITH UTILITY PURVEYOR AND FIRE DEPARTMENT.
- (F8) FREEZELESS YARD HYDRANT SHOWN FOR REFERENCE.

Figure 6: Conceptual Utility Plan
Oak Hills Autozone Project

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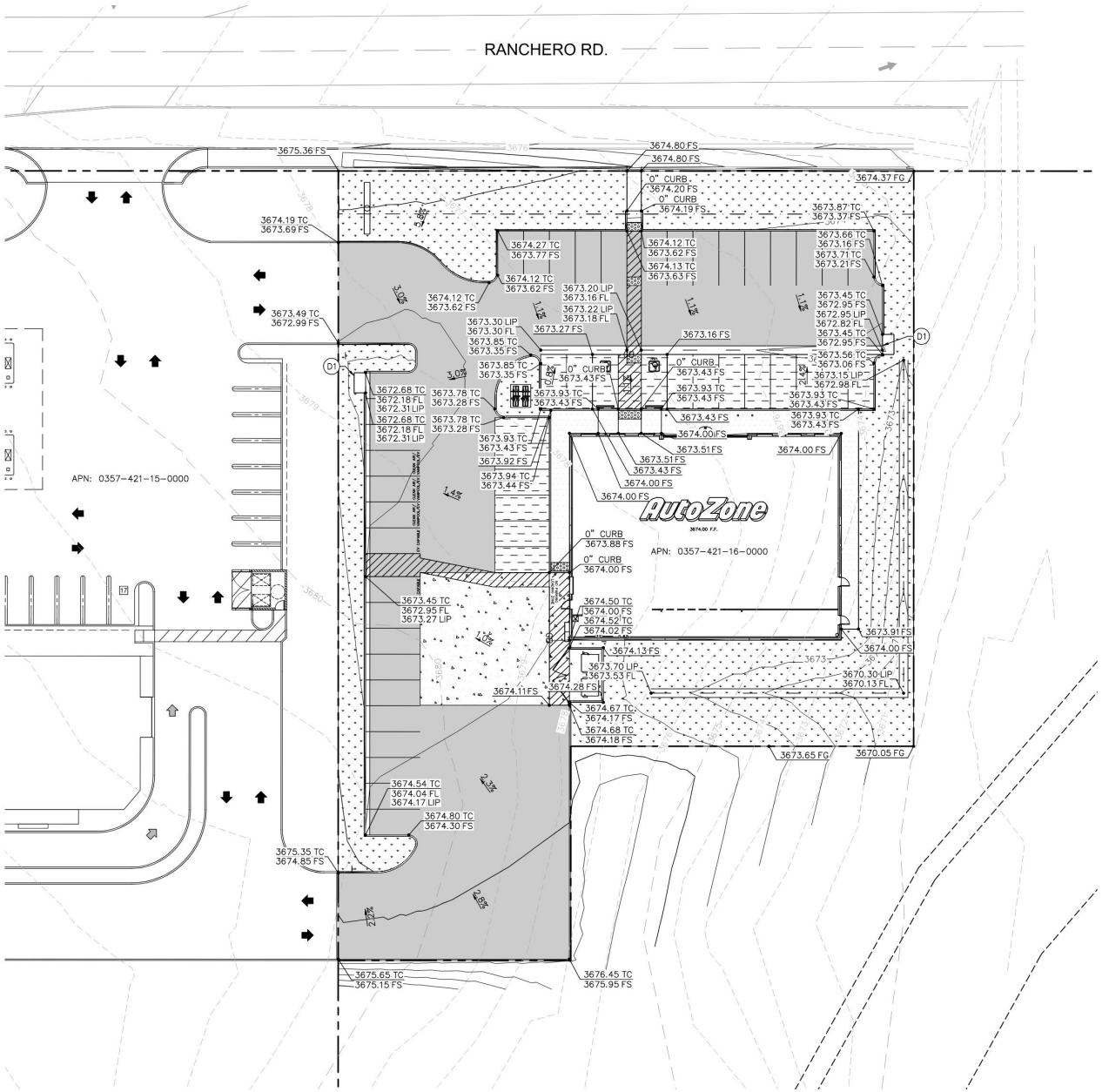

Figure 7: Conceptual Grading and Drainage Plan

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CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?

The County commenced the AB 52 process and sent a request for consultation on the proposed project to several tribes identified on the Native American Heritage Commission consultation list. Only the San Manuel Band of Mission Indians responded to the request. The outcome of the consultation and recommended mitigation measures are discussed in Section XVIII.

EVALUATION FORMAT:

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

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

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

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant 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 would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages, and would require the preparation of an EIR. Because no factors are checked, an EIR is not required.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that 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.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: (prepared by Dana Privitt , Project Manager) — Date: September 27, 2022

Signature:(Jon Braginton, Senior Planner) — Date: September 27, 2022

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
SUBSTANTIATION:	*(Check ☐ if project is located within the viewshed of any Scenic Route listed in the General Plan).*				
San Bernardino General Plan, 2007*; *Submitted Project Materials					

a) **Less than Significant Impact**. The County of San Bernardino is divided into three planning regions: Valley, Mountain, and Desert. The project site is located in the Desert Region, within the Oak Hills Community near the City of Hesperia. Natural vistas and features in the Desert Region include the San Bernardino Mountains, approximately five miles to the southeast, and the San Gabriel Mountain range, approximately ten miles to the southwest. Views of these mountain ranges are available from the project site and adjacent streets and properties. The project site is not within a highly developed area. Existing development and structures are limited to the neighborhood commercial center north of Ranchero Road and rural single-family residences throughout the project area.

The project would allow for the construction of a 6,797-sf AutoZone building and surface parking south of Ranchero Road. A gas station is proposed on the property immediately west of the project site. The AutoZone building would have a maximum building height of 21 feet, which is under the maximum 35-foot height limit for the OC/CN Zoning District. With development of the project site, views of the mountains would still be visible from Ranchero Road and Escondido Road. Based on the proposed building height, and the distance between the project and surrounding mountain ranges (approximately five to ten miles), views of these scenic features would remain unobstructed. Therefore, the impact on scenic features would be less than significant and no mitigation is required.

b) **No Impact**. Local access is provided from Ranchero Road and Escondido Road. According to the County General Plan EIR's list of designated scenic routes for the Desert Region, these roadways are not designated scenic routes. The nearest state-designated scenic highway is State Route 38, from State Route 2 near Wrightwood to State Route 18 near Mount Anderson, which is more than 15 miles from the project site. There are no trees, rock outcroppings, or historic buildings with a State Scenic Highway located within the project area. Therefore, no impact on State Scenic Highways would occur.

c) **Less than Significant Impact**. The project site is located in a non-urbanized area of the County and is undeveloped. Surrounding development is limited to a neighborhood commercial center and single-family residences. Vegetation on the project site is limited to desert shrubs and sparse ruderal vegetation. The project site is zoned OC/CN and would meet the County's development standards/requirements for the Desert Region. The County General Plan identifies several goals and policies for scenic vistas in the Desert Region under Goal D/CO 1, which are intended to preserve the unique environmental features and natural resources of the Desert Region, including native wildlife, vegetation, water and scenic vistas. The Open Space Element of the General Plan designates routes within the Desert Region as scenic highways; as previously noted, none are located in the project area.

The project's architectural features would be similar to typical commercial development such as those found in commercial centers north of the project site. The building would have a contemporary modern style with smooth concrete, metal frames, glass and aluminum doors, and a mix of dark greys, whites, and orange and reds. The project is intended to complement the existing commercial development and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The proposed project would be consistent with County development standards for the OC/CN designation and would not conflict with the goals and policies in the County General Plan. Therefore, impacts would be less than significant and no mitigation is required.

d) **Less than Significant Impact**. Existing sources of light in the immediate project area include lighting standards and traffic lights along Ranchero Road and Escondido Road and outdoor lighting associated with commercial center at the northeast corner of the Ranchero Road at Escondido Road intersection. Single-family residences in the surrounding area are also existing sources of light.

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

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

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

(A) Adjacent property;

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

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

Project lighting would be directed inward and downward and/or shielded to minimize the light from adversely affecting adjacent properties. Landscaping/trees along Ranchero Road would also serve to filter mobile light sources, such as from passenger vehicles and trucks. The exterior façade would consist of non-reflective materials, such as concrete and aluminum and glass with clear anodized finish. Additionally, proposed faux windows with opaque black glass would reduce glare over other transparent surfaces. Implementation of these design features and adherence with the Development Code would ensure that the impact would be less than significant and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay).* ***San Bernardino County General Plan, 2007; California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials***					

a) **No Impact.** According to the California Department of Conservation's California Important Farmland Finder, the project site is classified as grazing land. However, the more recent San Bernardino Countywide Plan EIR (June 2019) does not identify the project site under any designation. Although the project site is designated grazing lands under the California Department of Conservation, project implementation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts would occur.

b) **No Impact.** According to Figure 5.2-2: Agricultural Resources North Desert Region, Victor Valley from the County of San Bernardino Countywide Plan EIR, the project site is not under a Williamson Act contract. The project site is designated OC/CN, and does not contain any overlays related to agriculture. The project would allow for an AutoZone store and does not propose agricultural uses. No impact would occur.

c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] §12220(g)), timberland (as defined by PRC §4526), or timberland zoned Timberland Production (as defined by

Government Code §51104(g)). The project site and adjacent properties are designated OC/CN. The project site is vacant and contains sparse vegetation. Project implementation would not result in rezoning of forest land. Therefore, no impacts associated with the conflict of existing zoning for, or cause the rezoning of, forest land, timberland, or timberland production zones would occur.

d) **No Impact.** The proposed project would not conflict with existing zoning for forest land, timberland, or timberland production. The project site is currently undeveloped and there are no forest or timberland resources on or proximate to the project site, and the existing and proposed zoning designations do not permit such uses. As a result, no loss or conversion of forestlands to urban uses would result from the project's implementation and no impacts would occur.

e) **No Impact.** The project site does not contain agricultural resources or farmland that would be converted with implementation of the project. The project site is not zoned for agriculture or considered farmland. Therefore, no impacts involving other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agriculture use would occur.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☒
SUBSTANTIATION:	*(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable).*				
San Bernardino County General Plan, 2007; Appendix A: Air Quality Modeling (Kimley-Horn, 2020)					

a) **No Impact.** The project site is within the Mojave Desert Air Basin (MDAB). The Mojave Desert Air Quality Management District (MDAQMD) includes the desert portion of San Bernardino County. MDAQMD is responsible for controlling emissions primarily from stationary sources within the MDAQMD and also maintains air quality monitoring stations to document historical and current levels of air quality within the District. The MDAQMD is also responsible for development, updating, and implementing the Ozone Attainment Plan (MDAQMD 2004) which established a plan to implement, maintain, and enforce a program of emission control measures to attain and maintain the federal ozone air quality standards. Attainment plans prepared by various air pollution control districts throughout the state are used to develop the State Implementation Plan (SIP) for the State of California. The proposed project is within the MDAB and therefore subject to the rules and regulations of the MDAQMD.

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

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

According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicant plans, and it is consistent with the growth forecasts in the applicable plans, or is directly included in the applicable plan. The

proposed project is not anticipated to significantly increase local air emissions (see threshold b below) and therefore would not conflict with or obstruct implementation of the plan. No impact would occur.

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

Table 1: Mojave Desert Air Quality Management District Emissions Thresholds

Pollutants	Annual Thresholds (tons)	Daily Thresholds (pounds)
Greenhouse Gases (CO2e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Nitrogen Oxides (NOX)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SOX)	25	137
Coarse Particulates (PM10)	15	82
Fine Particulates (PM2.5)	12	65

Source: *Mojave Desert Air Quality Management District, MDAQMD CEQA and Federal Conformity Guidelines, April 2016.*

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

Construction Emissions

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

Construction results in the temporary generation of emissions resulting from demolition, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground

disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities for the project is estimated to be four months. Originally proposed to begin in June 2021 and end in October 2021, the project was delayed. The construction start date is now assumed to be 2023. Although the anticipated construction schedule would commence in 2023, Table 2 presents construction emissions from the original time period (June 2021 to October 2021). Because emissions standards for construction equipment are expected to improve year-over-year, emissions estimates would be higher for earlier years, and therefore the construction emissions presented in Table 2 are conservative. Construction-generated emissions associated the proposed project were calculated using the CARB-approved California Emissions Estimator Model version 2016.3.2 (CalEEMod), which is designed to model emissions for land use development projects based on typical construction requirements. See Appendix A (Air Quality and GHG Data) for more information regarding the construction assumptions used in this analysis.[1] Predicted maximum daily construction-generated emissions for the proposed project are identified in **Table 2: Project Construction Emissions.**

Table 2: Project Construction Emissions

Construction Year	Emissions (pounds per day)[1]					
	ROG	**NOX**	**CO**	**SO2**	**PM10**	**PM2.5**
2021	14.51	26.32	14.90	0.054	6.6	3.67
MDAQMD Threshold	n/a	137	548	137	82	65
MDAQMD Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**No**

1. MDAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; replace ground cover of area disturbed; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the South Coast Air Quality Management District (SCAQMD) CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

Table 2 shows that construction pollutant emissions would remain below their respective thresholds with implementation of required MDAQMD Rule 403.2. The project would also be required to comply with MDAQMD Rules 402 and 1113, which prohibit nuisances and limit VOC content in paints, respectively. Compliance with MDAQMD Rules 402 and 1113 would further reduce specific construction-related emissions. As identified in the table, all criteria pollutant emissions would remain below their respective thresholds and impacts would be less than significant.

[1] At the time of IS/MND preparation, the most up to date version of the air quality modeling program (CalEEMod) was version 2016.3.2. The project's emissions modeling was conducted in October 2020. A more recent version of CalEEMod 2020.4.0 was released on June 23, 2021, after the project's modeling was completed. CalEEMod 2020.4.0 was not available at the time the project's emissions modeling was conducted. The updates incorporated into CalEEMod 2020.4.0 included using the latest energy consumption rates in accordance with Title 24 California Building Code 2019 version requirements. Although the project's modeling used CalEEMod 2016.3.2, the model was manually updated to use latest Title 24 energy consumption rates. Given the proposed project's emissions were estimated to be far below MDAQMD thresholds and since energy emissions rates were updated manually, re-modeling Project emissions using CalEEMod 2020.4.0 is not warranted.

Operational Emissions

Operational emissions are typically associated with mobile sources (i.e., motor vehicle use) and area sources (such as the use of landscape maintenance equipment, hearths, consumer products, and architectural coatings). Energy source emissions would be generated from electricity and natural gas (non-hearth) usage. **Table 3: Operational Emissions** summarizes the operational emissions attributable to the proposed project. As shown in Table 3, the project's emissions would not exceed MDAQMD thresholds. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

Table 3: Operational Emissions

Source	Emissions (pounds per day)[1]					
	ROG	**NOX**	**CO**	**SO2**	**PM10**	**PM2.5**
Project Emissions						
Area	0.20	0.00	0.00	0.00	0.00	0.00
Energy	<1	0.06	0.05	0.00	<1	<1
Mobile	0.55	2.30	3.30	<1	0.35	0.10
Total	0.76	2.30	3.35	0.00	0.25	0.07
MDAQMD Threshold	n/a	137	548	137	82	65
MDAQMD Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**No**

Notes: 1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the MDAQMD. Worst-case seasonal maximum daily emissions arereported.

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

c) **Less than Significant Impact**. MDAQMD considers sensitive receptors to be a residence, school, daycare center, playground, or medical facility where children are present, or where an individual could remain at the location for 24 hours. Commercial facilities such as retail are not included in the definition of sensitive receptors because employees do not typically remain on site for a full 24 hours. The nearest sensitive receptors to the project site are single-family residences approximately 850 feet to the southwest and 830 feet to the south.

Pollutant concentrations can range from CO hotspots to toxic air contaminants (TACs, specifically diesel particulate matter) from on-site construction; and asbestos.

Carbon Monoxide Hot Spots

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

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. MDAQMD has not established CO hotspot methodology. However, according to the Trip Generation prepared by Kimley-Horn (2022), the project would result in 113 daily trips.

Additionally, the 2003 Air Quality Management Plan is the most recent AQMP that addresses CO concentrations. As part of the SCAQMD CO Hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. The proposed project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections from 113 daily vehicle trips attributable to the project. Therefore, impacts would be less than significant.

Toxic Air Contaminants

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks during construction. Proposed construction activities for new billboards and digital conversions, would occur intermittently and would be brief; therefore, implementation of the proposed project would not require extensive use of heavy-duty construction equipment or extensive use of diesel trucks. As described above, the project would not require an extensive amount of earthwork; therefore, construction PM_{10} (representative of diesel particulate matter) exposure would be minimal.

Construction projects contained on a site of small size generally represent less than significant health risk impacts due to limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM; the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and the reduced duration of construction activities compared to the development of larger sites. The California Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Guidance Manual (2015) does not recommend assessing cancer risk for projects lasting less than two months due to the uncertainty in assessing cancer risk from very short-term exposures.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2449 and 2485), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions.

Given the temporary and intermittent nature of construction activities likely to occur within the project area, the dose of diesel PM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity and the highly dispersive properties of diesel PM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Project operations would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators) or result in a substantial increase in diesel vehicles (i.e., delivery trucks) over existing baseline conditions. Overall, implementation of the proposed project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the project area. Impacts would be less than significant, and no mitigation is required.

d) **No Impact.** MDAQMD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Land uses typically associated with odors include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is a commercial retail development and does not propose to include any odor-inducing uses on the site.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that are associated as odor sources. Therefore, impacts would be less than significant and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES. Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
SUBSTANTIATION:	*(Check ☐ if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database).*				
San Bernardino County General Plan, 2007; Appendix B: Habitat and Jurisdictional Assessment Update for the Proposed Autozone Project Located in San Bernardino County, California (ELMT Consulting, 2022)					

a) **Less than Significant Impact with Mitigation.** The project site is primarily undisturbed. The majority of the project site supports a California buckwheat scrub plant community. Other on-site vegetation includes great basin sagebrush scrub along the eastern boundary and disturbed/non-native grassland along the northern, northeastern, and western project site boundaries.

Special-status plant species are those with unique biological significance, limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, or a combination of these factors. Special-status plant species are those plants listed, proposed

for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife(CDFW) under the California Endangered Species Act (CESA); and plants on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants with a California Rare Plant Rank.

Ten special-status plant species have been recorded in the Hesperia and Baldy Mesa quadrangles. With the exception of the western Joshua tree (*Yucca brevifolia*), based on habitat requirements for the specific special-status plant species and the availability and quality of habitats needed by each species, the biological assessment determined that the project site does not have the potential to support white pygmy-poppy, Mojave paintbrush, Mojave spineflower, Booth's evening primrose, ribbed cryptantha, sagebrush loeflingia, crowned muilla, short-joint beavertail, or Latimer's woodland-gilia. None of these special-status plant species are federally or State listed as threatened or endangered. They are listed as CNPS Rare Plant Rank species.

Three western Joshua trees are present within the proposed limits of disturbance on the project site (Appendix B). In October 2020, the California Fish and Game Commission designated the western Joshua tree as a candidate species for listing as threatened under the CESA. During the candidacy period, and until a listing decision is made, the western Joshua tree is afforded all the legal protections of a listed species, such that an applicant must secure take authorization for impacts to the species. They are also a covered species under the Desert Plant Protection Act. **Table 4** identifies the location and characteristics of the trees.

Table 4: On-Site Joshua Trees

Joshua Tree No.	Location	Height	Clones	Branches/Flowers
1	34.382508, -117.371244	1.5 meters	1 clone	0 branches/0 flowers
2	34.382508, -117.371276	2 meters	2 clones	2 branches/1 flower
3	34.382244, -117.371316	>1 meter	No clones	0 branches/0 flowers

Source: Autozone Hesperia Project Habitat and Jurisdictional Assessment Update.

Project implementation assumes the removal of the three western Joshua trees. Under Fish and Game Code Section 2084, CDFW may authorize the take of any candidate species, provided that the take is consistent with CESA, and the authorization is based on the best available scientific evidence. The California Fish and Game Commission has adopted three separate regulations for the take of western Joshua tree under Section 2084, found in Title 14, California Code of Regulations, Sections 749.10, 749.11 and 749.12, which allow qualified and ongoing projects to receive authorization during the candidacy period. If a project proponent can design around western Joshua Tree, avoidance with an appropriate buffer as identified in Special Order 749.10, is preferred.

If avoidance is not proposed, the take of a candidate endangered species is considered a significant impact. CESA authorization must be obtained from CDFW prior to any such impact. The proposed project would require a Section 2081 Incidental Take Permit (ITP) from the CDFW, as described under MM BIO-1. Mitigation could include project revisions to reduce

or minimize impacts on site, and compensatory off-site mitigation to acquire, conserve, and manage western Joshua trees and their associated habitat. Before CDFW may issue an ITP, compliance with the CEQA is required. Please also refer to Impact Threshold e below which requires the project to also comply with San Bernardino County Development Code Section 88.01.060 related to the proposed removal of specified desert plant species, including the western Joshua tree (MM BIO-3).

Special-status wildlife species are those species included on the CDFW "Special Animals" list. Special animals refer to all taxa the California Natural Diversity Database (CNDDB) tracks. No special-status wildlife species were observed on the site during the habitat assessment. Based on habitat requirements for specific species and the availability and quality of on-site habitats, the biological assessment determined that the project site has a moderate potential to support loggerhead shrike (*Lanius ludovicianus*) and a low potential to support the California horned lark (*Eremophila alpestris actia*) and coast horned lizard (*Phrynosoma blainvillii*). The project site has a high potential to support Cooper's hawk (*Accipiter cooperii*) and Costa's hummingbird (*Calypte costae*). The project site does not have suitable habitat to support the desert tortoise or burrowing owl. Further the project site does not provide suitable habitat for any of the other special-status wildlife species known to occur in the area of the project site. To mitigate the potential impact to loggerhead shrike, Cooper's hawk, and Costa's hummingbird, Mitigation Measure (MM) BIO-2 is proposed, which would require a pre-construction nesting bird clearance survey prior to ground disturbance.

Receipt of and compliance with the requirements of the Incidental Take Permit (MM BIO-1) and Development Code Section 88.01.060: Tree and Plant Removal Permit (MM BIO-3) would mitigate significant impacts to the western Joshua tree to a less than significant level. Implementation of MM BIO-2 would reduce potential impacts to nesting migratory birds to a less than significant level.

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

c) **No Impact.** Refer to Impact Threshold b above.

d) **Less than Significant Impact.** Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site has not been identified as occurring within a Wildlife Corridor or Linkage in the San Bernardino County General Plan. As designated by the San Bernardino County General Plan Open Space Element, major open space areas documented in the vicinity of the project site include the Mojave River located approximately 7.5 miles east of the project site. The project site is separated from these identified regional wildlife corridors and linkages by existing development and roadways, and undeveloped land; however, there are no riparian corridors or creeks connecting the project site to these areas.

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

ample habitat adjacent to the project site to support wildlife movement opportunities. Impacts would be less than significant and no mitigation is required.

e) **Less than Significant Impact with Mitigation.** County of San Bernardino Development Code Section 88.01.060 provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Section 88.01.060 outlines desert native plants that shall not be removed or altered, with the exception of fruit, without obtaining a Tree or Plant Removal Permit. The provisions apply to the removal or relocation of regulated trees or plants and to any encroachment within the protected zone of a regulated tree or plant on all private land within the unincorporated areas of the County and on public lands owned by the County, unless otherwise specified. Projects must also comply with applicable State and federal laws and regulations.

Based on the results of the field investigation, western Joshua trees are present on the project site and in addition to being a candidate species under the CESA, they are regulated by San Bernardino County Development Code Section 88.01.060 and California Desert Native Plant Act Section 80073. In the event that avoidance of the three Joshua trees is not feasible, the project applicant would be required to comply with MM BIO-3, which requires that an inventory of the trees on site be completed and a Tree or Plant Removal Permit be obtained from the County of San Bernardino prior to removal of any regulated tree or plant. Receipt of and compliance with the requirements of the Tree or Plant Removal Permit (MM BIO-3) would ensure compliance with associated County policies. Impacts would be less than significant with mitigation.

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

Mitigation Program

MM BIO-1 **Incidental Take Permit Required During Candidacy Period for Western Joshua Tree.** If any western Joshua trees (WJT) are to be relocated, removed, or otherwise taken, the Applicant shall obtain an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) under Section 2081 of the California Endangered Species Act (CESA), prior to the relocation, removal, or take. The Applicant shall comply with the following measures as approved by the CDFW:

a) Special Order 749.11 Mitigation for Qualifying Dead WJT. If the site has only dead WJT and these trees can qualify for mitigation under Special Order 749.11, the Applicant shall pursue mitigation under Special Order 749.11.

b) Seed Preservation for Non-Qualifying Dead WJT. If avoidance of dead WJT is infeasible, seeds shall be collected from the dead tree by a certified arborist or a qualified desert plant biologist and preserved at a CDFW-approved repository. Subsequent to the collection of seeds, the dead tree can be removed for disposal.

c) Payment of Mitigation Fee to Western Joshua Tree Mitigation Fund. For unavoidable impacts to live WJT, the Applicant shall propose making a payment to the Western Joshua Tree Mitigation Fund as established under Special Order

749.10. This mitigation should strictly follow the census requirements, occupied habitat acreage calculation methodology, and mitigation ratio listed under Special Order 749.10. More specifically, Applicant shall calculate impacts to WJT and associated habitat using the impact area methodology identified in Special Order 749.10. Alternatively, the Applicant may pay a mitigation fee consistent with the mitigation fee requirements identified in Special Order 749.12.

In the event Joshua tree is not listed as a threatened species, MM BIO-1 shall not apply. MM BIO-3 would remain applicable.

MM BIO-2 A preconstruction survey for nesting birds shall be conducted by a qualified biologist if clearing and grubbing work is conducted within the bird nesting season (typically February 15 to September 15). If an active nest is discovered, disturbance within an established buffer shall be prohibited until nesting is complete; the buffer distance shall be determined by the biologist in consultation with applicable resource agencies and in consideration of species sensitivity and existing nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. The biologist shall record the results of the recommended protective measures described above and shall submit a memo summarizing any nest avoidance measures to the County to document compliance with applicable State and federal laws pertaining to the protection of native birds.

MM BIO-3 Prior to the issuance of the first permit that would result in ground disturbing activities, the applicant shall obtain and comply with the provisions of the Tree or Plant Removal Permit from the County of San Bernardino for the removal of any tree or plant identified in San Bernardino County Code of Ordinances Section 88.01.060 – Desert Native Plant Protection. Until such time that the western Joshua tree is not listed as a threatened species, an Incidental Take Permit from the California Department of Fish and Wildlife (MM BIO-1) is also required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES. Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
SUBSTANTIATION:	*(Check ☐ if the project is located in the Cultural or Paleontological Resources overlays or cite results of cultural resource review).*				
San Bernardino County General Plan (2007); Appendix C: AutoZone Cultural Resources Assessment (VCS Environmental, 2020)					

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

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

b) Record search results for the proposed project identified five previous cultural studies conducted within a 0.5-mile radius of the project site with two cultural resources recorded within a 0.5-mile radius of the project site (See Appendix C). The cultural resources were not located on the project site. Historic aerial review did not show any development or structures on the site. No landmarks designated by the County of San Bernardino or City of Hesperia are near the project site. On-site reconnaissance and survey did not identify any historical resources. Due to the lack of significant historic resources on the project site, the project would have no impact on historic resources.

c) **Less than Significant Impact with Mitigation.** The project site is undeveloped and covered in Mojave mixed desert scrub, including buckwheat, sagebrush, and three western Joshua trees. No archaeological or prehistoric resources were noted on the project site during the site survey. A Sacred Land file search from the Native American Heritage Commission was positive for tribal resources. See Section XVIII, Tribal Cultural Resources for additional analysis on tribal cultural resources and consultation.

Diffuse scatter of historic-era items such as tin cans, bottles, bullet casings, and steel tank were identified in the southeast portion of the project site. Although no archaeological resources were identified, the likelihood of encountering archaeological resources in the project site is considered high because the project site has not been extensively altered by development. Construction activities for the project would include grading which has potential to affect a previously unidentified archaeological resource.

The project would be required to comply with MM CR-1 through MM CR-3, which requires retention of a qualified archaeologist and an assigned San Manuel Band of Mission Indians Tribal representative to monitor grading and excavation activities. The archaeologist and tribal representative would have the ability to temporarily halt or redirect work to permit the sampling, identification, and evaluation of the artifacts and resources, as appropriate. If resources are found to be significant, the archaeologist would determine appropriate actions, in cooperation with the County and Applicant. Compliance with MM CR-1 through MM CR-3 would reduce potential impacts to a less than significant level.

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

Mitigation Program

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

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

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

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**ENERGY. Would the project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Appendix A (Kimley-Horn, 2020)***					

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

Short-Term Construction

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

Operational Electricity

The proposed project is expected to use 69,020 KWh/year (kilowatt-hour per year) based on emissions calculations from CalEEMod; refer to Appendix A. Total electricity demand in the Southern California Edison (SCE) service area is forecast to increase by approximately 12,000 GWh (gigawatt hours) – or 12 billion kWh – between 2015 and 2026.[2] The increase in electricity demand from the proposed project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

[2] California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area, Accessed June 16, 2022.

Southern California Gas Company (SoCalGas) provides natural gas service to the project area. The proposed project is estimated to use approximately 220,932 KBtu/year (British thermal units per year) in natural gas. The increased demand is expected to be adequately served by the existing SoCalGas facilities. From 2018 to 2035, commercial and non-residential land uses are expected to decline from 112 billion cubic feet (bcf) to 96 bcf in usage due to Title 24 and energy efficient programs. Gas supplies would remain constant above 2.103 billion cubic feet per day (bcfd) from 2015 through 2035.[3] As discussed above, California's Energy Efficiency Standards for Residential and Non- residential Buildings create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated in the California Building Code and are responsible for reducing the growth in electricity and natural gas use despite population and development growth. For example, requirements for energy-efficient appliances, high efficiency wall and window systems, and green building materials are expected to save additional energy. These savings are cumulative, doubling as years go by. Therefore, the natural gas demand from the proposed project would represent a nominal percentage of overall demand in SoCalGas' service area. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.

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

The proposed project would use electrical power service that is currently provided by SCE. The proposed project would not conflict with any State or local plans for renewable energy or energy efficiency. As such, impacts would be less than significant and no mitigation is required.

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

[3] California Gas and Electric Utilities, 2020 California Gas Report, Southern California Gas Company Annual Gas Supply 2020-2035 Table 1-SCG, Accessed June 22, 2022.

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District).* ***San Bernardino County General Plan, 2007; Appendix D: AutoZone Store #3658 Subsurface Explorations & Geotechnical Investigation (Terradyne, 2020)***				

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

aii) **Less than Significant.** The County, as well as most of Southern California, is located in a region of historic seismic activity. There are no known active or potentially active faults in the project area. The nearest mapped active fault to the project site is the San Bernardino Mountains section of the San Andreas Fault, located approximately 9.1 miles southwest, the western section of North Frontal Thrust Fault system located approximately 9.4 miles east, and the San Bernardino Valley section of the San Jacinto Fault Zone located approximately 10.2 miles southwest of the project site. The State of California Seismic Hazards Mapping Act of 1990 (SHMA) requires the California Department of Conservation to identify and map areas prone to amplified ground shaking. The project site is not in a SHMA Seismic Hazard Zone. During seismic events, the project site could experience moderate ground shaking associated with the faults described above. The intensity of ground shaking would depend on the earthquake's magnitude, epicenter, and geology of the area between the epicenter and the project site. The proposed project would comply with the seismic design parameters outlined in the current California Building Code (CBC) and all plans would be reviewed by the County's Building Division prior to construction to ensure compliance. The 2022 CBC is effective January 1, 2023. Therefore, the proposed project would not cause potential adverse effects associated with strong seismic ground-shaking. Impacts would be less than significant and no mitigation is required.

aiii) **No Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. The potential for liquefaction exists in areas with relatively loose, sandy soils and high groundwater levels (less than 50 feet in depth) during long-duration strong ground shaking. According to the Geotechnical Report prepared for the project, the project site is not located in an area of potential liquefaction. According to the Countywide Plan EIR Figure 5.6-3: Liquefaction and Landslide Susceptibility, the project site is not identified as an area prone to liquefaction. Overall, due to the flat topography of the project site and historic groundwater depth, the project site is not considered susceptible to liquefaction or lateral spreads. Therefore, no impact would occur.

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

b) **Less than Significant.** Older alluvial fan deposits are found below the surface and extend to the maximum boring depth of approximately 16.5 feet. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with erosion and siltation control measures set forth in the Water Quality Management Plan prepared for the proposed project. This would include measures such as the use of sandbags to reduce project site runoff and hold topsoil in place prior to final grading and construction. Erosion-control Best Management Practices (BMPs) are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Compliance with these requirements would preclude potential project impacts; no mitigation is required.

c), d) **Less than Significant.** Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are

particularly subject to subsidence include those with high silt or clay content. The project site is underlain by older alluvium soils consisting of silty sand and lesser layers of silt and clay. According to the Geotechnical Report (Appendix D), the soils have very low expansion potential. The potential for landslides and liquefaction are minimal due to the relatively flat area and the depth of the groundwater table. Therefore, the potential for ground subsidence due to withdrawal of fluids or gases is low. As noted above, the proposed project would conform to the most recent CBC and construction design recommendations outlined in the Geotechnical Report. Design recommendations include site preparation guidelines, removal of unsuitable soils, fill placement and compaction, and shoring. The proposed project would be conditioned to adhere to the recommendations in the geotechnical report as part of the conditions of approvals. Conformance with standard engineering practices and design criteria as well as the design recommendations in the Geotechnical Report would reduce the potential for substantial risks to life or property as a result of expansive soils. Therefore, impacts would be less than significant and no mitigation is required.

e) **Less than Significant.** The proposed project would utilize an onsite wastewater treatment system (OWTS), which is composed of a 1,500-gallon septic tank and 3 seepage pits. The septic tank would collect wastewater and digest organic matter by separating the oils and grease from solid waste. The liquid, or effluent, is discharged from the tank into a series of pits buried below the surface, which slowly releases effluent into the soil to be treated. The soils then treat and disperse the effluent as it percolates through the soil, ultimately discharging into groundwater. The County of San Bernardino Public Health Environmental Health Services reviews and approves OWTS applications to prevent contamination of groundwater. Further, the Environmental Health Services reviews percolation investigations in accordance with the local agency management program for OWTS, which provides minimum standards and requirements for the treatment and disposal of sewage through the use of OWTS. According to the Geotechnical Report (Appendix D), groundwater was not encountered during onsite borings. Further, the project site is underlain by older alluvium soils consisting of silty sand and lesser layers of silt and clay, which have well drained characteristics. Therefore, the project site has soils capable of adequately supporting the use of septic tanks . Therefore, a less than significant impact would occur.

f) **Less than Significant.** A paleontological resources records search was requested from the San Bernardino County Museum in July 2020 as part of the Cultural Resources Assessment prepared by VCS Environmental (Appendix C) for the proposed project. The record search identified Quaternary alluvial deposits of older (Pleistocene) alluvium on the project site. These potentially fossiliferous sediments were deposited between approximately 1.8 million and 11,000 years ago. Similar older Pleistocene deposits in the area are highly fossiliferous, yielding the remains of ground sloths, bison, and horses. The results from the San Bernardino County Museum indicate that no paleontological resources have been discovered within the project site. The nearest fossil locality, identified as San Bernardino County Museum (SBCM) 1.103.8, is approximately two miles from the project site. SBCM 1.103.8, found in sandy gravel, yielded reptiles as well as rodents, including squirrel, chipmunk, pack rat and kangaroo rat.

Although no fossil localities have been recorded at the project site, the Quaternary alluvial deposits of Pleistocene alluvium are known to yield fossil resources. Although not expected, there is a possibility that project construction activities have the potential to affect unidentified paleontological resources. Compliance with MM GEO-1, which addresses the actions to be

taken should paleontological resources be found, is required to reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Program

MM GEO-1 Prior to the issuance of the first grading permit or permit for ground disturbance activities, the applicant shall provide evidence to the satisfaction of the County of San Bernardino retention of a qualified paleontologist. A qualified paleontologist shall attend the pre-grading meeting and discuss the site's sensitivity and recommend when paleontological monitoring is necessary. The paleontological monitor shall actively monitor all project related grading in sensitive sediments and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Appendix A: Greenhouse Gas Modeling (Kimley-Horn, 2020)***				

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

Construction GHG Emissions

Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the project site. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[4] Total GHG emissions generated during all phases of construction were combined and are presented in **Table 5: Construction Greenhouse Gas Emissions**. The CalEEMod outputs are contained within Appendix A (Air Quality and GHG Data). As shown in Table 4, the project construction would result in 95.7 $MTCO_2e$ (approximately 3.19 $MTCO_2e$/year when amortized over 30 years).

[4] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 5: Construction Greenhouse Gas Emissions	
Construction	**$MTCO_2e$ per Year**
Total Construction	95.7
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model data outputs.	

Operational GHG Emissions

Operational or long-term emissions occur over the life of the proposed project. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. **Table 6: Total Project Greenhouse Gas Emissions** summarizes the total GHG emissions associated with proposed project. As shown, the project would generate approximately 151 $MTCO_2e$/year. The project would not result in an increase in GHG emissions that exceed the MDAQMD's screening threshold of 100,000 $MTCO_2e$/yr. Therefore, project-related GHG emissions would be less than significant.

Table 6: Total Project Greenhouse Gas Emissions	
Emissions Source	**MTCO2e per Year**
Proposed Emissions	
Construction Amortized over 30 Years	3.19
Area Source	0.00
Energy	28.15
Mobile	107.3
Waste	6.55
Water and Wastewater	5.80
Total Project Emissions[1]	**151**
MDAQMD Project Threshold	100,000
Threshold Exceeded?	**No**
1. Totals may be slightly off due to rounding.	
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model data outputs.	

b) **Less Than Significant Impact.** The County of San Bernardino Regional Greenhouse Gas Reduction Plan outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community and to meet AB 32 goals.

The proposed project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are

updated on an approximately three-year cycle. The 2019 standards went into effect on January 1, 2020 and the 2022 standards go into effect on January 1, 2023. Although the County's Energy Plan is primarily focused on reducing municipal energy consumption, the proposed project would not conflict with the community-wide energy use goals of the plan. Further, the proposed project would result in limited amount of emissions that would comply with the MDAQMD's GHG threshold. In addition, the proposed project would comply with all MDAQMD applicable rules and regulations during construction of the operational phase and would not interfere with the State's goals of reducing GHG emission as stated AB 32 and SB 32.

Therefore, the proposed project would have a less than significant impact on GHG emissions. Consistent with Title 24, AB 32, SB 32, and the Greenhouse Gas Reduction Plan, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Impacts would be less than significant, and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HAZARDS AND HAZARDOUS MATERIALS. Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Appendix E: Hazardous Materials Technical Memo (Kimley-Horn, 2020)***					

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

Project construction is not anticipated to involve the transport, use, creation or disposal of hazardous materials. Small quantities of potentially hazardous substances such as gasoline, diesel fuel, lubricants for machines, and other petroleum-based products would be used on site. Should any unknown contaminated soils or other hazardous materials be discovered and be removed from the project site, the soils/material can be transported only by a licensed

hazardous waste hauler in covered containment devices in compliance with all applicable County, State, and federal requirements.

The project would require storage of small amounts of sealed and packaged automotive lubricants and oils, typical of a commercial vehicle parts establishment. Should any unknown contaminated soils or other hazardous materials be discovered and be removed from the project site, the soils/material can be transported only by a licensed hazardous waste hauler in covered containment devices in compliance with all applicable County, State, and federal requirements. Therefore, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The project site is not included on a hazardous site list. There are two recorded environmental hazards in the vicinity of the project site: Grand View Market Inc. at 13302 Ranchero Road and Grand View Plaza at 13330 Ranchero Road, are 300 feet and 100 feet north of the project site, respectively. Grand View Market is a gas station and convenient store market that holds permits from the San Bernardino County Fire Department (SBCFD) to store and operate underground storage tanks associated with the gas station. The gas station also has an above ground storage tank containing natural gas and an oil/grease filter associated with an automated car wash. There are no records of any spills, releases, or incidences associated with the gas station on the online databases. Given there are no open regulatory assessments associated with the site, and the fact that the site is located upgradient, this facility is not considered an environmental concern for the proposed project.

Grand View Plaza has an active Waste Discharge Permit associated with a wastewater treatment system. This treatment system allows for the collection, treatment, and disposal of wastewater via an aerobic wastewater treatment system and subsurface drip distribution system within a landscaped area in the northern portion of the neighborhood commercial center property. The commercial center developer self-reported a malfunction in the wastewater treatment system in January 2019 that caused an overflow of waste materials to be discharged in the parking lot. The spill was contained and properly cleaned and did not cause impacts off of the site. Since the project site is located upgradient, this facility is not considered an environmental concern for the proposed project. The proposed project is a commercial retail use and would not create a significant hazard to the public involving the release of hazardous materials into the environment. Impacts would be less than significant and no mitigation is required.

c) **No Impact.** The nearest school is Oak Hills High School, located at 7625 Cataba Road, approximately 0.5 mile west of the project site. The project does not propose any uses which could potentially generate hazardous materials in significant quantities that would have an impact to the school. No impact would occur and no mitigation is required.

d) **Less Than Significant Impact.** The proposed project is not included any sites identified on a hazardous site list compiled pursuant to California Government Code Section 65962.5. Kimley-Horn reviewed information from the DTSC Envirostor website[5] to identify any releases of regulated substances or petroleum products that occurred on or near the project site, in addition to the Geotracker database search. As previously addressed, Grand View Market

[5] California Department of Toxic Substance Control, Envirostor Database, available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=hesperia, Accessed June 10, 2022.

Inc. and Grand View Plaza are located upgradient and earlier spills have been remediated. These facilities are not considered an environmental concern for the project site. Therefore, impacts would be less than significant and no mitigation is required.

e) **No Impact.** The nearest airport is the Hesperia Airport located at 7070 Summit Road, approximately 3.3 miles southeast of the project site. The project site is not within any safety zones as identified in the Comprehensive Land Use Plan for Hesperia Airport. Since the project site is outside of a Safety Zone and the project is a commercial use, the project would not expose residents to excessive airport noise. The proposed project would not result in a safety hazard for people working or residing at the project site. No impacts would occur.

f) **Less Than Significant Impact.** According to the Oak Hills Community Plan, I-15, Highway 395, Phelan Road, Main Street, and Ranchero Road are designated as evacuation routes. The proposed project would allow for the construction of a 6,797-sf AutoZone store along Ranchero Road east of Escondido Avenue. The proposed project would share two access driveways with the adjacent planned gas station development. Local access would be provided from Ranchero Road and Escondido Avenue. The proposed project would not result in the permanent closure of either of the roads and no road closures would occur during construction. Impacts would be less than significant and no mitigation is required.

g) **Less Than Significant Impact.** The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. The project site is within an identified State or Local fire hazard area. The County's land use designation includes a Fire Safety Overlay. The proposed project would comply with applicable standards required by the responsible Fire Authority, including the standards and provisions of the California Building Code (CBC) Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) and general development standards under County of San Bernardino Municipal Code 82.13.050. The proposed project would comply with all applicable regulations and development standards related to fire risk and construction. Refer to Section XX, Wildfire, of this Initial Study, for more discussion on this topic. Compliance with all applicable regulations would reduce impacts to a less than significant level; no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan; Appendix F: Preliminary Hydrology Report (Kimley-Horn, 2020); Appendix F: AutoZone Oak Hills Mojave River Watershed Water Quality Management Plan (Kimley-Horn, 2020); San Bernardino County Special Districts Department Urban Water Management Plan (2017)***				

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

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

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

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

Because the area of disturbance is less than one acre, hydromodification analysis is not required. Construction activities would be required to comply with the Project Water Quality Management Plan (WQMP) (Appendix F) containing erosion-control and sediment-control BMPs that would meet or exceed measures required by the Phase II Small MS4 General Permit in the Mojave River Watershed. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations. Currently, the project site is 100 percent pervious. In the post-development condition, the project site would be approximately 85 percent impervious. As a part of the project, the majority of the stormwater runoff would sheet flow northeast toward two on-site infiltration basins located south of Ranchero Road. The proposed infiltration basin system would be sized to treat the “design capture volume” (DCV) and to retain the storm water volume required to not create any downstream adverse impacts.

As shown in **Figure 8 – Water Quality Plan**, the two infiltration basins would be connected and once the infiltration basin system exceeds its capacity, the overflows would be conveyed to Ranchero Road reaching the existing curb opening that ultimately routes all the drainage into the seven culverts northeast of the site. The required DCV is 2,456 cubic feet (cf). The volume required to be detained based on the difference between the pre-development and post- development volumes is approximately 436 cf. The proposed infiltration basin system would have a total retention volume of 2,519 cf, which would satisfy the volume requirements for both water quality and storm water. The proposed development will not increase peak discharges currently exiting the site under the 100-year storm event.

According to the WQMP, the project proposes to use infiltration BMPs which would infiltrate a volume that is greater than the increase in runoff volume; therefore, the project would not contribute to erosion of downstream drainage facilities. All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board (SWQCB). The proposed project would comply with these

regulations. Waste discharges would connect to the public wastewater system. Therefore, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** The County of San Bernardino, Special Districts Department, Water and Sanitation Division maintains and operates water services for the Community of Oak Hills. The project site is within County Service Area (CSA) 70 J - Oak Hills. CSA 70J is a water retailer and purchases water supplies from the Mojave Water Agency, the region's wholesale water provider. CSA 70J provides domestic water from five active wells within Alto Sub-basin, which is within the Mojave River Groundwater Basin under the control of the Mojave Water Agency. CSA 70J does not currently deliver recycled water; all water demands are met with potable groundwater supplies. Estimated total water storage capacity for Mojave Water Agency is approximately nearly 5 million acre feet (AF). In 2020, the CSA 70J pumped 1,617 AF of groundwater. The projected groundwater supplies are expected to reach 1,630 AF by 2025 and 1,680 AF by 2045.[6]

In 2020, commercial designated land use required 15 AFY of potable water based on the County of San Bernardino CSA 70J – Oak Hills 2020 Urban Water Management Plan (2020 UWMP). By 2045, the commercial demand is projected to be 16 AFY. The 2020 UWMP estimates 142 gallons per capita per day. The proposed project would employ up to 12 employees. Therefore, expected water demand for the proposed project would be 621,960 gallons per year or 1.91 AFY. The proposed project is a commercial retail use and not typically associated with constant water demand usage. Therefore the 1.91 AFY demand is an overly conservative estimated and still accounts for less than one percent of the overall groundwater supply in 2020. The proposed project would not result in significant groundwater demand. The proposed project would have infiltration basins as part of the drainage system. Therefore, the project would not impact local groundwater recharge. Impacts would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The project site is vacant and generally drains in a northeast direction. A portion of the site drains northeast toward Ranchero Road. Storm water then continues east along Ranchero Road until it reaches the curb opening, where flows are routed south for a short distance and then east of the project site. The remainder of the site drains into an existing drainage path to the southeast. The existing drainage path drains northeast where flows confluence with the flows from the curb opening on Ranchero Road. Storm water flows are then conveyed north across Ranchero Road through seven existing culverts northeast of the project site. Drainage continues flowing northeast until reaching the California Aqueduct, which then discharges into Silverwood Lake.

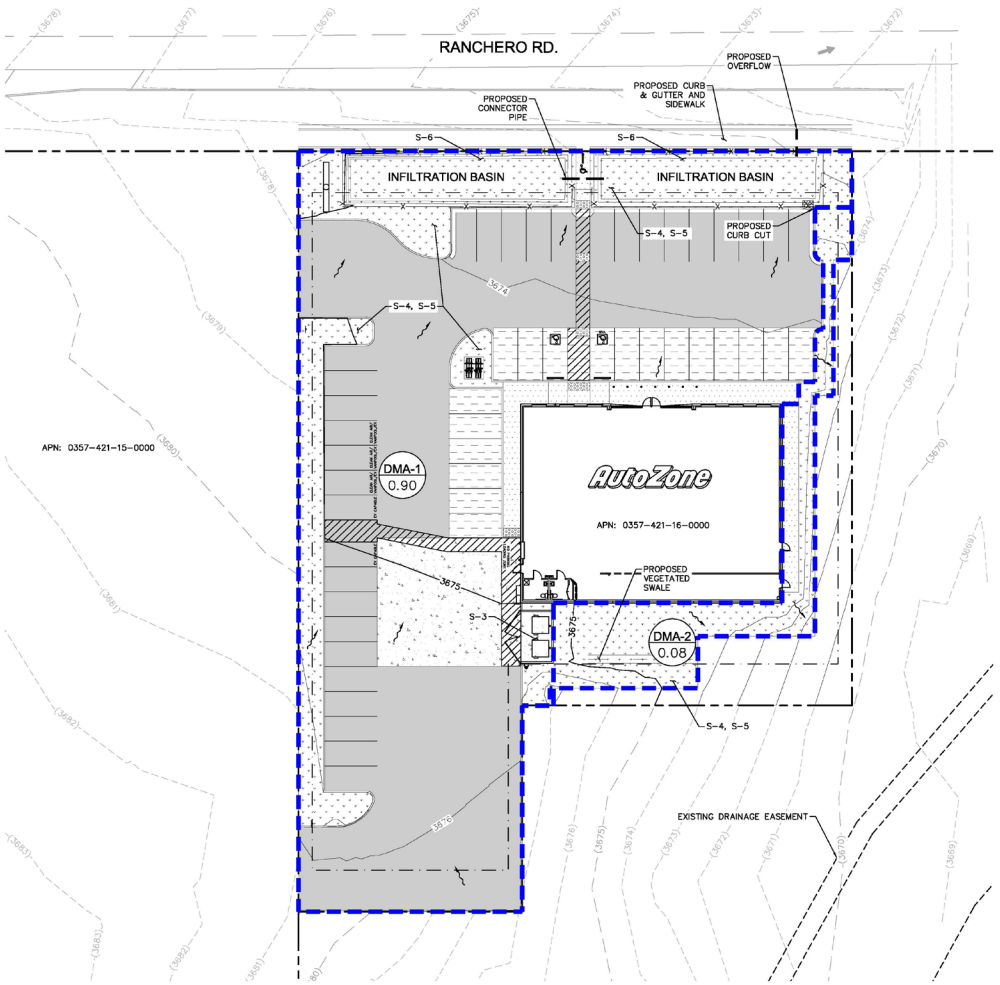
Based on the Water Quality Management Plan (WQMP) and Preliminary Hydrology Report prepared for the project, implementation of the proposed drainage improvements for the site would not result in substantial on-site or off-site erosion or siltation. Impacts would be less than significant and no mitigation is required.

[6] County of San Bernardino Department of Public Works, June 2021, 2020 Urban Water Management Plan, Available at: https://specialdistricts.sbcounty.gov/wp-content/uploads/sites/54/2021/08/CSA-70J-UWMP-Final-Report_Full_Compiled-3.pdf, Accessed June 13, 2022.

LEGEND

- 1695 — PROPOSED CONTOUR
- (1695) — EXISTING CONTOUR
- PROPERTY LINE
- DA BOUNDARY
- PROPOSED STORM DRAIN
- FLOW ARROW
- X / XX — DMA NAME / DMA AREA (IN ACRES)
- RIGHT OF WAY
- ASPHALT PAVING
- LANDSCAPING SEE CONCEPTUAL LANDSCAPE PLAN
- HEAVY DUTY CONCRETE PAVING
- LIGHT DUTY CONCRETE PAVING
- CONCRETE SIDEWALK

STRUCTURAL SOURCE CONTROL BMPS	
BMP ID	BMP DESCRIPTION
S-3	REFUSE / TRASH COLLECTION AREAS
S-4	LANDSCAPE IRRIGATION AND DESIGN
S-5	FINISH GRADE OF LANDSCAPE AREAS
S-6	PROTECT SLOPES AND PROVIDE ENERGY DISSIPATION (LANDSCAPE SLOPES)



LANDSCAPE NOTE:

FINISH GRADE OF LANDSCAPE AREAS IS TO BE DEPRESSED 1-2 INCHES (MIN.) BELOW TOP OF CURB, SIDEWALK OR PAVEMENT.

BMP MAINTENANCE:

INFILTRATION BASIN

TRASH, DEBRIS AND SEDIMENT MUST BE REMOVED FROM BASIN CURB CUT LOCATIONS, ALONG GUTTERS, AND WITHIN THE BASINS AND DISPOSED OF PER LOCAL JURISDICTION REQUIREMENTS. INSPECTION AND MAINTENANCE REQUIRED AFTER EVERY RAIN EVENT GREATER THAN 0.5". INSPECTIONS SHOULD OCCUR ON A MONTHLY BASIS TO ENSURE OPTIMUM PERFORMANCE. THE OWNER IS RESPONSIBLE FOR ALL BMP MAINTENANCE OPERATIONS.

Figure 8: Water Quality Plan

Oak Hills Autozone Project

Kimley»Horn

Expect More. Experience Better.

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i. **Less than Significant Impact**. The applicant would be required to implement erosion-control and sediment-control BMPs that would meet or exceed measures required by the Phase II Small MS4 General Permit for the Mojave River Watershed to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Use of these BMPs would ensure the project does not result in substantial on-site or off-site erosion or siltation. Impacts would be less than significant and no mitigation is required.

ii. **Less than Significant Impact**. The proposed project would not result in a significant change to the drainage pattern of the site nor would the project involve the alteration of the course of a stream or river. The proposed project would follow a similar drainage pattern compared to existing conditions; see discussion under Impact c.a. No flooding would occur on the site. Impacts would be less than significant and no mitigation is required.

iii. **Less than Significant Impact.** Runoff from the project site would discharge into existing storm drain facilities. The volume required to be detained due to the increase in runoff flows between the pre-development and post-development volumes under the 100-year storm is approximately 436 cf. The proposed infiltration basins would have a retention volume of 2,519 cf, which would exceed the minimum design capture volume. The project would satisfy stormwater drainage needs and prevent excess flow and reduction of water quality from discharge onto the adjacent streets. If flows exceed the capacity of the infiltration basin, flows would spill over the emergency over-flow and continue east on Ranchero Road until it reaches the existing curb opening. Impacts would be less than significant and no mitigation is required.

iv. **No Impact.** The project site is not located within the 100-year hazard flood zone area. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C6490H, the project site is within Zone D. FEMA defines this zone as an area where there are possible but undetermined flood hazards, as no analysis of flood hazards have been conducted. The project site is not subject to flooding and would not impede or redirect flood flows. No impacts would occur and no mitigation is required.

d) **No Impact.** The project site is in an area of minimal flood hazard. The project site is more than 60 miles east of the Pacific Ocean and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the project site's inland location and lack of nearby waterbodies. The project is not in a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. No impacts would occur and no mitigation is required.

e) **Less than Significant Impact.** As discussed under response a, the proposed project would comply with applicable water quality standards and provisions. In 2014, the California Sustainable Groundwater Management Act was passed, which provides authority for agencies to develop and implement Groundwater Sustainability Plans or alternative plans that demonstrate the water basins are being managed sustainably.[7] Groundwater levels are managed within a safe basin operating range to protect the long-term sustainability of the

[7] State Water Resources Control Board. Sustainable Groundwater Management Act. Https://water.ca.gov/programs/groundwater-management/sgma-groundwater-management Accessed June 13, 2022.

Mojave River Water Basin and to protect against land subsidence. In 2020, CSA 70J pumped 1,617 AF of groundwater. Projected groundwater supplies are expected to reach 1,630 AF by 2025 and 1,680 AF by 2045. According to the 2020 UWMP, in 2020, commercial uses were delivered 15 AF of groundwater, less than 1 percent of the total water volume used. Commercial demand for water use is projected to remain stable at 15 AF from 2025 through 2045. The project's water demand would not cause an unexpected increase in water consumption for commercial uses. Project implementation would result in a nominal increase in commercial water use with the CSA 70J. The proposed project would include maintain existing drainage flows and provide infiltration basins to allow for water infiltration into the soil. Proposed project features and water consumptions estimates would comply with the sustainable groundwater management plan and would not result in excess consumption. Impacts would be less than significant and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING. Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
SUBSTANTIATION: ***San Bernardino County General Plan (2007); Submitted Project Materials***					

a) **No Impact.** The project site is undeveloped and vacant. There are no structures on the project site and no residential communities would be divided upon project implementation. The proposed project would allow for the construction of retail building with surface parking and landscaping. No new roads are proposed as part of the project. The project is proposed to complement the existing commercial uses across Ranchero Road to the north by developing a similar commercial use. Project implementation would not divide nearby rural residences near the project site. Therefore, no impacts would occur and no mitigation is required.

b) **Less than Significant Impact.** The project site has a zoning designation of Oak Hills/Neighborhood Commercial (OC/CN). The purpose of the Neighborhood Commercial designation is to provide suitable locations for retail and service commercial establishments intended to meet daily convenience needs of a residential area. Specifically, the OC/CN allows for a variety of uses including convenience and support services, convenience stores, and service stations with a Minor Use Permit. The proposed project would develop an AutoZone store and is consistent with the zoning designation, no zone change would be required. The proposed project would not conflict with applicable plans, policies, or regulations.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
SUBSTANTIATION: *(Check ☐ if the project is located within the Mineral Resource Zone Overlay).* ***San Bernardino County General Plan (2007)***				

a) **No Impact.** The project site is currently undeveloped. The proposed project does not involve any uses that would result in any impacts to mineral resources. Countywide Plan EIR Figure 5.11-1 Mineral Resource Zones 2 & 3 in the Southwest Quadrant of County, does not identify any known State or locally designated mineral resources or locally important mineral resource recovery site on the project site. Therefore, there would be no loss of a known mineral resource and no impact would occur.

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

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless 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 the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
SUBSTANTIATION:	*(Check ☐ if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element).*				
San Bernardino County General Plan (2007)					

a) Less than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur near existing commercial uses to the north and single-family rural residences to the south and east, with the closest receptors being approximately 830 feet away from potential construction. It is important to note that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 7: Typical Construction Noise Levels.**

Table 7: Typical Construction Noise Levels		
Equipment	**Typical Noise Level (dBA) at 50 feet from Source**	**Typical Noise Level (dBA) at 100 feet from Source[1]**
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	77
Concrete Pump	82	76
Concrete Vibrator	76	79
Crane, Derrick	88	76
Crane, Mobile	83	70
Dozer	85	82
Generator	82	77
Grader	85	79
Impact Wrench	85	76
Jack Hammer	88	79
Loader	80	79
Paver	85	82
Pile-driver (Impact)	101	74
Pile-driver (Sonic)	95	79
Pneumatic Tool	85	95
Pump	77	89
Roller	85	79
Saw	76	71
Scraper	85	84
Shovel	82	89
Truck	84	79
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance		
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.		

As shown in Table 7, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. The nearest sensitive receptors to the project site are single-family residences approximately 850 feet to the southwest and 830 feet to the south. These sensitive receptors may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. The County's Development Code establishes noise standards for stationary noise standards under Section 83.01.080. Some exemptions to the Noise Ordinance include emergency vehicles and temporary construction, maintenance, repair or demolition activities between 7:00 AM and 7:00 PM Monday through Saturday, excluding federal holidays.

Construction activities may also cause increased noise along site access routes due to movement of equipment and workers. Compliance with the Development Code would minimize impacts from construction noise because construction would be limited to daytime hours on weekdays and Saturdays. By following Development Code standards, the project's construction activities would result in a less than significant noise impact.

Operations

Implementation of the proposed project would create new sources of noise in the project vicinity. The major noise sources associated with the project that would potentially impact existing and potential future residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. The San Bernardino Development Code outlines standards concerning acceptable noise levels for both noise-sensitive and noise-generating land uses. Noise standards for stationary noise sources vary by land use and time of day and are summarized in **Table 8: Noise Standards for Stationary Noise Sources.**

Table 8: Noise Standards for Stationary Noise Sources

Affected Land Uses	7:00 PM – 10:00 PM Leq	10:00 PM – 7:00 AM Leq
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA
dB(A) = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.		
Source: San Bernardino County Development Code 83.01.080.		

Mechanical Equipment. The project area includes a neighborhood commercial center, vacant land, and rural residential uses. As previously noted, the nearest sensitive receptors to the project site are single-family residences 850 feet southwest and 830 feet south of the project site. Potential stationary noise sources related to long-term operation of commercial development in the project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 50 to 60 dBA at 50 feet.

Because noise levels would be at or below the County's 65 dBA acceptable noise performance standard, noise impacts associated with HVAC equipment would be less than significant. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed project would result in a less than significant impact related to stationary noise levels. Noise from stationary sources on the project site would primarily occur during the daytime activity hours of 7:00 AM to 10 PM.

Truck Loading. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking

activities; backing up toward the store frontage; and maneuvering away from the store. Loading noise is typically 68 dB at 50 feet. Given the distance to the nearest sensitive receptor, noise levels associated with truck maneuvering/parking and loading/unloading would not exceed the County's noise standard for commercial land uses. As described above, noise levels associated with trucks and loading/unloading activities would not exceed the County's standards. Impacts would be less than significant and no mitigation is required.

Parking Noise. The project would provide 49 parking stalls, including 2 handicap stalls, 3 vanpool/clean air/EV stalls, and 2 future electric vehicle stalls. Parking would be provided to the north and west of the AutoZone building. Nominal parking noise would occur within the on-site parking areas. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 60 to 63 dBA and may be an annoyance where there are nearby noise-sensitive receptors. Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period. Actual noise levels over time resulting from parking activities are anticipated to be far below the County's noise standards. Due to the distance to sensitive receptors, parking noise would be minimal. Therefore, noise impacts associated with parking would be less than significant.

Off-Site Traffic Noise. Table 3.15-4 of the City of Hesperia's General Plan Update EIR identifies Ranchero Road as a two-lane, undivided roadway. Ranchero Road, between Maple Avenue and Escondido Avenue, has an approximate capacity of 7,762 average daily traffic (ADT). Similarly, Escondido Avenue, south of Ranchero Road, is classified as a two-lane, undivided roadway, and has an ADT of 1,098. Although the project site is within the County of San Bernardino's jurisdiction, the Ranchero Road at Escondido Avenue intersection is within the Sphere of Influence of the City of Hesperia. Therefore, ADT data from the City's General Plan Update was used.

According to the County of San Bernardino General Plan Update EIR, a significant traffic noise impact could occur if a project would result in an increase of 3 dB or more, which is considered a barely perceptible change in outdoor environments. A 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase. The project's traffic generation would not significantly increase trips on the adjacent roadways. The project's anticipated 113 daily trips, with 13 morning peak hour trips (9 inbound and 4 outbound) and 14 evening peak hour trips (5 inbound and 9 outbound) would not generate sufficient traffic to result in a noticeable increase in ambient noise levels. The proposed project's trip generation would represent a negligible percentage of the ADT volumes on Ranchero Road and Escondido Avenue. Therefore, traffic noise is not anticipated to increase ambient levels. Impacts are less than significant and no mitigation is required.

b) **Less than Significant Impact.** Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. The Federal Transit Administration (FTA) has published standard vibration

velocities for construction equipment operations in their 2018 Transit Noise and Vibration Impact Assessment Manual. The types of construction vibration impacts include human annoyance and building damage.

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

Table 9: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 8, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity, which is below the FTA's 0.20 PPV threshold. The nearest sensitive receptors are the residential uses located approximately 830 feet to the northeast of the active construction zone.

Table 9: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 100 Feet (in/sec)[1]	Approximate VdB at 25 Feet	Approximate VdB at 100 Feet[2]
Large Bulldozer	0.089	0.011	87	69
Caisson Drilling	0.089	0.011	87	69
Loaded Trucks	0.076	0.010	86	68
Jackhammer	0.035	0.004	79	61
Small Bulldozer/ Tractors	0.003	0.000	58	41

1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.
2. Calculated using the following formula: Lv(D) = Lv(25 feet) - (30 x log10(D/25 feet)) per the FTA Transit Noise and Vibration Impact Assessment Manual (2018).

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

As shown in Table 9, construction VdB levels would not exceed 69 VdB at 100 feet (i.e., below the 75 VdB annoyance threshold). It can reasonably be assumed that at 830 feet, the vibration levels would attenuate further. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to

the nearest residential structure. Therefore, vibration impacts associated with the project construction would be less than significant and no mitigation is required.

Once operational, the project would not be a significant source of groundborne vibration. Project operations would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As a result, impacts from vibration associated with project operation would be less than significant and no mitigation is required.

c) **No Impact**. The nearest airport is the Hesperia Airport located at 7070 Summit Road, approximately 3.27 miles southeast of the project site. The proposed project is not within any safety zones as identified in the Comprehensive Land Use Plan for Hesperia Airport. Therefore, the project would not be significantly affected by overhead aircraft noise. Additionally, the project site is not located in the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Submitted Project Materials***				

a) **No Impact.** The proposed project would allow for construction of an AutoZone store and associated surface parking. No residential uses are proposed as part of the project. AutoZone would have 12 employees on site per day. Employees are expected to come from the local workforce and operations would not induce substantial population growth. Further, the project site is served by existing roadways and utility infrastructure and would not require the expansion of any roads that may induce population growth. Therefore, project implementation would not directly or indirectly induce substantial population growth and a less than significant impact would occur.

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

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Submitted Project Materials***				

a) *Fire Protection?*

Less than Significant Impact. The San Bernardino County Fire Department (SBCFD) provides fire protection services to the surrounding area, inclusive of the project site. The project would be served by San Bernardino County Fire Station No. 305 (Hesperia Station) located at 8331 Caliente Road in the City of Hesperia, approximately 4.3 miles northwest of project site. Based on the project site's proximity to the existing fire station, the project would be adequately served by existing fire protection services.

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

Project implementation would incrementally increase the number of persons in the area. The incremental increase could cause an increase in fire protection services, including response to the fire service calls upon project occupancy. However, the incremental increase would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Therefore, no physical impacts associated with fire protection services and facilities would occur and no mitigation is required.

Police Protection?

Less than Significant Impact. The San Bernardino County Sheriff's Department (Sheriff's Department) provides police protection services to the area, inclusive of the project site. The nearest Sheriff's Department patrol station to the project site is the Hesperia Patrol Station, located at 15840 Smoketree Street in the City of Hesperia, approximately six miles northeast of the project site. The Hesperia station has 58 sworn law enforcement personnel and 20 non-sworn employees, the latter which manage administrative, clerical, and technical duties. Law enforcement activities include marked-unit patrol, traffic enforcement, vandalism investigation, and abatement and advanced investigations. Hesperia deputies work closely with law enforcement partners including City Code Enforcement, Parole and Probation, and citizens to identify community problems.

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

Schools?

No Impact. The project site is located within the boundaries of the Hesperia Unified School District. Mesquite Trail Elementary School, Cedar Middle School, and Oak Hills High School serve the project suite. The nearest school to the project site is Oak Hills High School located at 7625 Cataba Road in the Community of Oak Hills, approximately 1.3 miles northwest of the project site.

The proposed project is a commercial development with no residential uses. Therefore, the project would not directly generate any school-aged children requiring a public education. The project is expected to draw employees from the local workforce. Therefore, the project would not cause or contribute to a need to construct or physically altered public school services or facilities. The project applicant would be required to contribute development impact fees to Hesperia Unified School District HUSD in compliance with SB 50, which allows California school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to issuance of building permits. Compliance with this requirement would preclude significant impacts and no mitigation is required.

Parks?

Refer to Section XV, Recreation.

Other Public Facilities?

Less than Significant Impact. The project site is within the service area of the San Bernardino County Library system. The nearest library to the project site is Hesperia Branch

Library located at 9650 7th Avenue in the City of Hesperia, approximately six miles northeast of the project site. Library services include wireless internet, printing, book clubs, and community events for children, teens, and adults. The proposed project would not induce population growth within the project area or have an impact on library services. Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Therefore, impact would be less than significant impact and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
SUBSTANTIATION: ***San Bernardino County General Plan, 2007; Submitted Project Materials***				

a) **Less Than Significant Impact.** Maple Park, at 7770 Maple Avenue in the City of Hesperia, is the nearest park to the project site and is approximately two miles to the northeast. Maple Park is maintained and managed by the Hesperia Recreation and Park District and has multiple soccer fields with stadium lighting. The proposed project would allow construction of an AutoZone store with surface parking. The project does not propose any uses that would directly or indirectly induce population growth that would result in increased use of existing recreational facilities. Therefore, project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The proposed project would allow construction of an AutoZone store. The project does not include recreational facilities and would not induce population growth that would result in increased demand for recreational facilities. Therefore, project implementation would not require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts would be less than significant and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒
SUBSTANTIATION: ***San Bernardino County General Plan (2007); Traffic Assessment (Kimley-Horn, 2020)***				

a) **Less Than Significant Impact.** The volume of automobile and truck traffic associated with project-related construction activities would vary throughout the construction phases as different activities occur. Project-related construction traffic would be temporary in nature and would cease upon project completion. The Applicant would be required to prepare and submit a construction traffic management plan to identify the timing of construction activities and the movement of construction vehicles.

A Traffic Assessment (Appendix G) was prepared to evaluate project-related traffic associated with project implementation. Trip generated estimates for the project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for an Automobile Parts and Service Center (Land Use 943). Daily, morning peak hour, and evening peak hour trip generation estimates are summarized in **Table 10: Summary of Project Trip Generation**.

As shown in the table, the proposed project would generate 113 daily trips, with 13 morning peak hour trips and 14 evening peak hour trips. In accordance with the *San Bernardino County Transportation Impact Guidelines* (July 2019), the project trips do not exceed the 100-trip threshold in any peak hour to require additional analysis. The proposed increase in daily trips associated with project implementation would not result in significant impacts to the circulation system in the project area. The proposed project would comply with all County of San Bernardino programs, plans, and ordinances concerning circulation.

Table 10: Summary of Project Trip Generation									
			Trip Generation Rates [1]						
				AM Peak Hour			**PM Peak Hour**		
Land Use	**ITE Code**	**Unit**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Automobile Parts and Service Center	943	KSF	16.280	1.431	0.529	1.96	0.904	1.356	2.26
			Trip Generation Estimates						
Land Use	**Quantity**	**Unit**		**AM Peak Hour**			**PM Peak Hour**		
			Daily	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Automobile Parts and Service Center	6.797	KSF	113	9	4	13	5	9	14
Total Project Trips			**113**	**9**	**4**	**13**	**5**	**9**	**14**
[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition									

Public transit bus service in the project area would continue to be provided by Victor Valley Transit Authority. The nearest bus stop to the project site is located at the intersection of Escondido Avenue and Ranchero Road. The proximity of this bus stops to the project site would provide access to transit service. As a part of the project, pedestrian sidewalks and bicycle lanes would continue to be provided along Ranchero Road. The project would not affect pedestrian facilities. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. Impacts would be less than significant and no mitigation is required.

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

Based on OPR guidelines, local-serving commercial uses such as the proposed project can be determined to result in an overall VMT reduction. These provisions have been reflected in the County of San Bernardino's Transportation Impact Study Guidelines. Local-serving commercial uses primarily serve existing needs and do not generate a substantial number of new trips. Therefore, these uses (less than 50,000 sf) can be presumed to reduce trip lengths when a new site is proposed. Therefore, impacts would be less than significant and no mitigation is required.

c) **No Impact.** Vehicular access to the site would be provided from two shared drive aisles with the adjacent gas station development. One driveway would be located on Ranchero Road and the second would be on Escondido Avenue. There are no components of the project that

would increase hazards to the public due to geometric design features or incompatible use, as the circulation and uses proposed by the project would be fully compatible with surrounding land uses. Therefore, no impact would occur.

d) **No Impact.** Emergency vehicle access would be provided by the two shared drive aisles with the adjacent gas station development. Both driveways to the proposed project would be 30.5 feet wide to accommodate emergency access vehicles. Additionally, the project would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐
SUBSTANTIATION: ***San Bernardino County General Plan (2007); Appendix C: AutoZone Cultural Resources Assessment (VCS Environmental, 2020); Appendix H: Tribal Consultation)***				

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

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

- Chemehuevi Indian Tribe, Charles Wood, Chairperson
- Morongo Band of Mission Indians, Robert Martin, Chairperson

- Quechan Tribe of the Fort Yuma Reservation, Jill McCormick, Historic Preservation Officer
- San Fernando Band of Mission Indians, Donna Yocum, Chairperson
- San Manuel Band of Mission Indians, Jessica Mauck, Director of Cultural Resources
- Serrano Nation of Mission Indians, Wayne Walker, Co-Chairperson
- Serrano Nation of Mission Indians, Mark Cochrane, Co-Chairperson
- Twenty-Nine Palms Band of Mission Indians, Darrell Mike, Chairperson

Correspondence to and from tribal representatives is included as Appendix H: Tribal Consultation to this Initial Study. As of the release date of the Initial Study, the County has received one request for consultation from San Manuel Band of Mission Indians (SMBMI). Given the undisturbed condition of the site, project construction activities including limited excavation and grading could impact undiscovered tribal resources. Therefore, there is the potential for the project to affect previously unidentified Native American tribal cultural resources. The project would be subject to compliance with MM TCR-1, which requires a SMBMI Monitor to be present on the project site during construction phases that involve ground-disturbing activities within undisturbed native sediments. MM TCR-2 would also be required, which also requires cultural documents be shared with SMBMI. Compliance with MM TCR-1 and MM TCR-2 would reduce potential impacts to tribal resources to a less than significant level

Mitigation Program

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

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

No significant adverse impacts are identified or anticipated with implementation of the above mitigation measures.

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
SUBSTANTIATION: ***County of San Bernardino General Plan 2007; Submitted Project Materials***					

a) Less Than Significant Impact.

Wastewater. The County of San Bernardino, Special Districts Department, Water and Sanitation Division maintains and operates water and wastewater services to the Community of Oak Hills. The project site is in County Service Area (CSA) 70J - Oak Hills. CSA 70J is a water retailer and purchases water supplies from the Mojave Water Agency, the region's wholesale water provider. According to the 2020 UWMP for CSA 70J, there were 3,378 municipal connections. CSA 70J provides domestic water from five active wells within Alto Sub-basin which is within the Mojave River Groundwater Basin under the control of the Mojave Water Agency. CSA 70J does not deliver any recycled water; all water demands are met with potable groundwater supplies. Estimated total water storage capacity for Mojave Water Agency is approximately nearly 5 million acre-feet. Projected water supply for CSA 70J is expected to range from 1,630 AF in 2025 to 1,680 in 2045.

Wastewater services to the area, inclusive of the project site, are provided by the Hesperia Water District. The City of Hesperia's sewer system connects to the Victor Valley Wastewater Reclamation Authority three-mile interceptor that runs along the northeast boundary of the City, and ultimately flows to the regional wastewater treatment plant that is owned and

operated by the Victor Valley Wastewater Reclamation Authority (VVWRA). The City has six outlets to the VVWRA interceptor.

The VVWRA serves a 279-square-mile area that includes Apple Valley, Hesperia, Victorville, Spring Valley Lake and Oro Grande. The wastewater treatment plant treats about 10.7 million gallons (mgd) of wastewater every day with a total capacity of 18 mgd or 55.2 acre-feet per day.[8]

According to the *San Bernardino Countywide Plan Water, Wastewater, and Hydrology Existing Conditions Report*, the project site is within the Sphere of Influence of the Hesperia Water District.[9] Therefore, the Hesperia Water District sewer flow generation rate for commercial land uses of 1,000 gallons per acre per day was used for this Initial Study. The project would generate approximately 156 gallons per day or 56,953 gallons a year, or 0.17 acre-feet per year (AFY). The project's expected wastewater generation represents a nominal percentage increase over the existing capacity on VVWRA facilities. Although the project would use an OWTS, wastewater would still be collected and eventually treated at VVWRA facilities. Therefore, existing wastewater treatment facilities are able to accommodate the project-generated wastewater and continue maintaining a substantial amount of remaining capacity for future wastewater treatment.

The proposed project does not require and would not result in the construction of new wastewater facilities or the expansion of existing facilities. There is capacity to serve the existing, project and future development wastewater demand. Impacts would be less than significant and no mitigation is required.

Stormwater Drainage. The site is vacant, 100 percent pervious, and contains minor off-site drainage patterns that convey through the site. A portion of the storm water flows from the adjacent vacant property to the west flow through the project site and continue to the northeast. Under post-development conditions, no off-site drainage would be conveyed through the site. The planned gas station site to the west would discharge storm water flows to Ranchero Road and would no longer discharge flows onto the project site after completion. Under the proposed project, storm water would be routed into an infiltration basin system.

The project development would decrease the area of pervious surfaces and increase the amount of impervious surfaces, therefore changing stormwater flows. The volume required to be detained due to the increase between the pre-development and post- development volumes under the 100-year storm is approximately 436 cubic feet (cf). According to the WQMP prepared for the project, the required design capture volume for the infiltration basins is 2,456 cf. The volume required to be detained due to the increase between the pre-development and post-development volumes under the 100- year storm is approximately 436 cf. The proposed infiltration basins would have a retention volume of 2,519 cf, therefore exceeding the minimum design capture volume. The project would satisfy stormwater

[8] Hesperia Water District, Final Draft 2015 Urban Water Management Plan page 33, Available at: http://www.cityofhesperia.us/DocumentCenter/View/13505/2015-UWMP-FINAL-DRAFT-2016-05-11?bidId=, Accessed June 14, 2022.

[9] County of San Bernardino, San Bernardino Countywide Plan Water, Wastewater, and Hydrology Existing Conditions page 87, Available at: http://countywideplan.com/wp-content/uploads/2019/04/Infra_CWP_221- 223_75-76_Sewer_Water_ExCon_FinalDraft_WEB_20181129.pdf, Accessed June 14, 2022.

drainage needs and prevent excess flow and reduction of water quality from discharge onto the adjacent streets.

Although the proposed project would increase the amount of impervious surfaces, no significant changes to the drainage pattern would occur. The proposed project would have an infiltration basin system for storm water capture and retention. The size of the infiltration basin system would adequately treat the design capture volume (DCV) and to retain the storm water volume any adverse impacts downstream. If flows exceed the capacity of the infiltration basin, flows would spill over the emergency over-flow and continue east on Ranchero Road until it reaches the existing curb opening. Impacts would be less than significant and no mitigation is required.

Electric Power, Natural Gas, Telecommunications. Electric power is provided by Southern California Edison (SCE) and natural gas is provided by Southern California Gas Company (SoCalGas). Telecommunications are provided by Frontier Communications. SCE, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the project area, including the project site. The proposed project's electricity demand would be approximately 69,020 KW per year and natural gas demand would be approximately 220,932 cubic feet per year. For further discussion concerning electricity and natural gas usage, refer to Section VI, Energy. The project would connect to existing electric, natural gas, and telecommunication infrastructure in the project area. Impacts would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** The County of San Bernardino CSA 70J – Oak Hills 2020 Urban Water Management Plan (2020 UWMP) identifies supply reliability under three hydrologic conditions: a normal year, a single-year, and multiple dry years. CSA 70J primary source of water is groundwater which is delivered to the system by five active wells within Alto Subbasin, which is within the Mojave River Groundwater Basin under the control of the Mojave Water Agency. CSA 70J has 12 storage reservoirs in the system with a total capacity of approximately 12 AF or 4 million gallons. In 2020, the CSA 70J supplied 1,617 AF of groundwater to meet its service area demand.

CSA 70J anticipates an increase in water use for all land use types through 2045. Total retail water demand is expected to increase to 1,680 AFY, and the increase of water demand caused by the proposed project represents less than 1 percent of this change. According to the 2020 UWMP, the available water supply would meet projected demand during normal, dry, and multiple dry years through 2045. The UWMP also includes a Water Shortage Contingency Plan to prevent and minimize adverse impacts of water shortages. Therefore, the increase in water demand generated by implementation of the project can be accommodated by the water supplier. Therefore, impacts would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The proposed project would result in an incremental increase in the demand for wastewater conveyance and treatment facilities. The project would use an onsite wastewater treatment system located adjacent to the Autozone building, under the surface parking lot. The onsite treatment system would include a septic tank with a designed capacity of 1,500 gallons per day. The project would have routine scheduled maintenance to service and pump out the sludge and waste, which ultimately would be disposed at wastewater treatment facilities. It is assumed that wastewater pumped from the septic tank would be treated at the existing VVWRA treatment plant. The project would generate

approximately 156 gallons per day or 56,953 gallons a year, or 0.17 AFY. The VVWRA treatment plant has a total capacity of 18 million gallons per day. The project's expected wastewater generation represents a nominal percentage increase over the existing capacity on VVWRA facilities. The increase would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, impacts would be less than significant and no mitigation is required.

d) **Less Than Significant Impact.** Advance Disposal Company, Inc. is a disposal and recycling facility located in the City of Hesperia, which provides solid waste services to Oak Hills Community, inclusive of the project site. Advance Disposal is responsible for collection, Materials Recovery Facility (MRF) processing, recycling and disposal of non-recyclable residuals for solid waste. The nearest MRF is in the City of Hesperia at 17105 Mesa Street, approximately 6.4 miles northeast of the project site. Solid waste not diverted for recycling at the MRF are disposed of at landfills within the greater San Bernardino County region. The nearest landfill to the project site is the Victorville Valley Sanitary Landfill. The Victorville Valley Sanitary Landfill has a maximum daily permitted tonnage of 3,000 (tons per day), a maximum permitted capacity of 83.2 million cubic yards, and a remaining capacity of 81.51 million cubic yards.

According to CalRecycle, commercial retail land uses generate 10.53 pounds of waste per employee per day.[10] The anticipated solid waste generation from the project from 12 employees would be approximately 126.4 pounds/day (46,121 pounds per year, or 23 tons per year). The solid waste volume would be less than one ton per day, and therefore considered a nominal amount of the daily capacity of any of the landfills serving the project site. In order to comply with the State of California Waste Management Act (AB 939), and the San Bernardino Solid Waste Advisory Task-Force, applicants are required to deposit 50 percent or more of demolition debris generated at a project site from landfills by recycling, reuse, and diversion programs. Existing landfills have sufficient capacity to serve the project. Compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Therefore, impacts are less than significant and no mitigation is required.

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

AB 939, which requires every city and county in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after 2000. Under SB 341, the diversion goal was increased to 75 percent by 2020. The County of San Bernardino Solid Waste Management Division is responsible for the operation and management of the solid waste disposal system which consists of 5 regional landfills, 17 MRFS, 8 transfer stations, and 7 construction/demolition and inert debris processing facilities. According to the Countywide Integrated Waste Management Plan, roughly 70 percent of total solid waste was diverted from landfills in 2016. San Bernardino Development Code Chapter 84.24, Solid Waste/Recyclable Materials Storage, stipulates standards and regulations for the collection and management of solid waste in the County. Compliance with

[10] CalRecycle, Estimated Solid Waste Generation Rates, Available at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Accessed June 10, 2022.

the above-listed regulations would prevent conflict with statues and regulations related to solid waste. Therefore, impacts are less than significant and no mitigation is required.

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

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	**WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
SUBSTANTIATION: ***County of San Bernardino General Plan (2007)***					

a) **Less than Significant Impact.** The County of San Bernardino Hazards Overlay map indicates that the project site is within Fire Safety Area 2. The Fire Safety Overlay includes areas within the mountains, valley foothills, and desert region designated by the Fire Authority as a wildfire risk area. It includes all land generally characterized by areas varying from relatively flat to steep sloping terrain and with moderate to heavy fuel loading contributing to high fire hazard conditions. According to CalFire Fire Hazard Severity Zone Map for San Bernardino County, the project site is within a high fire hazard severity zone in a State Responsibility Area. The proposed project would comply with applicable standards required by the responsible Fire Authority, including the standards and provisions of the California Building Code (CBC) Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) and general development standards under County of San Bernardino Municipal Code 82.13.050. Further, project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

b) **Less than Significant Impact.** Although the project site is within a high fire hazard severity zone in a State Responsibility Area, the proposed project would allow for site development with an AutoZone store, surface parking, and landscaping. The project would comply with the general development standards under County of San Bernardino Municipal Code 82.13.050 related to Fire Safety overlay zones. Therefore, the project is not anticipated to exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from

a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant and no mitigation is required.

c) **Less than Significant Impact.** The proposed project would connect to existing electricity, water, and other utilities necessary to serve the site. The project site is located at the southeast corner of the Ranchero Road at Escondido Road intersection and would not require new construction of infrastructure. Fire water connections would be provided at the southwest corner of the building. A freezeless yard hydrant is also proposed at the same location. Specifications for project infrastructure improvements would be subject to County requirements, including Chapter 83.09 – Infrastructure Improvement Standards, and fire plan check would be required through the Planning and Engineering Section of San Bernardino County Fire ensure compliance with the applicable fire and life safety regulations, codes and ordinances. Therefore, potential impacts associated with the exacerbation of fire risk or that may result in temporary or ongoing impacts to the environment would be less than significant and no mitigation is required.

d) **Less than Significant Impact.** The project site does not include any downslopes. According to the California Geological Survey,[11] the project site is not within an area identified as having a potential for landslides. The project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, impacts would be less than significant and no mitigation is required.

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

[11] California Department of Conservation, Landslide Inventory, Available at https://maps.conservation.ca.gov/cgs/lsi/app/, Accessed June 14, 2022.

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

a) **Less Than Significant Impact.** On the basis of the foregoing analysis, the proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The proposed project is consistent with the General Plan and zoning designation. Therefore, the project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

b) **Less Than Significant Impact.** The proposed project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include all resource topics except Biological Resources, Cultural Resources, Geological Resources, and Tribal Cultural Resources. However, proposed mitigation for Biological, Cultural, Geological, and Tribal Cultural Resources would mitigate impacts to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. No cumulative impacts are anticipated in connection with this or other projects. The proposed project complies with long-term regional air quality plans, regional population forecasts, and is within the service capabilities of utility purveyors. No significant adverse environmental impacts have been identified. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with the development of the project, and possible environmental cumulative impacts. The project

does not have any impact on projected growth or planned projects for the County of San Bernardino or neighboring jurisdictions known as of the date of this analysis.

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