DRAFT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

QUICK QUACK CAR WASH CATABA ROAD AND MAIN STREET HESPERIA, CALIFORNIA 92344

LEAD AGENCY:

CITY OF HESPERIA
PLANNING DIVISION
9700 SEVENTH AVENUE
HESPERIA, CALIFORNIA 92345

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

AUGUST 25, 2022

HESP 002

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Quick Quack Car Wash

PROJECT APPLICANT: Doug Livingston, AIA, Architectural Director, Quick Quack Car Wash, 1380 Lead Hill Boulevard #260, Roseville, California 95661.

PROJECT LOCATION: The proposed project site is located on Main Street near the corner of Cataba Road in the northwestern portion the City of Hesperia, California. The proposed project site is located to the west of Cataba Road and to the north of Main Street. The project site's latitude and longitude are 34.427303" N; -117.387490 W. The project site is located within the Baldy Mesa, California 7 ½ Minute USGS Quadrangle (Township 4 North, Range 5 West, Section 22) 1956.

CITY AND COUNTY: City of Hesperia, San Bernardino County.

PROJECT: The proposed project would involve the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area consists of 3,596 square feet and the project site will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single-lane driveway will allow access to the project site through Cataba Road and Main Street.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable impacts. For this reason, the City of Hesperia determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* 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.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.

- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

1. INTRODUCTION

OVERVIEW OF THE PROPOSED PROJECT

This Initial Study analyzes the environmental impacts associated with the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The carwash building consists of 3,596 square feet and would allow for three lanes, merging into one, into the carwash building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway, would facilitate access to the project site through Cataba Road and Main Street.[1]

PURPOSE OF THIS STUDY

The City of Hesperia is the designated *Lead Agency,* and as such, the City will be responsible for the project's environmental review. Section 21067 of California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.[2] As part of the proposed project's environmental review, the City of Hesperia has authorized the preparation of this Initial Study.[3] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Hesperia with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;

- To facilitate the project's environmental assessment early in the design and development of the proposed project;

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Hesperia, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines.[4] This Initial Study and the *Notice of Intent to*

[1] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[2] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[3] Ibid. (CEQA Guidelines) §15050.

[4] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

Adopt (NOIA) a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. This Initial Study and Mitigated Negative Declaration will be forwarded to the State of California Office of Planning Research (the State Clearinghouse). A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[5] Questions and/or comments should be submitted to the following:

Mr. Ryan Leonard, AICP, Senior Planner
City of Hesperia Development Department, Planning Division
9700 Seventh Avenue
Hesperia, California 92345

INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.
- *Section 4 Conclusions* summarizes the findings of the analysis.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

2. PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project site is located in the northwest portion of the City of Hesperia. The City of Hesperia is located in southwestern portion of San Bernardino County in the southwestern Mojave Desert physiographic subregion. This physiographic subregion is more commonly referred to as either the "Victor Valley" or the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from the more populated areas of coastal Southern California by the San Bernardino and San Gabriel mountains.

[5] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.6, Section 2109(b).* 2000.

The City of Hesperia is bounded on the north by Victorville and Apple Valley, unincorporated San Bernardino County (Oro Grande); on the east by Apple Valley and unincorporated San Bernardino County (Bell Mountain); the south by the City of Hesperia and unincorporated San Bernardino County (Oak Hills); and on the west by unincorporated San Bernardino County (Baldy Mesa). Regional access to the City of Hesperia is provided by three area highways: the Mojave Freeway (Interstate 15), extending in a southwest to northeast orientation through the center of the City; U.S. Highway 395, traversing the western portion of the City in a northwest to southeast orientation; and Palmdale Road (State Route 18), which traverses the southern portion of the City in an east to west orientation.[6] The location of Hesperia, in a regional context, is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The proposed project site is located on Main Street near the corner of Cataba Road in the northwestern portion of the City of Hesperia, California. The proposed project site is located to the west of Cataba Road and to the north of Main Street. The project site's latitude and longitude are 34°42'73.03" N; -117°38'74.90" W. The project site's is located within the Baldy Mesa, California 7 ½ Minute USGS Quadrangle (Township 4 North, Range 5 West, Section 22) 1956. A local vicinity map is provided in Exhibit 2-3. An aerial photograph of the site and the surrounding area is provided in Exhibit 2-4.

ENVIRONMENTAL SETTING

The proposed project site is located on a 1.19 acres (52,219 square feet) parcel that is currently vacant. The property currently has a Zoning land use designation of Regional Commercial. Land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* The Willow Oaks Estates are located adjacent to the project site on the north with Desert Willow RV Resort located further north. This area is zoned as Low Density Residential.[7]

- *East of the project site:* Abutting the project site to the east, is the Mattress Firm store that is also located next to Cataba Road. This area is zoned as Regional Commercial.

- *South of the project site:* A Shell gas station is located to the south of the project site. A Tractor Supply Co. store is located to the southwest of the project site and a retail plaza is located to the southeast of the project site. This entire area is zoned Regional Commercial.

- *West of the project site:* A vacant undisturbed parcel abuts the project site to the west. This site is zoned as Regional Commercial. Willow Oak Estates is located further west of the project site. This area is zoned as Low Density Residential.[8]

An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4.

[6] Google Earth. Website accessed June 7, 2022.

[7] Google Maps and City of Hesperia Zoning Map. Website accessed on June 7, 2022.

[8] Ibid.

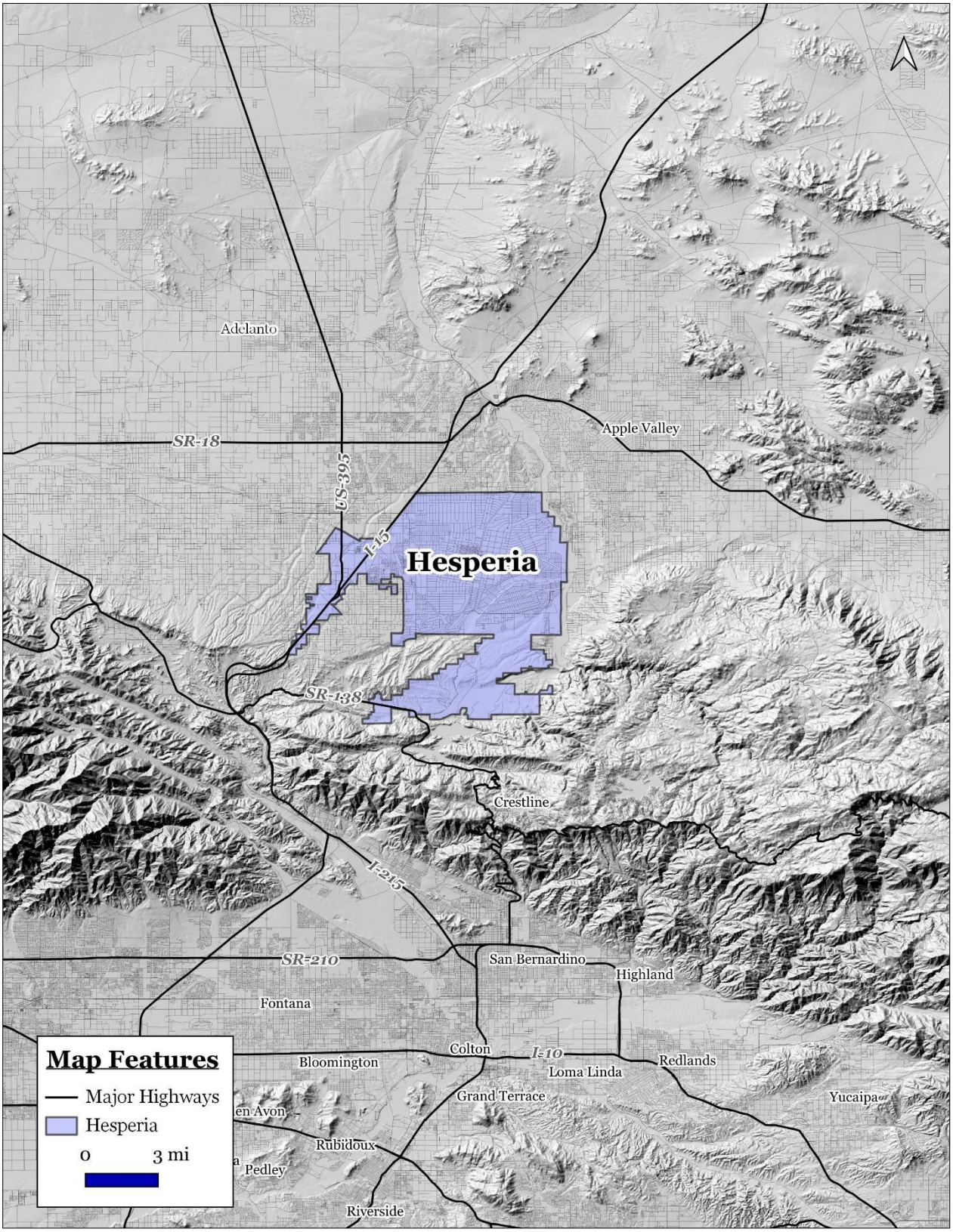


EXHIBIT 2-1
REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

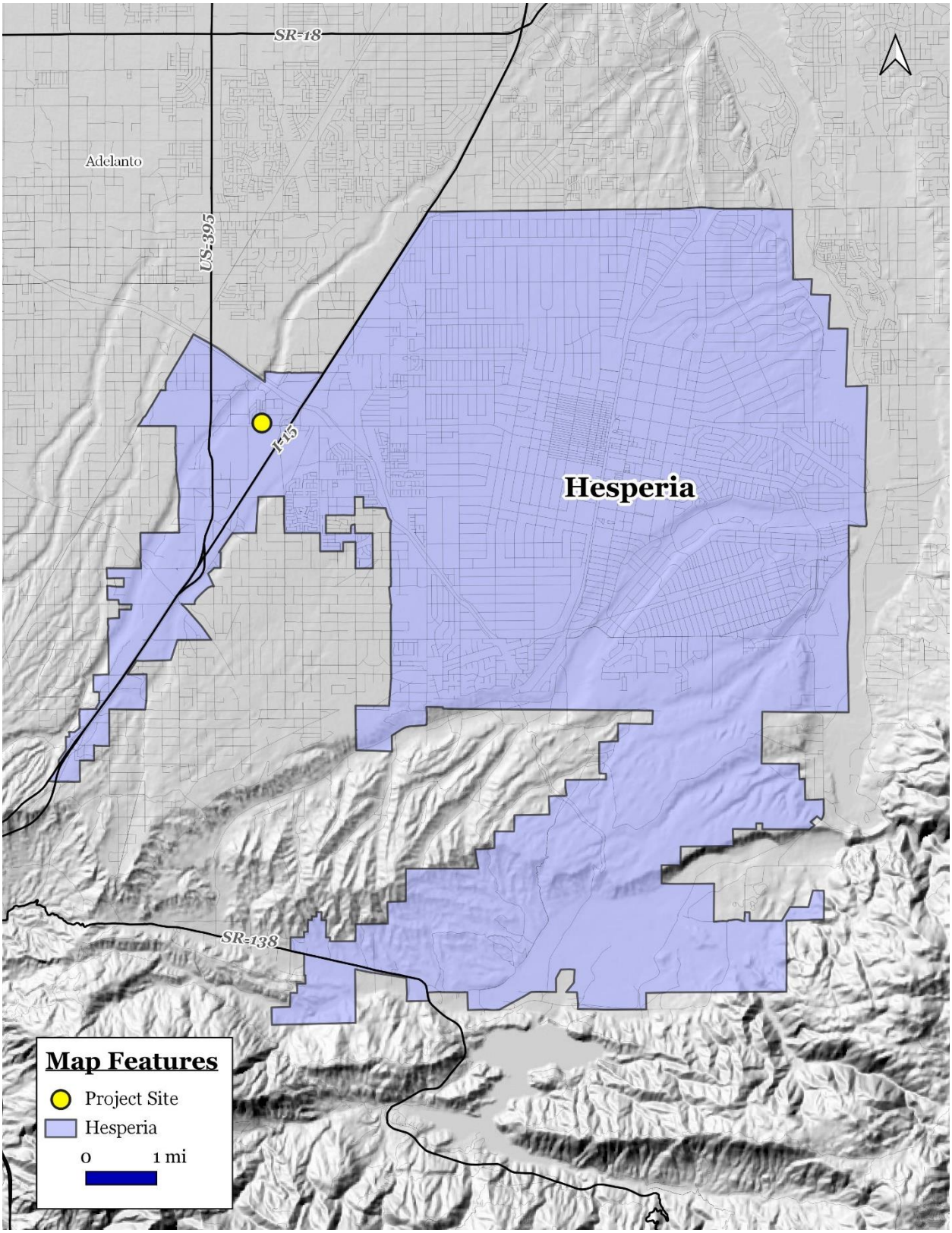


EXHIBIT 2-2
CITYWIDE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

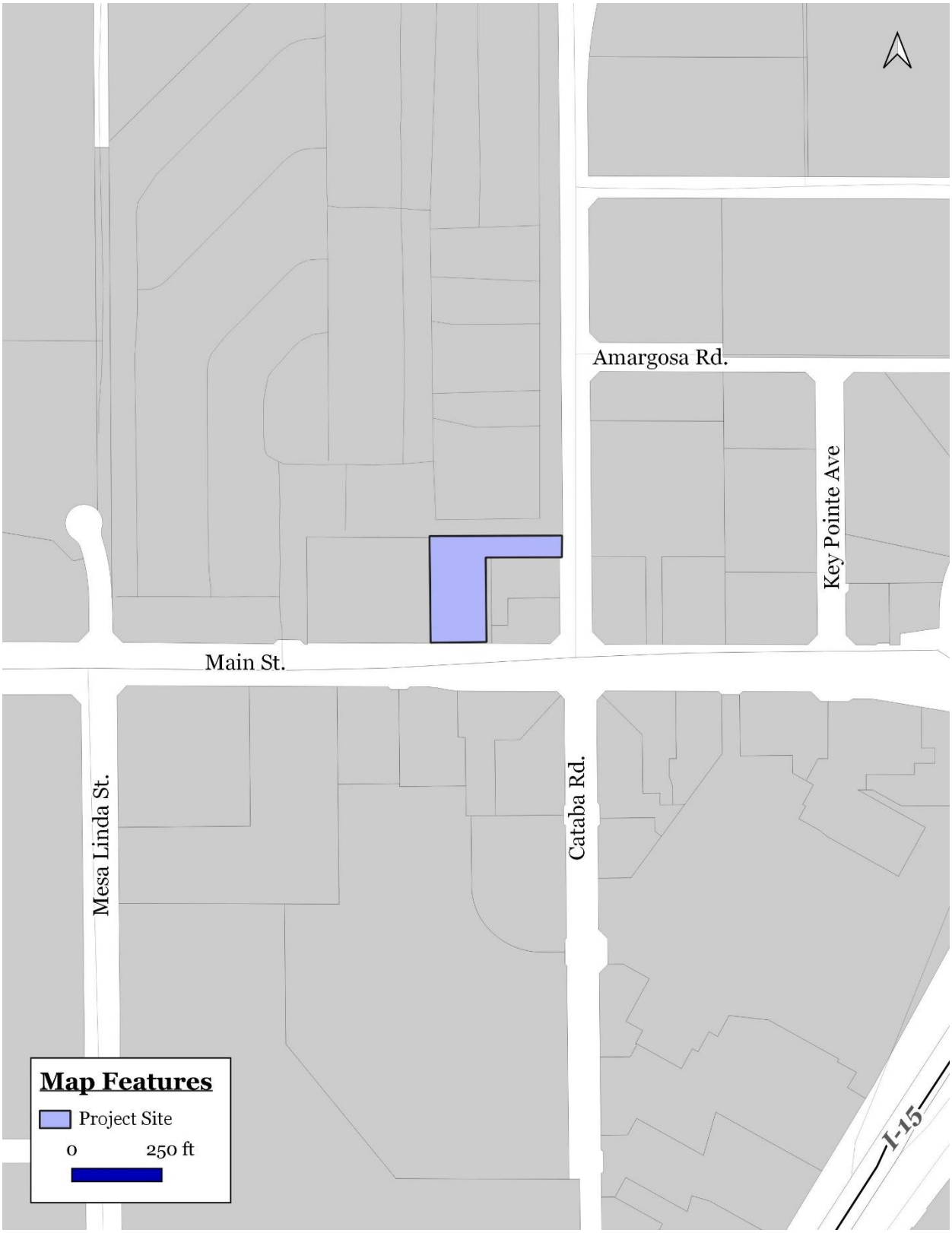


EXHIBIT 2-3
LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

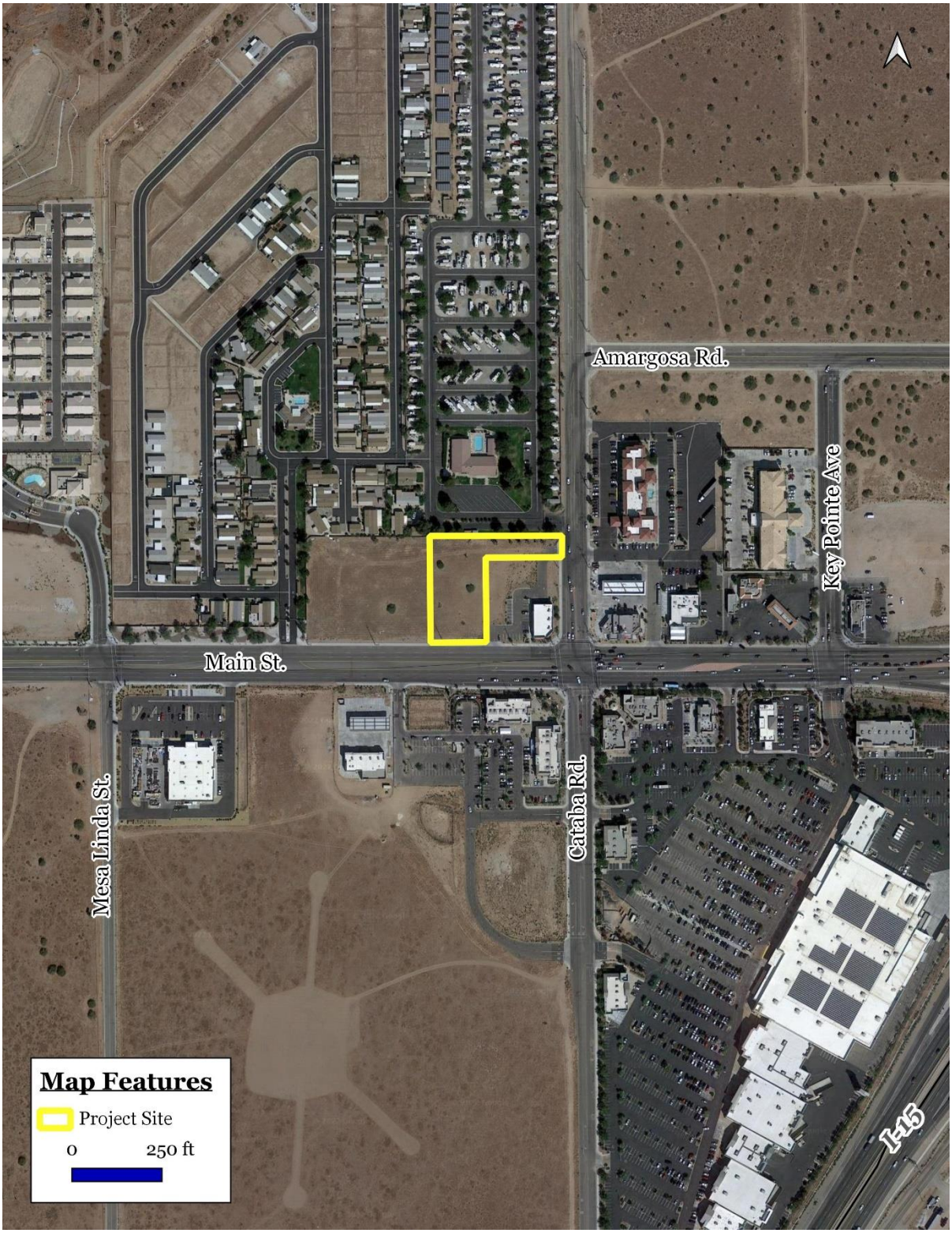


EXHIBIT 2-4
AERIAL IMAGE OF PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The key physical elements of the proposed project are outlined below. A copy of the site plan is illustrated in Exhibit 2-5.

- *Site Plan*. The development site consists of 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The carwash building would consist of 3,596 square feet and would allow for three lanes, merging into one, into the carwash tunnel building. The site is zoned as Regional Commercial. A total of 3 parking stalls, including 1 ADA compliant stall, and 18 vacuum stalls would be provided.[9]

- *Car Wash Building*. The proposed project would include the construction of a 3,596 square foot car wash building.[10]

- *Vacuum Stalls*. A total of 18 vacuum stalls will be installed on the eastern side of the project site. Each stall will be 14 feet wide and 19 feet long.

- *Parking*. A total of 3 parking spaces would be provided for patrons and employees. Of this total, 1 stall would be reserved for ADA parking. The parking area would be located in the northern portion of the project site.[11]

- *Access and Circulation*. Access (both ingress and egress) to the site would be provided by a 26-foot to 40-foot wide, two-way driveway connection with the east side of project site along Cataba Road. Internal roadway widths would range from 26 feet to 40 feet. Access into the car wash building will be provided by 3 stacking lanes to the west of the project site that will merge into one 14-foot lane as it nears the building. Access to the vacuum stalls will be provided by a one way 16-foot driveway.[12]

The proposed site plan is illustrated in Exhibit 2-5. The proposed building elevations are included in Exhibit 2-6.

OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project is anticipated to employ 2 to 3 individuals onsite at any given time. The onsite employees' functions are limited to business transactions, site maintenance, and equipment operations/maintenance. No employee detailing occurs onsite.

The hours of operation for the proposed project would be seven days a week, 7:00 AM to 9:00 PM. The Quick Quack Carwash business model is different from the more conventional car wash business operations in a number of way:

1. Patrons purchase a "membership" that allows the user to visit the carwash a specific number of times a month;

[9] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[10] Ibid.

[11] Ibid.

[12] Ibid.

2. The carwash is fully automated and all exterior car washing operations would occur within the carwash tunnel; and,

3. The patrons clean their own vehicle interiors (self-serve) in one of the vacuum stations.

All Quick Quack Car Wash facilities are a designated *Green Certified Car Wash* because they are recognized as employing environmentally friendly and sustainable business practices. The carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. Soaps and detergents are never discharged into storm drains, and these detergents are all eco-friendly and biodegradable. The proposed use will conserve energy by using LED lights throughout the car wash. The LED lights are more efficient than traditional lights, last longer, and require less electricity.

CONSTRUCTION CHARACTERISTICS

The construction for the current proposed project is assumed to commence in August 2022 and would take approximately five months to complete.[13] The key construction phases are outlined in the paragraphs that follow.

- *Grading and Site Preparation Phase*. The project site would be graded and readied for the construction. This phase would require one month to complete. During this phase, the building footings, utility lines, and other underground infrastructure would be installed. This phase would require one month to complete.

- *Building Construction Phase*. The new building would be erected during this phase. This phase will take approximately three months to complete. The new structures would be transported and assembled on the project site.

- *Paving, Landscaping, and Finishing Phase* The site will be paved during this phase and the improvements will be painted. This phase will take approximately one month to complete.

DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Hesperia) that calls for an exercise of judgment in deciding whether to approve a project. The following discretionary approvals are required:

- Approval of a Conditional Use Permit; and
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

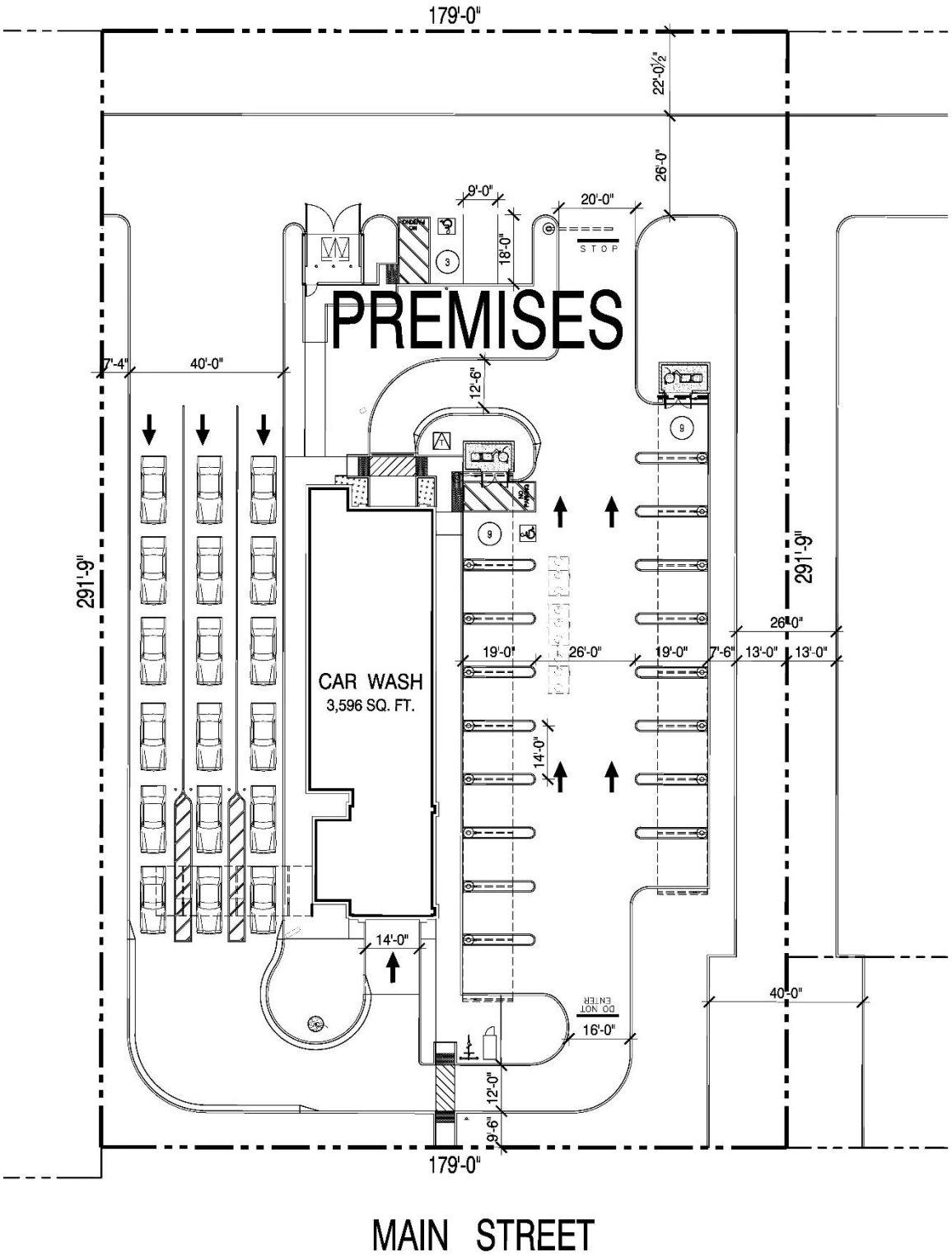
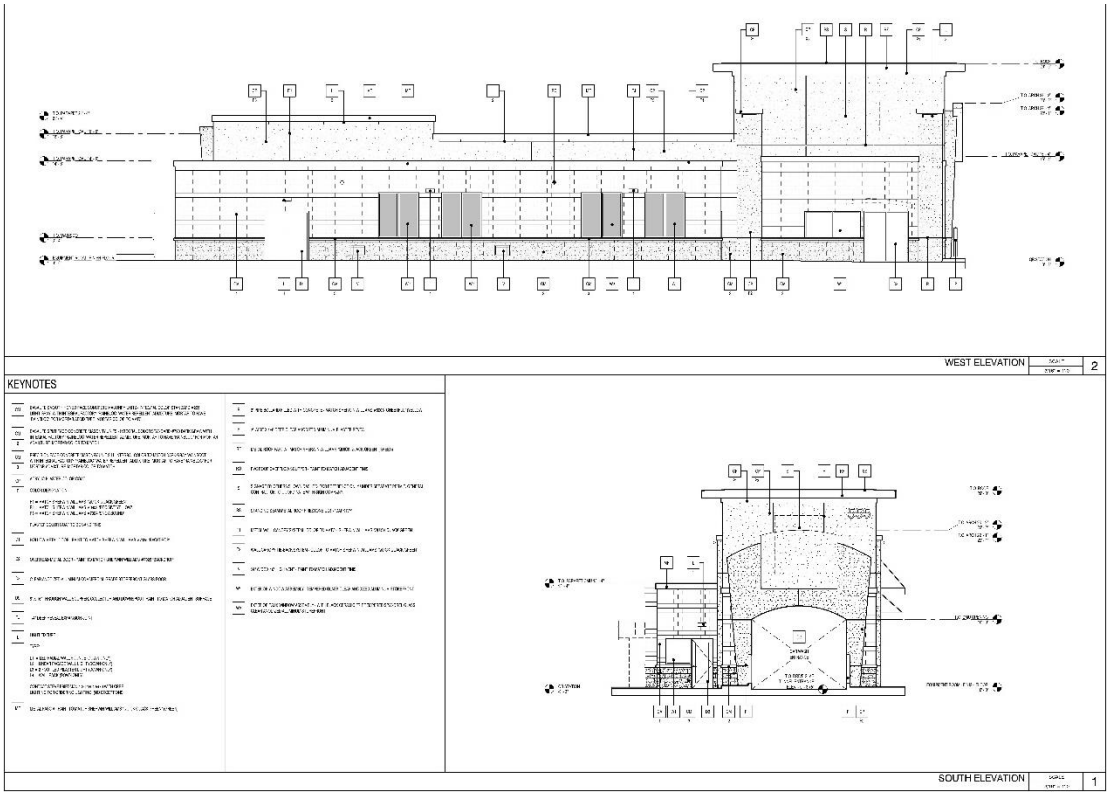


EXHIBIT 2-5
SITE PLAN OF PROJECT SITE
SOURCE: LA DESIGN GROUP INC.



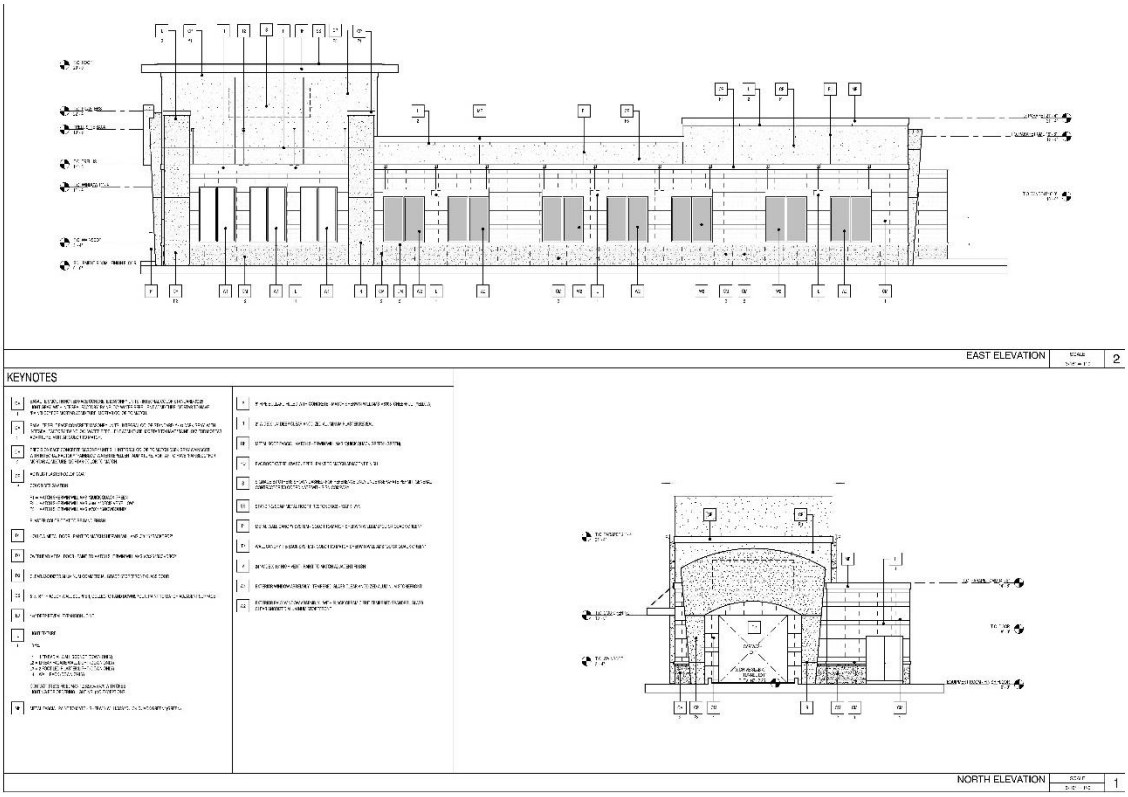


EXHIBIT 2-6
PROPOSED BUILDING ELEVATIONS
SOURCE: LA DESIGN GROUP INC.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

3. ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

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

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Hesperia in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions followed by corresponding detailed responses. For the evaluation of potential impacts, questions are stated, and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact*. The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Hesperia or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of Hesperia in deciding as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			✖	
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✖
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✖
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? ● Less Than Significant*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[14] Land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* Willow Oaks Estates is adjacent to the project site in the north with Desert Willow RV Resort located further north. This area is zones as Low Density Residential.[15]

- *East of the project site:* Abutting the project site to the east is a Mattress Firm store abutting Cataba Road. This area is zoned as Regional Commercial.

- *South of the project site:* A Shell gas station is located to the south of the project site. A Tractor Supply Co. store is located to the southwest of the project site and a retail plaza is located to the southeast of the project site. This area is zoned Regional Commercial.

[14] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[15] Google Maps and City of Hesperia Zoning Map. Website accessed on June 7, 2022.

- *West of the project site:* A vacant undisturbed parcel abuts the project site to the west. This site is zoned as Regional Commercial. Willow Oak Estates is located further west of the project site. This area is zoned as Low Density Residential.

The dominant scenic views from the project site includes distant views of the San Bernardino and San Gabriel Mountains, located south, southwest and southeast of the site and the City. In addition, local views are already dominated by neighboring development and the nearby I-15 freeway. The proposed project shall be designed, constructed, and operated in accordance with General Plan Policy LU-8.5 of the Land Use Element, which requires all development within the City to "Adopt design standards which will assure land use compatibility and enhance the visual environment, by providing attractive, aesthetically pleasing development which is sensitive to the unique local characteristics of the Hesperia community."

In accordance with City policy, the Applicant shall provide replacement landscaping or vegetation to disturbed areas consistent with the natural surroundings, and in accordance with City Municipal Code Section 16.24.150 (Subject Desert Native Plants) and County Codes 88.01.050 (Tree or Plant Removal Permits) and 88.01.060 (Desert Native Plant Protection). Pursuant to these codes, landscaping shall be selected and incorporated to be drought-tolerant and shall complement existing natural and manmade features, including the dominant landscaping of surrounding areas. Through compliance with the City General Plan and Municipal Code, the proposed project would minimize the contrast between project features and the surrounding Mojave Desert landscape and ensure adverse effects on scenic vistas remain less than significant. No mitigation is required. In addition, views from the mountains will not be obstructed. Once operational, views of the aforementioned mountains will continue to be visible from the public right-of-way. As a result, the impacts will be less than significant.

B. *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.*

According to the California Department of Transportation, none of the streets located adjacent to the proposed project site are not designated scenic highways and there are no state or county designated scenic highways in the vicinity of the project site.[16] There are no officially designated highways located near the City. The nearest highways that are eligible for designation as a scenic highway include SR-2 (from SR-210 to SR-138), located 10.74 miles southwest of the City; SR-58 (from SR-14 to I-15), located 35.63 miles north of the City; SR-138 (from SR-2 to SR-18), located 6.23 miles south of the City; SR-173 (from SR-138 to SR-18), located 7.69 miles southeast of the City; and, SR-247 (from SR-62 to I-15), located 25.75 miles east of the project site. The City of Hesperia General Plan identifies prominent view sheds within the City. These view sheds are comprised primarily of undeveloped desert land, the Mojave River, and distant views of the mountains.[17] The Oro Grande Wash is the nearest visually sensitive area located nearest to the site though it will not be visually impacted by the proposed project due to the site's distance and separation. The entire wash is located within the Oak Hills community and is used as a buffer between the commercial/industrial uses located adjacent to the freeway and the rural residential uses within the Oak Hills community. The proposed project site itself does not contain any sensitive habitats. Lastly, the project site does not contain any buildings listed in the State or National registry. As a result, no impacts will occur.

[16] California Department of Transportation. *Official Designated Scenic Highways.*

[17] City of Hesperia General Plan Website accessed on June 7, 2022.

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact*

There are no protected views in the vicinity of the project site and the City does not contain any scenic vistas in the vicinity of the project site. In addition, the City does not have any zoning regulations or other regulations governing scenic quality other that the development standards for which the new building will conform to. As a result, no impacts will occur.

D. *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● No Impact*

Project-related sources of nighttime light would include parking area exterior lights, security lighting, and vehicular headlights. In addition, the City of Hesperia Municipal Code Section 16.16.415 includes design standards for outdoor lighting that apply to industrial development in the City (the site is located in the Regional Commercial zone district. The site's development will require installation of outdoor lighting necessary for safety and security as well as to accommodate night-time business operations.

All lighting will comply with the development standards contained in the City's Zoning Code. The Municipal code lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding nuisance (e.g., blinking/flashing lights, unusually high intensity or needlessly bright lighting). Therefore, Less Than Significant Impacts with Mitigation will occur. As a result, no light-related impacts are anticipated.

MITIGATION MEASURES

The analysis of aesthetics indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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 uses?				✖
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✖
E. Would the project 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 a non-forest use?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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 uses? ● No Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[18]

According to the California Department of Conservation, the project site nor the surrounding properties do not contain any areas of Farmland of Statewide Importance, and no agricultural uses are located onsite or adjacent to the property. The implementation of the proposed project would not involve the conversion of any prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.[11]

[18] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[11] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

B. *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No Impact.*

The project site is currently zoned as Regional Commercial. There are no agricultural uses located within the site that would be affected by the project's implementation. According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[19] As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ● No Impact.*

There are no forest lands or timber lands located within or adjacent to the site. An adjacent property located to the north is disturbed and contains built-up structures. Furthermore, the site's existing zoning designation (Commercial Industrial Business Park [CIBP]) does not contemplate forest land or timber land uses. As a result, no impacts will occur.

D. *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

No forest lands are located within the project site. The proposed use will be restricted to the site and will not affect any forest land or farmland. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project's implementation.

E. *Would the project 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 a non-forest use? ● No Impact.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use. The site does not contain any agricultural or forestry vegetation. As a result, no farmland conversion impacts will occur with the implementation of the proposed project.

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[19] California Department of Conservation. *State of California Williamson Act Contract Land*. https://www.conservation.ca.gov/dlrp/wa.

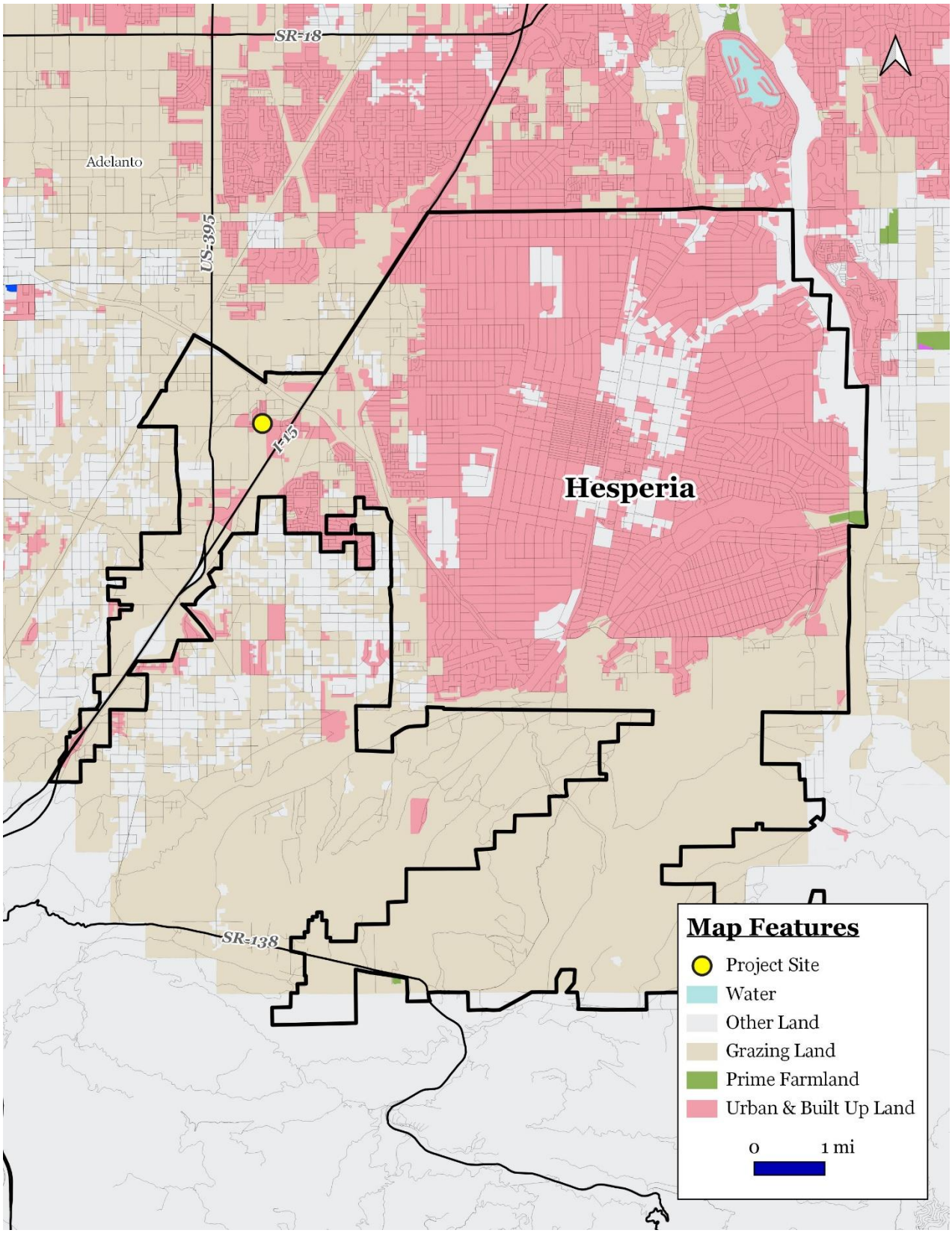


EXHIBIT 3-1
AGRICULTURAL MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project 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. Would the project expose sensitive receptors to substantial pollutant concentrations?				✖
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[20]

Air quality impacts may occur during the construction or operation of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The city is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The district covers the majority of the MDAB. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet). The Antelope Valley is bordered in the northwest by the Tehachapi Mountains and in the south by the San Gabriel Mountains. The adjacent Mojave Desert is bordered in the southwest by the San Bernardino Mountains.[21]

The Mojave Desert Air Quality Management District (MDAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants listed below. Projects in the Mojave Desert Air Basin (MDAB) generating construction and operational-

[20] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[21] Mojave Desert Air Quality Management District (MDAQMD). *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. Report dated August 2016.

related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 548 pounds per day of carbon monoxide (CO).

- *Nitrogen Oxide (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 137 pounds per day of nitrogen oxide (NO_x).

- *Sulfur Dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 137 pounds per day of sulfur oxides (SO_x).

- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation. The daily threshold is 82 pounds per day of PM_{10} and 65 pounds per day of $PM_{2.5}$.

- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 137 pounds per day of ROG.

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the MDAQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the MDAQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2045 RTP/SCS, the City of Hesperia is projected to add a total of 74,400 new residents and 23,600 new employees through the year 2045.[22] The proposed project will not introduce new residents and is anticipated to employ 3 persons at full capacity. Therefore, the proposed project is not in conflict with the growth projections established for the City by SCAG. The project's construction emissions would be below the thresholds of significance established by the MDAQMD (the project's daily construction emissions are summarized in Table 3-1). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the MDAQMD considers to be a significant impact (refer to Table 3-2). As a result, no conformity impacts will occur.

[22] Southern California Association of Governments. 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy. Demographics & Growth Forecast*. November 2021.

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? ● Less than Significant Impact.*

According to the MDAQMD, any project is significant if it triggers or exceeds the MDAQMD daily emissions threshold identified previously and noted at the bottom of Tables 3-1 and 3-2. In general, a project will have the potential for a significant air quality impact if any of the following are met:

- Generates total emissions (direct and indirect) that exceeds the MDAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3-1 and 3-2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is in conformance with the City's Zoning and General Plan); and,
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). Although the Architectural Coatings phase result in an exceedance of significant thresholds, the new structures will be transported and assembled on the project site making the air emissions during this phase insignificant. As shown in Table 3-1, relevant daily construction emissions will not exceed the MDAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NOx	CO	SO2	PM10	PM2.5
Site Preparation (on-site)	0.58	6.93	3.96	--	0.36	0.25
Site Preparation (off-site)	0.02	0.01	0.16	--	0.04	0.01
Total Site Preparation	**0.60**	**6.94**	**4.12**	**--**	**0.40**	**0.26**
Grading (on-site)	1.08	12.00	5.94	0.01	5.13	2.97
Grading (off-site)	0.03	0.02	0.26	--	0.07	0.02
Total Grading	**1.11**	**12.02**	**6.20**	**0.01**	**5.20**	**2.99**
Building Construction (on-site)	0.69	7.02	7.15	0.01	0.37	0.34
Building Construction (off-site)	0.06	0.33	0.55	--	0.16	0.03
Total Building Construction	**0.75**	**7.35**	**7.70**	**0.01**	**0.53**	**0.37**
Paving (on-site)	0.65	5.92	7.04	0.01	0.30	0.27
Paving (off-site)	0.07	0.04	0.58	--	0.15	0.04
Total Paving	**0.72**	**5.96**	**7.62**	**0.01**	**0.45**	**0.31**
Architectural Coating (on-site)	62.56	1.41	1.81	--	0.08	0.08
Architectural Coating (off-site)	0.01	--	0.10	--	0.02	--
Total Architectural Coating	**62.57**	**1.41**	**1.91**	**--**	**0.10**	**0.08**
Maximum Daily Emissions	**65.76**	**33.70**	**27.54**	**0.05**	**6.68**	**4.04**
Daily Thresholds	**75**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod V.2020.4.0

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3-2 also used the CalEEMod V.2020.4.0 computer model. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions will be below the MDAQMD daily emissions thresholds.

Table 3-2
Estimated Operational Emissions in lbs./day

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Area-wide (lbs./day)	1.12	--	--	0.00	--	--
Energy (lbs./day)	0.04	0.35	0.29	--	0.03	0.03
Mobile (lbs./day)	2.59	2.10	13.13	0.02	2.03	0.56
Total (lbs./day)	**3.75**	**2.45**	**13.43**	**0.02**	**2.06**	**0.58**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod V.2020.4.0.

The analysis presented in Tables 3-1 and 3-2 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 3-1 and 3-2, the impacts are considered to be less than significant. In addition, the MDAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Among these regulations is Rule 403.2 – Fugitive Dust Control for the South Coast Planning Area, which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within

the district. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[3] Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● No Impact.*

The nearest sensitive receptor is Willow Oaks Estates and Desert Willow RV Resort, adjacent to the project site. These sensitive receptors are located approximately 100 feet north of the project site. According to the MDAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated: any industrial project within 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a major transportation project within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; and a gasoline dispensing facility within 300 feet. Due to the proposed use of the project, no impacts will occur.

D. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● Less than Significant Impact.*

The MDAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[23] Given the nature of the intended use, no operational impacts related to odors are anticipated with the proposed project. All truck drivers visiting the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to MDAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. Adherence to the existing regulations governing "nuisance odors" will reduce potential impacts to levels that are less than significant.

MITIGATION MEASURES

The analysis of air quality impacts indicated that the projected emissions would be below the MDAQMD's thresholds of significance. As a result, no mitigation would be required.

[23] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

EXHIBIT 3-2
SENSITIVE RECEPTORS MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✖		
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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? ● Less than Significant Impact with Mitigation.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[24]

Biological surveys were conducted for the site which has been previously cleared but harbors a sparse variety of native and non-native vegetation. Plants that were observed included Joshua trees (Yucca brevifolia), rubber rabbitbrush (Ericameria nauseosa), California buckwheat (Eriogonum fasciculatum), kelch grass (Schismus barbatus), and sugarberry (Celtis Laevigata). Table 4-1 of the Joshua Tree Study

[24] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

provides a list of all Joshua Trees observed during the field investigations. As part of the environmental process, California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) data sources were reviewed. Following the data review, surveys were performed on the site on March 17, 2022 during which the biological resources on the site and in the surrounding areas were documented by biologists from RCA Associates, Inc. As part of the surveys, the property and adjoining areas were evaluated for the presence of native habitats which may support populations of sensitive wildlife species. The property was also evaluated for the presence of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas.[25]

No special status wildlife species were observed on the property; however, numerous Joshua trees, which are listed as a State threatened species, are present on the site. A comprehensive survey of the Joshua trees was conducted. Due to the presence of Joshua trees on the site, an Incidental Take Permit (ITP) will be required from CDFW prior to the start of any ground disturbance activities if any Joshua trees (living or dead) will be impacted by development activities. Focused surveys were also conducted for both the desert tortoise and burrowing owl. Based on data from USFWS, CDFW, and a search of the California Natural Diversity Database (CNDDB, 2021), desert tortoises and burrowing owls have been documented within approximately five miles southwest of the property.[26]

The site is not expected to support a variety of wildlife species on the site. No mammals were observed on site, although mammals which are expected to inhabit the site include jackrabbits (Lepus californicus), desert cottontails (Sylvilagus auduboni), and Antelope ground squirrel (Ammospermophilus leucurus). Coyote (Canis latrans) scats were observed on the site, indicating coyotes utilize the site during hunting activities. Birds observed included ravens (Corvus corax), house finch (Carpodacus mexicanus), and European starling (Sturnus vulgaris). Section 5.0 provides a more detailed discussion of the various species observed during the surveys and Table 2 Appendix A) provides a list of all avian species observed. No reptiles were observed during the field investigation; however, desert spiny lizard (Sceloporus magister) and western whiptail lizard (Cnemidophorus tigris) are common in the area and likely inhabit the site.[27]

No federal listed species were observed on site during the field investigations including the Mohave ground squirrel and desert tortoise. In addition, there are no documented observations of these species either on the site or in the immediate area (CNDDB, 2021). The site is not expected to support populations of the desert tortoise based on the absence of any tortoise sign (e.g., burrows, scats, tracks, etc.), and although suitable habitat is present on site, the probability of the species inhabiting the site is very low. In addition, Mohave ground squirrels are unlikely to inhabit the site given the very low population levels in the area; although. CDFW may require more comprehensive surveys to definitely determine the presence or absence of the species. As per CDFW protocol, the burrowing owl survey results are valid for only 30 days; therefore, CDFW will require a 30-day pre-construction survey be performed prior to any clearing/grading activities to determine if owls have moved on to the site since the March 17, 2022 surveys.

Future development activities are expected to result in the removal of vegetation from the project site; however, cumulative impacts to the general biological resources (plants and animals) in the surrounding area are expected to be minimal; however, impacts to the Joshua trees on the site will be considered significant given the recently listing of the species by the State of California as a “threatened species.” The

[25] RCA Associates, Inc. *General Biological Resources Assessments*. Report dated March 17, 2022.

[26] Ibid.

[27] Ibid.

following mitigation measures are recommended:

1. Pre-construction surveys for burrowing owls, desert tortoise, and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code may need to be conducted prior to the commencement of future ground disturbance.

    a. Appropriate survey methods and time frames shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species, such as the desert tortoise, are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged.

    b. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.

2. A comprehensive survey and evaluation of the Joshua trees on the site will need to be conducted and preparation of a Protected Plant Plan. The report shall identify methods, locations, and criteria for transplanting those trees that would be removed prior to ground disturbance activities and Project construction.

If any other sensitive species are observed on the property during future activities, CDFW and USFWS (as applicable) should be contacted to discuss specific mitigation measures which may be required for the individual species. CDFW and USFWS are the only agencies which can grant authorization for the "take" of any sensitive species and can approve the implementation of any applicable mitigation measures.

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site. The site in its entirety is undisturbed. In addition, there is no riparian habitat located on-site or in the surrounding areas.[18] No offsite wetland or migratory bird nesting areas will be affected by the proposed development since all development will be confined to the project site. As a result, no impacts are anticipated.

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations.[19] As a result, no impacts are anticipated.

[19] RCA Associates, Inc. *General Biological Resources Assessments*. Report dated March 17, 2022.

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The site's utility as a habitat and a migration corridor is constrained by the presence of an adjacent roadway and the development that is present in the neighboring areas. As a result, no impacts are anticipated.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than Significant with Mitigation.*

Current conditions on the property include an undisturbed parcel that has not been cleared of vegetation, including Joshua Trees. Amongst the Joshua trees that remain a ruderal plant community has begun to grow back. The minimal biological resources on the site consist of a desert scrub community typical of the area with Joshua trees (Yucca brevifolia), Russian thistle (Kali tragus), rubber rabbitbrush (Ericameria nauseosa), California buckwheat (Eriogonum fasciculatum), western tansymustard (Descurainia pinnata), and cheatgrass (Bromus tectorum) observed on the site.[28]

There are 11 Joshua trees located on the property and none of the trees are suitable for relocation/transplanting. This conclusion was based on: (1) trees which were one foot or greater in height and less than twelve feet tall (approximate); (2) in good health; (3), two branches or less; (4) density of trees (i.e., no clonal trees); (5) no exposed roots; (6) and trees that are not leaning over excessively.

As of September 22, 2020, the California Department of Fish and Wildlife temporarily listed the western Joshua tree (Yucca brevifolia) as an endangered species for one year until a final decision is made in 2022. Therefore, any attempt to remove the Joshua tree from its current position will require an Incidental Take Permit (ITP). The City of Hesperia's Municipal Code (Chapter 16.24.110) instructs to follow the County of San Bernardino's ordinance (88.01.060), which requires preservation of Joshua trees given their importance in the desert community. A qualified City-approved biologist or arborist should be retained to conduct any future relocation/transplanting activities and should follow the protocol of the County's Municipal Code (Appendix B: Chapter 88.01.060). The following criteria will be utilized by the contractor when conducting any future transplanting activities.[29]

A. The Joshua trees will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.

B. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.

C. Each tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. A numbered metal tag was

[28] RCA Associates, Inc. *Protected Plant Preservation Plan*. Report dated March 17, 2022.

[29] Ibid.

placed on the north side of the trees and the trees were also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation.

The above mitigation will reduce the impacts to levels that are less than significant.

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.*

The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. As a result, no impacts are anticipated.

MITIGATION MEASURES

The analysis of biological impacts determined that the following mitigation measures would be required to reduce the project's impacts to levels that would be less than significant.

Biological Resources Mitigation Measure No. 1. Pre-construction surveys for burrowing owls, desert tortoise, and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code may need to be conducted prior to the commencement of future ground disturbance.

a. Appropriate survey methods and time frames shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species, such as the desert tortoise, are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged.

b. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.

Biological Resources Mitigation Measure No.2. A comprehensive survey and evaluation of the Joshua trees on the site will need to be conducted and preparation of a Protected Plant Plan. The report shall identify methods, locations, and criteria for transplanting those trees that would be removed prior to ground disturbance activities and Project construction.

The following criteria will be utilized by the contractor when conducting any future transplanting activities.[30]

Biological Resources Mitigation Measure No.3. The Joshua trees will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.

[30] RCA Associates, Inc. *Protected Plant Preservation Plan.* Report dated March 17, 2022.

Biological Resources Mitigation Measure No. 4. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.

Biological Resources Mitigation Measure No. 5. Each tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. As noted in Section 3.0, a numbered metal tag was placed on the north side of the trees and the trees were also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation.

CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		✖		
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[31]

Current conditions on the property are undisturbed with Joshua Trees. Amongst the Joshua trees are minimal biological resources on the site consist of a desert scrub community typical of the area with Joshua trees (Yucca brevifolia), Russian thistle (Kali tragus), rubber rabbitbrush (Ericameria nauseosa), California buckwheat (Eriogonum fasciculatum), western tansymustard (Descurainia pinnata), and cheatgrass (Bromus tectorum) observed on the site.[32]

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

[31] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[32] RCA Associates, Inc. *Protected Plant Preservation Plan*. Report dated March 17, 2022.

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;

- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[33]

The State has established *California Historical Landmarks* that include sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. *California Points of Historical Interest* has a similar definition, except they are deemed of local significance. A search of the National

[33] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

Register of Historic Places and the list of California Historical Resources was conducted, and it was determined that no historic resources were listed within the City of Hesperia.[34]

Historic resources are those that were developed after the Spanish entered California in 1769 and are at least 45 years old at the time of analysis. The majority of existing historic resources in the Planning Area consist of historic transportation routes, roads, railways of various widths and lengths and older houses and buildings. Several important routes include: the Mojave Trail/Road, the Mormon Trail, the National Old Trails Highway, and the Spanish Trail. Additional historic sites exhibit the remnants of historic buildings and/or ranch complexes, such as foundations. These historic resources consist of buildings or linear features more than 45 years of age. Many of the known historic sites have undergone the minimum level of recordation, which consists of a site form (also known as a DPR523 form set) on file at the AIC.

The proposed project will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Furthermore, the project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[35] The proposed project will be limited to the project site and will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact with Mitigation.*

The project site has not been graded or disturbed. Although, the proposed project would not cause a substantial adverse change in the significance of known archaeological resource pursuant to CEQA Guidelines§ 15064.5 or an identified tribal cultural resource pursuant to PRC §21082.3, there is a potential for project-related construction to impact unknown or previously unrecorded archaeological resources. For this reason, Mitigation Measures are proposed in the event that cultural resources are inadvertently encountered during excavation activities. No signs of human habitation nor any cemeteries are apparent within or near the project, and no signs of development on the parcel appear on any historic aerial map reviewed, nor on later USGS maps. Since it is possible that previously unrecognized resources could exist at the site, the proposed project would be required to adhere to the following mitigation measures:

- Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Hesperia that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

- The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a

[34] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. Secondary Source: California State Parks, Office of Historic Preservation. *Listed California Historical Resources*. Website accessed June 6, 2022.

[35] California Department of Parks and Recreation. *California Historical Resources*. Website accessed on June 6, 2022.

timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

- Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

- A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Hesperia prior to building final.

The aforementioned mitigation will reduce the impacts to levels that are less than significant.

C. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*
● Less than Significant Impact.

There are no dedicated cemeteries located in the vicinity of the project site.[36] The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries in the vicinity. Notwithstanding, the following mitigation is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

> "A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures."

Additionally, Section 5097.98 of the Public Resources Code states:

> "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not

subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

MITIGATION MEASURES

The following mitigation measures will be required to address potential cultural resources impacts:

Cultural Resources Mitigation Measure No. 1. Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Hesperia that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

Cultural Resources Mitigation Measure No. 2. The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

Cultural Resources Mitigation Measure No. 3. Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

Cultural Resources Mitigation Measure No. 4. A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Hesperia prior to building final.

ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?		✖		
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact with Mitigation.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[37]

The proposed project would consume approximately 2,289 kWh of electricity on a daily basis. The project Applicant will be required to closely work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. The project Applicant will be required to implement the following mitigation measures as a means to reduce electrical consumption:

- The use of motion activated lighting to reduce energy use at night.

The aforementioned mitigation will reduce the impacts to levels that are less than significant.

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less Than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The

[37] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

proposed project will be required to comply with all pertinent Title 24 requirements along with other Low Impact Development (LID) requirements. As a result, the potential impacts will be less than significant.

MITIGATION MEASURES

The analysis determined that the following mitigation measures will be required to reduce potential energy consumption:

Energy Mitigation Measure No. 1. The use of motion activated lighting to reduce energy use at night.

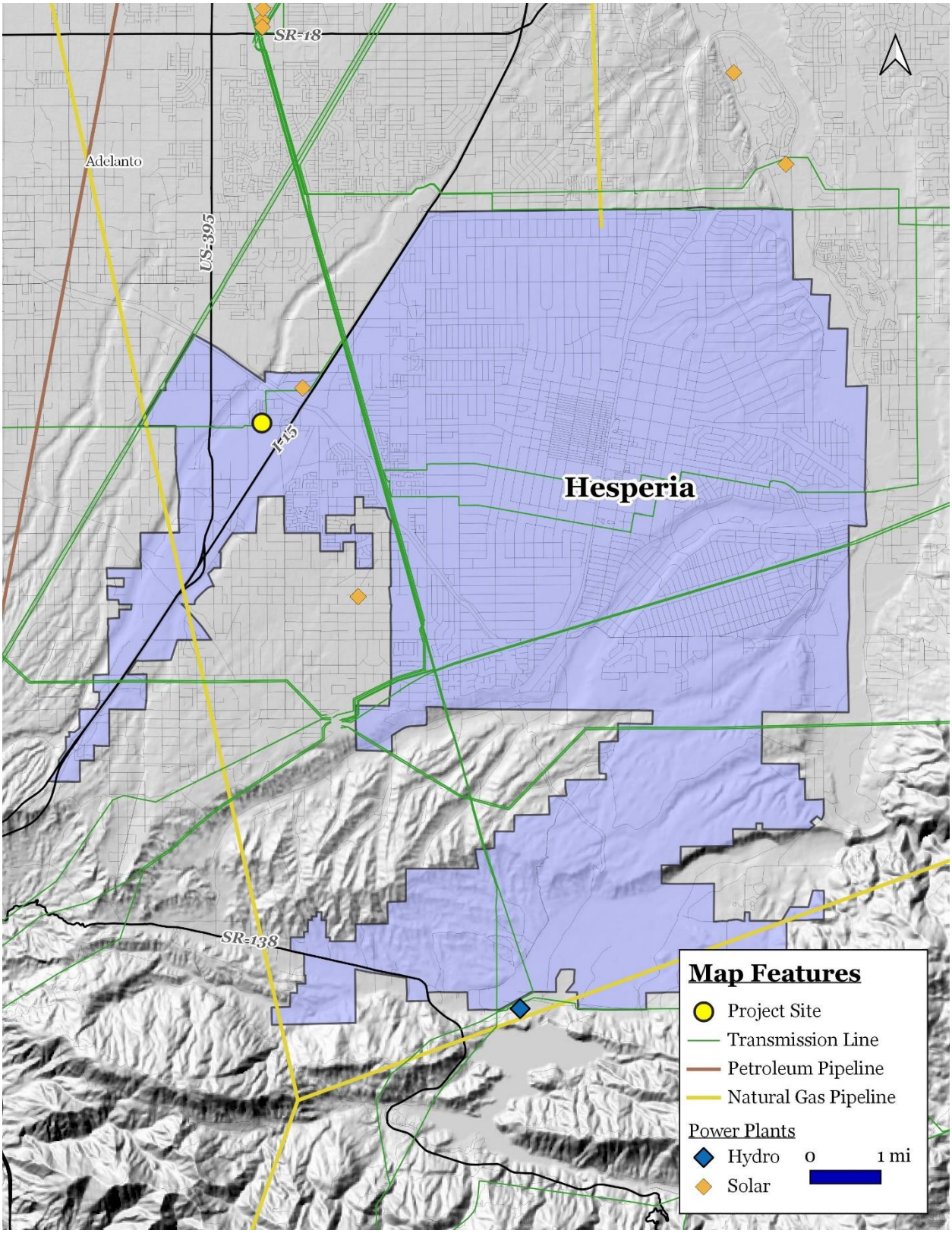


EXHIBIT 3-3
ENERGY MAP
SOURCE: CALIFORNIA ENERGY COMMISSION

GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project 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. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? ● Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[38]

The City of Hesperia is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the

[38] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Hesperia is not on the list.[39] The nearest significant active fault zones are Cleghorn fault zone and the West Silverwood Lake Fault, which are approximately 10 miles southeast of the project site.[40]

Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The amount of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from epicenter or fault. The potential impacts from fault rupture and ground shaking are considered no greater for the project site than for the surrounding areas given the distance between the site and the fault trace. Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is not located in a liquefaction zone.[41] According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. As a result, the potential impacts regarding liquefaction and landslides are less than significant.

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by soils of various associations including Cajon, Manet, Kimberlina, and Helendale associations consist of moderate to fine and well drained soils. Slopes range from 0 to 2 percent.[42]

The proposed project's contractors will be required to adhere to specific requirements that govern wind and water erosion during site preparation and construction activities. Following development, a large portion of the project site would be paved over or landscaped. The project's construction will not result in soil erosion with adherence to those development requirements that restrict storm water runoff (and the resulting erosion) and require soil stabilization. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Prior to initiating construction, contractors must obtain coverage under a NPDES permit, which is administered by the State. In order to obtain an NPDES permit, the project Applicant must prepare a Stormwater Pollution Prevention Plan (SWPPP). The County has identified sample construction Best Management Practices (BMPs) that may be included in the mandatory SWPPP. The use of these construction BMPs identified in the mandatory SWPPP will prevent soil erosion and the discharge of sediment into the local storm drains during the project's construction phase. As a

[39] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.*

[40] California Department of Conservation. *The Helendale Fault*. http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/FER/262/FER_262_Report_20160610.pdf.

[41] San Bernardino County. *Multi-Jurisdictional Hazard Mitigation Plan* - July 13, 2017.

[42] UC Davis. *SoilWeb*. Website accessed June 8, 2022.

result, the impacts will be less than significant.

C. *Would the project 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? ● Less than Significant Impact.*

The proposed project's construction will not result in soil erosion since the project's contractors must implement the construction BMPs identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction.[28] The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics become sticky when wet and expand according to the moisture content present at the time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater. 1.19 acres (52,219 square feet) parcel that is currently vacant and undisturbed. As a result, the potential impacts will be less than significant.

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The new structures would be transported and assembled on the project site. This would minimize grading. The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by soils of various associations including Cajon, Manet, Kimberlina, and Helendale.[43] According to the U.S. Department of Agriculture, these soils are acceptable for the development of smaller commercial buildings.[30] The applicant is required to adhere to all requirements detailed by the USDA, resulting in potential impacts which will be less than significant.

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.*

The proposed project would utilize existing sewer connections located along Main Street. As a result, impacts will be no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

[28] United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Riverside California – Palm Spring Area*. Report dated 1978.

[43] UC Davis. *SoilWeb*. Website accessed June 6, 2022.

[30] United States Department of Agriculture. Natural Resources Conservation Service. Website accessed June 8, 2022.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● No Impact*

The surface deposits in the proposed project area are composed entirely of younger Quaternary Alluvium. This younger Quaternary Alluvium is unlikely to contain significant vertebrate fossils, at least in the uppermost layers. The closest fossil vertebrate locality is LACM 7786, between Hesperia and the former George Air Force Base. This locality produced a fossil specimen of meadow vole, *Microtus*. The next closest vertebrate fossil locality from these deposits is LACM 1224, west of Spring Valley Lake, which produced a specimen of fossil camel, *Camelops*. Additionally, on the western side of the Mojave River below the bluffs, an otherwise unrecorded specimen of mammoth was collected in 1961 from older Quaternary Alluvium deposits. Since no significant new excavation or grading will occur, no impacts are anticipated.

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to geological or paleontological resources and no mitigation measures are required.

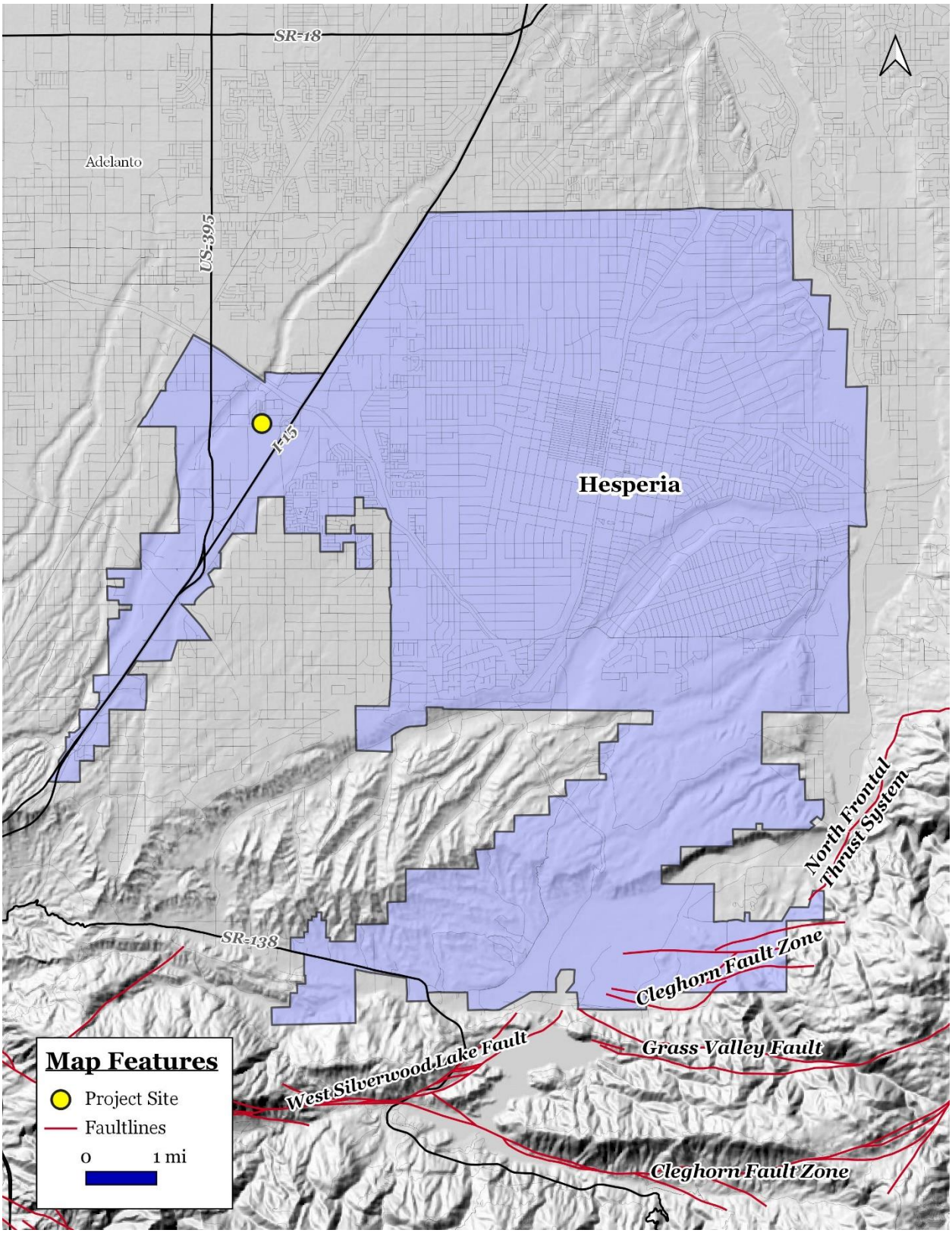


EXHIBIT 3-4
GEOLOGY MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[44]

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. The MDAQMD established the 10,000 MTCO2 threshold for industrial land uses. As indicated in Table 3-4, the operational CO2E is 2,293.36 tons per year which is well below the threshold.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (metric tons/year)			
	CO2	CH4	N2O	CO2E
Long-Term – Area Emissions	--	--	--	--
Long-Term - Energy Emissions	420.58	--	--	423.07
Long-Term - Mobile Emissions	2,244.52	0.18	0.15	2,293.36
Long-Term - Total Operational Emissions	2,665.10	0.19	0.16	2,293.36
Total Construction Emissions	5,246.93	1.43	0.03	5,292.14
Significance Threshold				**100,000 MTCO2E**

[44] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

Furthermore, as mentioned in Section 3.17, Transportation, the projected vehicle trips to and from the site will not be significant given the proposed use. As a result, the potential impacts are considered to be less than significant.

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact.*

The San Bernardino County Transit Authority (SBCTA) authorized the preparation of a county-wide Regional Greenhouse Gas Reduction Plan. This plan was adopted in March 2021. The plan contains multiple reduction measures that would be effective in reducing GHG emissions throughout the SBCTA region. The lack of development in the immediate area may preclude residents from obtaining employment or commercial services within City boundaries, thus compelling residents to travel outside of City boundaries for employment and commercial services. It is important to note that the California Department of Transportation as well as the Counties of Los Angeles and San Bernardino are engaged in an effort to construct a multi-modal transportation corridor consisting of public transit, a new freeway, and bicycle lanes known as the High Desert Corridor (HDC). The aforementioned regional program will reduce potential GHG emissions related to excessive VMTs to levels that are less than significant.

Those Partnership jurisdictions, including Hesperia, choosing to complete and adopt local Climate Action Plans (CAPs) that are consistent with the County's GHG Reduction Plan and with the prior Regional Plan Program EIR and the addendum or supplemental CEQA document prepared by SBCOG will be able to tier their future project-level CEQA analyses of GHG emissions from their CAP. In 2010, the City of Hesperia completed a CAP. The City participated in this regional effort as a study to inform their decision to update or revise their existing CAP. As part of this effort, the City of Hesperia has selected a goal to reduce its community GHG emissions to a level that is 40% below its 2020 level of GHG emissions by 2030. The City will meet and exceed this goal subject to reduction measures that are technologically feasible and cost-effective through a combination of state (~70%) and local (~30%) efforts. The Pavley vehicle standards, the State's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Hesperia's on-road, off-road, and building energy sectors in 2030.

An additional reduction of 110,304 $MTCO_2e$ will be achieved primarily through the following local measures, in order of reductions achieved: GHG Performance Standard for Existing Development (PS-1); Water Efficiency Renovations for Existing Buildings (Water-2); and Waste Diversion and Reduction (Waste-2). Hesperia's Plan has the greatest impacts on GHG emissions in the building energy, on-road transportation, and waste sectors. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✖		
B. Would the project 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. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project 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. Would the project 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. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact with Mitigation.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[45]

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled

[45] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols.

Once operational, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The cleaning chemicals that will be used by the automated carwash consist of those that are biodegradable. In addition, the project Applicant must conform to all Regional Water Quality Control Board discharge requirements. The carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. Soaps and detergents are never discharged into storm drains, and these detergents are all eco-friendly and biodegradable. The recycling of the water ensures that no contaminated water is discharged off-site. As stated previously, the cleaning chemicals that will be used during the project's operation will be biodegradable. To ensure that household hazardous waste (empty oil containers, solvents, cleaners, etc.) do not enter the waste stream, the following mitigation is required:

- Clearly marked waste containers for household hazardous waste must be provided in the self-vacuuming area. These containers must clearly identify those types of household hazardous waste that must be placed in the special containers.

- Signage must be installed in the self-vacuum area indicating that no vehicle maintenance and/or repair is permitted. This will limit the spillage of waste oil and other automotive chemicals onto the ground surface.

The impacts will be less than significant with adherence to the mitigation.

B. *Would the project 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? ● Less than Significant Impact.*

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. In addition, all prospective tenants would be required to sign a lease/rental agreement which specifically outlines the terms and conditions imposed by the management on all prospective tenants. The storage of any hazardous materials and chemicals would be explicitly prohibited in the lease/rental agreement. As indicated in Subsection D, the project site is not listed in either the CalEPA's Cortese List or the Environstor database. As a result, the likelihood of encountering contamination or other environmental concerns during the project's construction phase is remote and the impacts will be less than significant.

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.*

There are no schools located within one-quarter of a mile from the project site. The nearest school is the Topaz Preparatory Academy located 1.88 miles to the east of the site. As a result, the proposed project will not create a hazard to any local school and no impacts are anticipated.

D. *Would the project 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? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.[32] Therefore, no impacts will occur.

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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The project site is not located within an airport land use plan and is not located within two miles of a public airport or public use airport.[46] The nearest airport to the site is the Hesperia Airport that is located approximately 5.37 miles to the southeast. The Southern California Logistics Airport is located approximately 10.85 miles to the north of the project site.[47] The project will not introduce a structure that will interfere with the approach and take off of airplanes utilizing any regional airports. As a result, no impacts related to this issue will occur.

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

At no time will any adjacent street be completely closed to traffic during the proposed project's construction. In addition, all construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

[32] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

[46] Toll-Free Airline. *San Bernardino County Public and Private Airports, California.* http://www.tollfreeairline.com/california/sanbernardino.htm.

[47] Google Maps. Website accessed June 8, 2022.

The project site is located in an urbanizing area along the I-15 Freeway. The project site along with the entire City is located within a "high fire hazard severity zone" and Local Responsibility Area (LRA).[33] However, no native vegetation is located onsite or on the surrounding properties. As a result, no impacts will result.

MITIGATION MEASURES

To ensure that household hazardous waste (empty oil containers, solvents, cleaners, etc.) do not enter the waste stream, the following mitigation is required:

Hazardous Materials Mitigation Measure No. 1. Clearly marked waste containers for household hazardous waste must be provided in the self-vacuuming area. These containers must clearly identify those types of household hazardous waste that must be placed in the special containers.

Hazardous Material Mitigation Measure No. 2. Signage must be installed in the self-vacuum area indicating that no vehicle maintenance and/or repair is permitted. This will limit the spillage of waste oil and other automotive chemicals onto the ground surface.

[33] CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*. http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/

HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✖	
C. Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?			✖	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[48]

In its existing condition, the proposed project site is undeveloped, ungraded land. Storm water sheets in a westerly direction. Existing concrete gutters intercept flows and convey them to the northeasterly corner of the site. Runoff is discharged into an existing basin. Overflows sheet across the northerly boundary of the site into the adjacent vacant land.[49]

[48] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[49] Land Development Design Company, LLC. *Preliminary Water Quality Management Plan*. July 21, 2021.

The project Applicant will be required to adhere to Section 8.30 Surface and Groundwater Protection of the Municipal Code which regulates erosion and sediment control. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. As a result, the construction impacts will be less than significant.

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact.*

No new direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur as part of the proposed project's implementation. Water used to control fugitive dust will be transported to the site via truck. No direct ground water extraction will occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. As a result, there would be no direct groundwater withdrawals associated with the proposed project's implementation. As a result, the impacts are considered to be less than significant.

C. *Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● Less than Significant Impact.*

The proposed project's location will be restricted to the proposed project site and will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The site is presently undeveloped though there are no stream channels or natural drainages that occupy the property. The site would be designed so the proposed hardscape surfaces (the building and paved areas) will percolate into the landscaped and other impervious areas. As a result, the potential impacts will be less than significant.

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Hesperia, the proposed project site is not located in a Flood Hazard zone.[34] The proposed project site is also not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 65 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[50] As a result, no impacts are anticipated.

[34] Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2021.

[50] Google Earth. Website accessed June 7, 2022.

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The cleaning chemicals that will be used by the automated carwash consist of those that are biodegradable. In addition, the project Applicant must conform to all Regional Water Quality Control Board discharge requirements. The carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. Soaps and detergents are never discharged into storm drains, and these detergents are all eco-friendly and biodegradable. The recycling of the water ensures that no contaminated water is discharged off-site.

The project Applicant will be required to adhere to Section 8.30 Surface and Groundwater Protection of the Municipal Code which regulates erosion and sediment control. This Section of the City of Hesperia Municipal Code is responsible for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As a result, no impacts are anticipated.

MITIGATION MEASURES

As indicated previously, hydrological characteristics will not substantially change as a result of the proposed project. As a result, no mitigation is required.

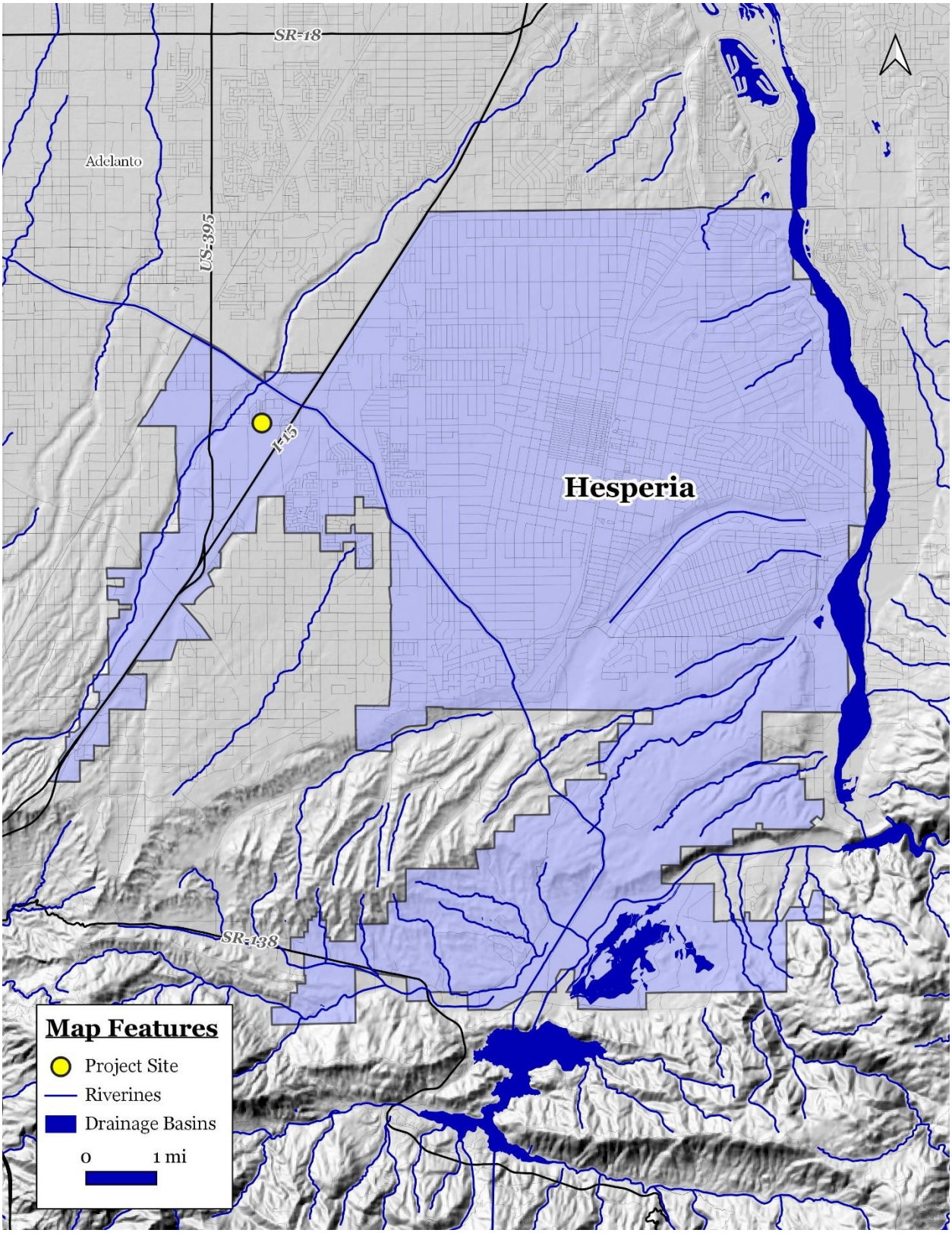


EXHIBIT 3-5
WATER RESOURCES MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project 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?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? ● No Impact.*

The proposed project involves the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area is about 3,596 square feet and will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway will allow access to the project site through Cataba Road and Main Street.[51]

The property currently has a Zoning land use designation of Regional Commercial. Land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* Willow Oaks Estates is adjacent to the project site in the north with Desert Willow RV Resort located further north. This area is zones as Low Density Residential.[52]

- *East of the project site:* Abutting the project site to the east is a Mattress Firm store abutting Cataba Road. This area is zoned as Regional Commercial.

- *South of the project site:* A Shell gas station is located to the south of the project site. A Tractor Supply Co. store is located to the southwest of the project site and a retail plaza is located to the southeast of the project site. This area is zoned Regional Commercial.

- *West of the project site:* A vacant undisturbed parcel abuts the project site to the west. This site is zoned as Regional Commercial. Willow Oak Estates is located further west of the project site. This area is zoned as Low Density Residential.

The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of the use beyond the current boundaries. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

[51] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[52] Google Maps and City of Hesperia Zoning Map. Website accessed on June 7, 2022.

B. *Would the project 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? ● No Impact.*

The project site has a General Plan land use designation of Regional Commercial. The proposed project involves the construction of a car wash. The proposed use of the project site's land use and zoning designations. No impact would occur. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

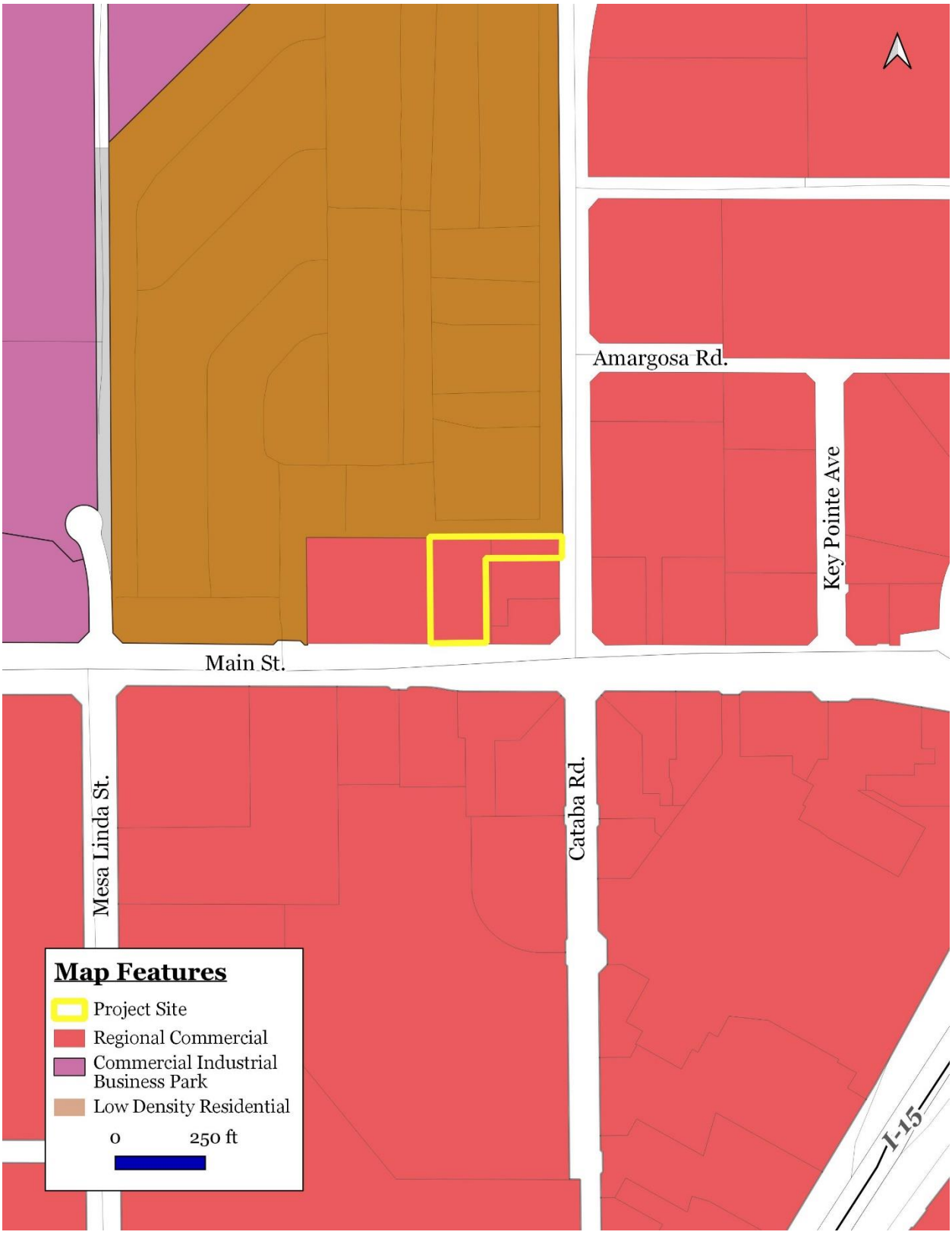


EXHIBIT 3-6
ZONING MAP
SOURCE: CITY OF HESPERIA

MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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. Would the project 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?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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? ● No Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[53]

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[36] The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about

[53] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[36] California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder*. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14.

the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.

- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities.[54] As indicated previously, the site is developed and there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

B. *Would the project 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? ● No Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the approval of the proposed project and its subsequent implementation. As a result, no mitigation measures are required.

[54] California Department of Conservation. *Mineral Land Classification Map for the Hesperia Quadrangle*. Map accessed June 8, 2022.

NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in 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. Would the project result in 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?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in 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? ● Less than Significant Impact with Mitigation.*

The proposed project involves the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area is about 3,596 square feet and will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway will allow access to the project site through Cataba Road and Main Street.[55]

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[38]

The nearest noise sensitive uses include the Willow Oaks Estates and 3 single family homes that are located adjacent to the project site on the north with Desert Willow RV Resort located further north. This area is zoned as Low Density Residential.[56] The proposed carwash building would be setback approximately 65 feet from the property line located on the from the nearest sensitive receptor on the north. The main building of the Willow Oaks Estates is setback an additional 160 feet north of the property line. The three single family homes located further west are setback approximately 13 feet from the 6-foot-high concrete

[55] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

[38] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.
[56] Google Maps and City of Hesperia Zoning Map. Website accessed on June 7, 2022.

block wall located along the homes' south property line. The vacuum area would face east, towards Cataba Road, away from the noise sensitive residential uses located to the north.

A site visit was completed to an existing Quick Quack Carwash in Anaheim, California. The ambient noise levels from the adjacent street traffic and the nearby industrial (automotive) land uses completely masked the carwash noise. The only notable noise was from exterior compressors located along the building's exterior adjacent to the vehicle vacuuming area. Using an Extech [Model] 407730 Noise Meter, a series of noise measurements were taken in the parking area approximately 25 feet from the noise source. The average noise level during the measurement period was 71.5 dBA. These noise levels were significantly less than the ambient noise levels when the observed moved away from the source across the street. There was no significant audible noise from the individual vacuums. The new car wash will operate seven days a week, between 7 AM and 9 PM. The following mitigation measures will be applicable to the proposed project to mitigate after-hour noise impacts:

- The business will be required to post signs in the vacuuming area indicating that loud noise (music, etc.) will be prohibited.

- The proposed project's hours of operation will be limited to 7:00 AM to 9:00 PM. The driveways must be secured after hours to prevent loitering in the parking areas after business hours.

The proposed project's noise impacts will be less than significant with the above mitigation.

B. *Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels? ● Less than Significant Impact.*

The nearest noise sensitive uses include the Willow Oaks Estates and 3 single family homes that are located adjacent to the project site on the north with Desert Willow RV Resort located further north. This area is zoned as Low Density Residential.[57] The proposed carwash building would be setback approximately 65 feet from the property line located on the from the nearest sensitive receptor on the north. The main building of the Willow Oaks Estates is setback an additional 160 feet north of the property line. The three single family homes located further west are setback approximately 13 feet from the 6-foot-high concrete block wall located along the homes' south property line. The vacuum area would face east, towards Cataba Road, away from the noise sensitive residential uses located to the north.

Once in operation, the proposed project will not significantly raise ground-borne noise levels. Slight increases in ground-borne noise levels could occur during the construction phase. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. The limited duration of construction activities and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

[57] Google Maps and City of Hesperia Zoning Map. Website accessed on June 7, 2022.

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? ● No Impact.*

The project site is not located within an airport land use plan and is not located within two miles of a public airport or private airport. The proposed use is not considered to be a sensitive receptor. As a result, the proposed project will not expose people residing or working in the project area to excessive noise levels related to airport uses. As a result, no impacts will occur.

MITIGATION MEASURES

The following mitigation measures will be applicable to the proposed project to mitigate after-hour noise impacts:

Mitigation Measure No. 1 (Noise). The business will be required to post signs in the vacuuming area indicating that loud noise (music, etc.) will be prohibited.

Mitigation Measure No. 2 (Hazardous Materials). The proposed project's hours of operation will be limited to 7:00 AM to 9:00 PM. The driveways must be secured after hours to prevent loitering in the parking areas after business hours.

The proposed project's noise impacts will be less than significant with the above mitigation.

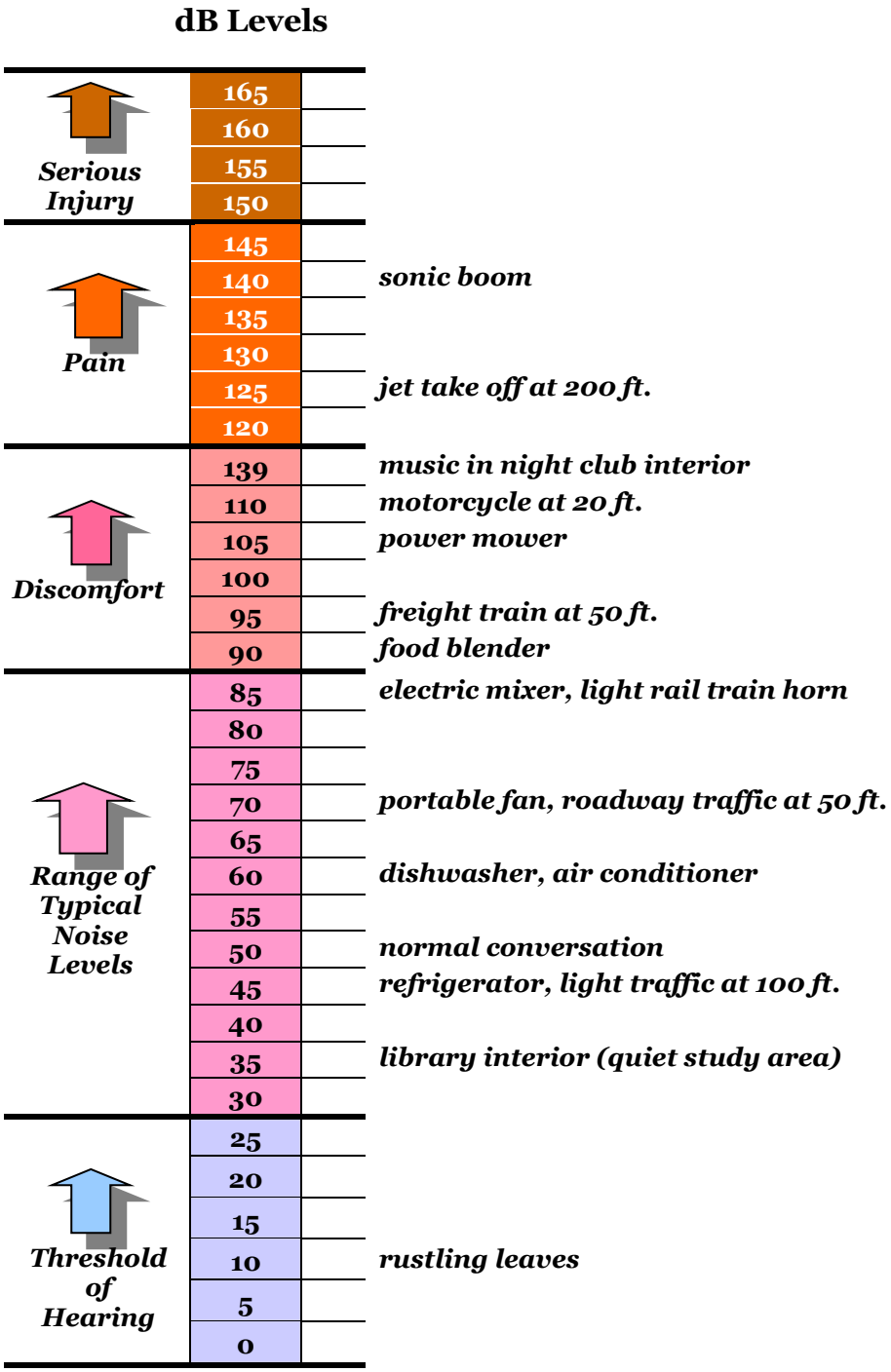


EXHIBIT 3-7
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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)? ● No Impact.*

The proposed project involves the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area is about 3,596 square feet and will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway will allow access to the project site through Cataba Road and Main Street.[58]

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The site is currently undeveloped though it has been disturbed. The proposed use is consistent with the proposed Regional Commercial zoning and general plan designations.
- *Extension of roadways and other transportation facilities.* Future roadway and infrastructure connections will serve the proposed project site only.
- *Extension of infrastructure and other improvements*. The installation of any new utility lines will not lead to subsequent offsite development since these utility connections will serve the site only.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units. As a result, no replacement housing will be required.
- *Additional population growth leading to increased demand for goods and services.* The project will result in a limited increase in employment (6 to 8 persons) which can be accommodated by the

[58] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

local labor market.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project will utilize existing roadways and infrastructure. The proposed project will not result in any unplanned growth. Therefore, no impacts will result.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The project site is vacant and ungraded. The proposed use is consistent with the proposed Regional Commercial zoning and general plan designations. No housing units will be permitted, and none will be displaced as a result of the proposed project's implementation. Therefore, no impacts will result.

MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

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 would cause significant environmental impacts, in* fire protection; police protection; schools; parks; or other public facilities? ● *Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[59]

Fire Department

The City of Hesperia and the sphere of influence are served by the San Bernardino County Fire Department. Currently there are five (5) fire stations within the City of Hesperia, Stations 301, 302, 303, 304, and 305. In addition, there are two (2) stations outside of the City, which include Stations 22 and 23. Station 315 (12802 Eucalyptus Street) is the first response station to the project site.

The proposed project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project would be required to implement all pertinent Fire Code Standards. Furthermore, the project will be reviewed by City and County building and fire officials to ensure adequate fire service and safety. As a result, the potential impacts to fire protection services will be less than significant.

[59] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

Law Enforcement

Law enforcement services within the City are provided by the San Bernardino County Sheriff's Department which serves the community from one police station. The San Bernardino County Sheriff's Department provides police protection and crime prevention services for the City of Hesperia and its sphere of influence on a contractual basis. The Hesperia Police Department is located at 15840 Smoketree. This station is adjacent to the City Hall and Library, surrounding the Hesperia Civic Plaza. The primary potential security issues will be related to vandalism and potential burglaries during off-business hours. The project Applicant must install security cameras throughout the carwash. Adherence to the aforementioned standard conditions and regulatory compliance measures will ensure that potential impacts remain less than significant.

Schools

The Hesperia Unified School District (HUSD) is the largest school district in the high desert, covering nearly 160 square miles, serving approximately 21,000 students (K–12) on 26 separate campuses. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. As a result, the impacts on school-related services will be less than significant.

Recreational Services

The Hesperia Recreation and Park District (HRPD) is an independent special district within the County of San Bernardino. HRPD was created in 1957 to meet the recreational needs of the community and encompasses approximately 100 square miles, including the 75 square miles within the City of Hesperia and much of the Sphere of Influence. HRPD constructs and maintains parks, recreation facilities, retention basins, Landscape Maintenance Districts, streetlights, and other recreational services and programs to the community. The proposed project will not result in any local increase in residential development (directly or indirectly) which could potentially impact the local recreational facilities. As a result, less than significant impacts on parks will result from the proposed project's implementation.

Governmental Services

The proposed project will not create direct local population growth which could potentially create demand for other governmental service. As a result, less than significant impacts will result from the proposed project's implementation.

MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated, and no mitigation is required with the implementation of the proposed project.

RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

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? ● No Impact.*

The proposed project involves the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area is about 3,596 square feet and will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway will allow access to the project site through Cataba Road and Main Street.[60] The Hesperia Recreation and Park District (HRPD) is an independent special district within the County of San Bernardino. HRPD was created in 1957 to meet the recreational needs of the community and encompasses approximately 100 square miles, including the 75 square miles within the City of Hesperia and much of the Sphere of Influence. HRPD constructs and maintains parks, recreation facilities, retention basins, Landscape Maintenance Districts, streetlights, and other recreational services and programs to the community. No parks are located adjacent to the site. The nearest public park is Malibu Park located approximately 1.20 miles southeast of the project site. The proposed project would not result in any improvements that would potentially significantly physically alter any public park facilities and services. As a result, no impacts are anticipated.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the City. No such facilities are located adjacent to the project site and, as a result, no impacts will occur.

[60] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✖	
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			✖	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✖	
D. Would the project result in inadequate emergency access?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[61]

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States.

The Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition is frequently used to calculate a project's potential trip generation. For this project, the ITE land use code for automated carwashes was used (the ITE code is 947). The independent variable used in calculating trip generation was the number of "stalls." For this project, one upgraded carwash tunnel will be provided (since only one car may enter the carwash tunnel conveyor at a time). According to the ITE trip generation rates, the carwash will generate 108 average daily trips (ADT) per stall, translating into a total trip rate of 108 ADT. In addition, the PM peak hour rate is six percent of the total ADT, which translates into six PM peak hour

[61] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

trips. In addition, carwashes typically have a very high pass-by rate of approximately 60 percent. Pass-by trips are trips generated to the project site by vehicles that are traveling to a different end destination. An example of a pass-by trip to a carwash would be a resident leaving their house and stopping at the carwash on their way to a supermarket without originally intending to visit the carwash. Since pass-by trips are trips made en-route to an end destination, they are not considered a full trip. Uses that generate a large number of pass-by trips are typically not end destinations (carwashes, convenience stores, gas stations, ATMs, certain drive-thru establishments, etc.). When considering the pass-by adjustment, the total pass-by ADT will be 65 trips per day and the pass-by PM peak hour trips will be four PM peak hour trips. When considering the aforementioned pass-by adjustments, the total "adjusted" ADT trip generation will be 44 ADT (108 ADT – 64 pass-by ADT = 44 ADT) and the total PM peak hour trips will be two PM peak hour trips (six PM peak hour trips – four pass-by PM peak hour trips = two PM peak hour trips.).

Table 3-5
Project Trip Generation

ITE Land Use/Project	ITE Code & Unit	Unit	Daily	AM Peak Hour Total	PM Peak Hour Total
Automated Car Wash (Trip Rates)	947	Stall	108	--	0.06
Proposed Generation	52K	**1 stall**	108	--	6
Assumed 6560% Pass by for Weekday Peak hour Trips			65	--	4
			43	**--**	**2**

Source: Institute of Transportation Engineers (ITE) 10th Edition

The projected additional traffic generation is minimal and is not anticipated to affect the level of service of any nearby roadway segment. The increase in the morning and evening peak hour trips will not affect the LOS at this intersection. As a result, the impacts will be less than significant. The traffic volumes would be far less than the potential traffic volumes for other types of commercial land uses and development that would otherwise be permitted under the City's Zoning Ordinance for the property. As a result, the potential impacts are anticipated to be less than significant.

B. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● Less than Significant Impact.*

CEQA Guidelines Section 15064.3 subdivision (b)(2) focuses on impacts that result from certain transportation projects. The proposed project is not a transportation project. As a result, no impacts on this issue will result. CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. As previously mentioned in Subsection A, the proposed project will not create a significant amount of traffic in the surrounding area.

When considering the pass-by adjustment, the total pass-by ADT will be 65 trips per day and the pass-by PM peak hour trips will be four PM peak hour trips. When considering the aforementioned pass-by adjustments, the total "adjusted" ADT trip generation will be 44 ADT (108 ADT – 64 pass-by ADT = 44 ADT) and the total PM peak hour trips will be two PM peak hour trips (six PM peak hour trips – four pass-by PM peak hour trips = two PM peak hour trips.). As such, the proposed project is not anticipated to generate more than 110 vehicle trips per day and a VMT analysis is not required. As a result, the project will not result in a conflict or be inconsistent with Section 15064.3 subdivision (b) of the CEQA Guidelines

and the impacts will be less than significant.

C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

Access (both ingress and egress) to the site would be provided by two 26-foot wide, two-way driveway connection with the west side of Cataba Road. Internal roadway widths would range from 26 feet to 40 feet. The proposed project will not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. As a result, the potential impacts will be less than significant.

D. *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction will the adjacent public street, Main Street, be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place?			✖	
B. Would the project cause a substantial adverse change in the significance of an object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource 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 Tribe5020.1(k)?			✖	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place?, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource 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? ● Less than Significant Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[62] A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be

[62] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

Adherence to the standard condition presented in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant.

B. *Would the project cause a substantial adverse change in the significance of an object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource 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 Tribe5020.1(k)? ● Less than Significant Impact.*

The proposed project site is located within an area of the City that has been disturbed due to adjacent development and there is a limited likelihood that artifacts would be encountered. The proposed project's construction would involve shallow excavation for the installation of building footings, utility lines, and other underground infrastructure. Ground disturbance would involve grading and earth-clearing activities for the installation of the grass and landscaping and other on-site improvements. In addition, the proposed project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. With the implementation of the mitigation measure found in subsection B of cultural resources, impacts would be reduced to levels that would be less than significant.

MITIGATION MEASURES

The following mitigation measures are required as a means to reduce potential tribal cultural resources impacts to levels that are less than significant:

Tribal Cultural Resources Mitigation Measure No. 1. Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Hesperia that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological

resources are unearthed.

Tribal Cultural Resources Mitigation Measure No. 2. The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

Tribal Cultural Resources Mitigation Measure No. 3. Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

Tribal Cultural Resources Mitigation Measure No. 4. A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Hesperia prior to building final.

UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✖	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✖	
C. Would the project 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. Would the project 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. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

The proposed project involves the construction of a car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) located at the northwest corner of Cataba Road and Main Street. The building area is about 3,596 square feet and will allow three lanes, merging into one, into the building. The site is zoned as Regional Commercial. 2 parking stalls and 18 vacuum stalls will be provided. One two-lane and a single lane driveway will allow access to the project site through Cataba Road and Main Street.[63]

There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. The project site is currently undeveloped though the site has existing electrical, sewer and water connections adjacent

[63] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

to the project site. The proposed project's connection can be adequately handled by the existing infrastructure. As a result, the potential impacts will be less than significant.

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less than Significant Impact.*

The Hesperia Water District (HWD) currently maintains 18 storage reservoirs within the distribution system with a total capacity of 49.5 million gallons. The City sits above the Upper Mojave River Basin within the jurisdiction of the Mojave Water Agency, and draws its water from the Alto sub-basin, which has a capacity of 2,086,000 acre-feet. Approximately 960,000 acre-feet of stored groundwater is estimated within the basin with an additional 1,126,000 acre-feet of storage capacity available through recharge efforts. The proposed project is estimated to consume 7,832.9 gallons of water on a daily basis. There are existing water and sewer lines located on Main Street. In addition, the carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. As a result, the impacts will be less than significant.

C. *Would the project 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? ● Less than Significant Impact.*

Wastewater services are provided by the Victor Valley Wastewater Reclamation Authority (VVWRA). Currently the City is served by an interceptor system that extends approximately 15 miles from the regional treatment facility (Victorville) south to I Avenue and Hercules in the City of Hesperia. The interceptor system consists of both gravity and force main pipelines, ranging in size from 6-inch to 42-inch diameters. The City's sewer system collects to the VVWRA's 3-mile interceptor that runs along the northeast boundary of the City. Sewer lines range from 3 inches up to 21-inch lines within the City. The proposed project is estimated to generate 5,222 gallons of wastewater on a daily basis. The project's implementation will not create a substantial increase of existing infrastructure. As a result, the impacts are expected to be less than significant.

D. *Would the project 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? ● Less than Significant Impact.*

Approximately 63 percent of the solid waste generated in Hesperia is being recycled, exceeding the 50 percent requirement pursuant to the California Integrated Waste Management Act of 1989 (AB939). Currently, about 150 tons of the solid waste generated by the City per day is sent to the landfill. This remaining solid waste is placed in transfer trucks and disposed of at the Victorville Sanitary Landfill at 18600 Stoddard Wells Road in Victorville, owned and operated by the County of San Bernardino. The proposed project is estimated to generate 2,193.2 pounds of solid waste water on a daily basis. As a result, the potential impacts will be less than significant.

E. *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

The proposed project, like all other development in Hesperia and San Bernardino County, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				✖

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project would involve the construction of a new car wash in the northwestern portion in the City of Hesperia. The project site is approximately 1.19 acres (52,219 square feet) and is located at the northwest corner of Cataba Road and Main Street. The carwash building area would consist of approximately 3,596 square feet and would allow for three lanes, merging into one, into the building. The site is zoned as Regional Commercial. A total of 2 parking stalls and 18 vacuum stalls would be provided. One two-lane and a single lane driveway would facilitate access to the project site through Cataba Road and Main Street.[64]

Surface streets that will be improved at construction will serve the project site and adjacent area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts will occur.

[64] Quick Quack Car Wash. Hesperia, California. Site Plan-Scheme A. June 9, 2021.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project 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? ● No Impact.*

The project site is located in the midst of an urbanized zoned area. The proposed project may be exposed to particulate emissions generated by wildland fires in the mountains (the site is located approximately 20 miles northeast and northwest of the San Gabriel and San Bernardino Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? ● No Impact.*

The project site, along with the entire city, is located in an area that is classified as a moderate fire risk severity within a Local Responsibility Area (LRA), and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. As a result, no impacts will occur.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? ● No Impact.*

While the site is located within a high fire risk and local responsibility area, the proposed project site is located within an area classified as urban. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

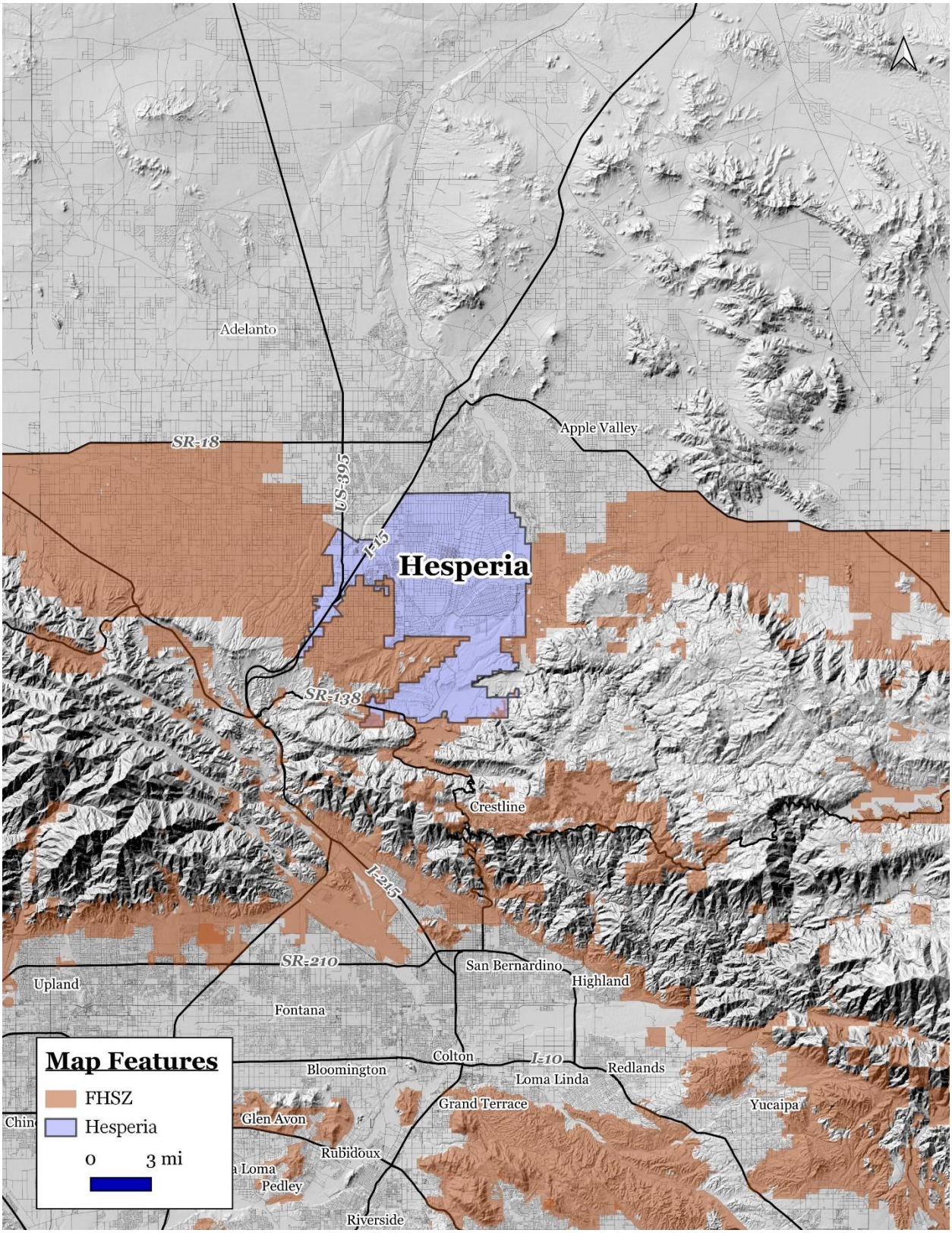


EXHIBIT 3-8
FHSZ MAP

SOURCE: CALFIRE

MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✖
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?				✖

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

A. The proposed project *will not* 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.

As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

B. The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.

The environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

C. The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

As indicated in herein, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* 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 an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Hesperia can make the following additional findings: a mitigation monitoring and reporting program will not be required.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 5 REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 S Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Principal
Karla Nayakarathne, Project Geographer

5.2 REFERENCES

The references that were consulted have been identified using footnotes.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX A – AIR QUALITY WORKSHEETS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quick Quack

Mojave Desert Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	40.36	1000sqft	0.93	40,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - no demo

Off-road Equipment - no demo

Grading - 1.4 acre site

On-road Fugitive Dust - no demo

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	100.00	90.00
tblConstructionPhase	NumDays	10.00	0.00

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	12/30/2022	1/20/2023
tblConstructionPhase	PhaseEndDate	12/30/2022	5/5/2023
tblConstructionPhase	PhaseEndDate	12/30/2022	1/20/2023
tblConstructionPhase	PhaseEndDate	12/30/2022	1/20/2023
tblConstructionPhase	PhaseEndDate	12/30/2022	1/20/2023
tblGrading	AcresOfGrading	11.25	1.40
tblGrading	AcresOfGrading	7.50	1.40
tblOffRoadEquipment	HorsePower	81.00	0.00
tblOffRoadEquipment	HorsePower	247.00	0.00
tblOffRoadEquipment	HorsePower	97.00	0.00
tblOffRoadEquipment	LoadFactor	0.73	0.00
tblOffRoadEquipment	LoadFactor	0.40	0.00
tblOffRoadEquipment	LoadFactor	0.37	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOnRoadDust	AverageVehicleWeight	2.40	0.00
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblOnRoadDust	MaterialMoistureContent	0.50	0.00
tblOnRoadDust	MaterialSiltContent	8.50	0.00
tblOnRoadDust	MeanVehicleSpeed	40.00	0.00
tblOnRoadDust	RoadSiltLoading	0.10	0.00
tblOnRoadDust	VendorPercentPave	100.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOnRoadDust	WorkerPercentPave	100.00	0.00

2.0 Emissions Summary

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	65.7565	33.6985	27.5403	0.0545	5.1481	1.5303	6.6784	2.6201	1.4180	4.0381	0.0000	5,246.9288	5,246.9288	1.4354	0.0313	5,292.1441
2023	65.4415	29.9400	26.9079	0.0544	5.1481	1.3062	6.4543	2.6201	1.2109	3.8310	0.0000	5,231.0792	5,231.0792	1.4329	0.0297	5,275.7633
Maximum	**65.7565**	**33.6985**	**27.5403**	**0.0545**	**5.1481**	**1.5303**	**6.6784**	**2.6201**	**1.4180**	**4.0381**	**0.0000**	**5,246.9288**	**5,246.9288**	**1.4354**	**0.0313**	**5,292.1441**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	65.7565	33.6985	27.5403	0.0545	5.1481	1.5303	6.6784	2.6201	1.4180	4.0381	0.0000	5,246.9288	5,246.9288	1.4354	0.0313	5,292.1441
2023	65.4415	29.9400	26.9079	0.0544	5.1481	1.3062	6.4543	2.6201	1.2109	3.8310	0.0000	5,231.0792	5,231.0792	1.4329	0.0297	5,275.7633
Maximum	**65.7565**	**33.6985**	**27.5403**	**0.0545**	**5.1481**	**1.5303**	**6.6784**	**2.6201**	**1.4180**	**4.0381**	**0.0000**	**5,246.9288**	**5,246.9288**	**1.4354**	**0.0313**	**5,292.1441**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1203	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003
Energy	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758
Mobile	2.5912	2.1014	13.1314	0.0220	2.0149	0.0202	2.0351	0.5374	0.0190	0.5564		2,244.5203	2,244.5203	0.1828	0.1486	2,293.3633
Total	**3.7501**	**2.4520**	**13.4299**	**0.0241**	**2.0149**	**0.0469**	**2.0617**	**0.5374**	**0.0456**	**0.5830**		**2,665.1057**	**2,665.1057**	**0.1909**	**0.1563**	**2,716.4486**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1203	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003
Energy	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758
Mobile	2.5912	2.1014	13.1314	0.0220	2.0149	0.0202	2.0351	0.5374	0.0190	0.5564		2,244.5203	2,244.5203	0.1828	0.1486	2,293.3633
Total	**3.7501**	**2.4520**	**13.4299**	**0.0241**	**2.0149**	**0.0469**	**2.0617**	**0.5374**	**0.0456**	**0.5830**		**2,665.1057**	**2,665.1057**	**0.1909**	**0.1563**	**2,716.4486**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/31/2022	1/20/2023	5	15	
2	Grading	Grading	12/31/2022	1/20/2023	5	15	
3	Building Construction	Building Construction	12/31/2022	5/5/2023	5	90	
4	Paving	Paving	12/31/2022	1/20/2023	5	15	
5	Architectural Coating	Architectural Coating	12/31/2022	1/20/2023	5	15	
6	Demolition	Demolition	1/1/2023	12/30/2022	5	0	

Acres of Grading (Site Preparation Phase): 1.4

Acres of Grading (Grading Phase): 1.4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 60,540; Non-Residential Outdoor: 20,180; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	0	0.00	0	0.00
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	0	0.00
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	0.00	0	0.00
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	13.00	7.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0990	0.0000	0.0990	0.0107	0.0000	0.0107			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0990**	**0.2573**	**0.3563**	**0.0107**	**0.2367**	**0.2474**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0198	0.0114	0.1612	3.9000e-004	0.0411	2.2000e-004	0.0413	0.0109	2.0000e-004	0.0111		39.1648	39.1648	1.2000e-003	1.0900e-003	39.5201
Total	**0.0198**	**0.0114**	**0.1612**	**3.9000e-004**	**0.0411**	**2.2000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**39.1648**	**39.1648**	**1.2000e-003**	**1.0900e-003**	**39.5201**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0990	0.0000	0.0990	0.0107	0.0000	0.0107			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0990**	**0.2573**	**0.3563**	**0.0107**	**0.2367**	**0.2474**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0198	0.0114	0.1612	3.9000e-004	0.0411	2.2000e-004	0.0413	0.0109	2.0000e-004	0.0111		39.1648	39.1648	1.2000e-003	1.0900e-003	39.5201
Total	**0.0198**	**0.0114**	**0.1612**	**3.9000e-004**	**0.0411**	**2.2000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**39.1648**	**39.1648**	**1.2000e-003**	**1.0900e-003**	**39.5201**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0990	0.0000	0.0990	0.0107	0.0000	0.0107			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.0990**	**0.2266**	**0.3256**	**0.0107**	**0.2084**	**0.2191**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248
Total	**0.0183**	**0.0100**	**0.1472**	**3.7000e-004**	**0.0411**	**2.0000e-004**	**0.0413**	**0.0109**	**1.9000e-004**	**0.0111**		**37.8982**	**37.8982**	**1.0800e-003**	**1.0100e-003**	**38.2248**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0990	0.0000	0.0990	0.0107	0.0000	0.0107			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.0990**	**0.2266**	**0.3256**	**0.0107**	**0.2084**	**0.2191**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0183	0.0100	0.1472	3.7000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		37.8982	37.8982	1.0800e-003	1.0100e-003	38.2248
Total	**0.0183**	**0.0100**	**0.1472**	**3.7000e-004**	**0.0411**	**2.0000e-004**	**0.0413**	**0.0109**	**1.9000e-004**	**0.0111**		**37.8982**	**37.8982**	**1.0800e-003**	**1.0100e-003**	**38.2248**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6155	0.0000	4.6155	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6155**	**0.5173**	**5.1328**	**2.4934**	**0.4759**	**2.9693**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0317	0.0182	0.2579	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6637	62.6637	1.9200e-003	1.7500e-003	63.2322
Total	**0.0317**	**0.0182**	**0.2579**	**6.2000e-004**	**0.0657**	**3.5000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**62.6637**	**62.6637**	**1.9200e-003**	**1.7500e-003**	**63.2322**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6155	0.0000	4.6155	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6155**	**0.5173**	**5.1328**	**2.4934**	**0.4759**	**2.9693**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0317	0.0182	0.2579	6.2000e-004	0.0657	3.5000e-004	0.0661	0.0174	3.2000e-004	0.0178		62.6637	62.6637	1.9200e-003	1.7500e-003	63.2322
Total	**0.0317**	**0.0182**	**0.2579**	**6.2000e-004**	**0.0657**	**3.5000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**62.6637**	**62.6637**	**1.9200e-003**	**1.7500e-003**	**63.2322**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6155	0.0000	4.6155	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**4.6155**	**0.4201**	**5.0356**	**2.4934**	**0.3865**	**2.8799**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597
Total	**0.0292**	**0.0160**	**0.2355**	**6.0000e-004**	**0.0657**	**3.3000e-004**	**0.0660**	**0.0174**	**3.0000e-004**	**0.0177**		**60.6372**	**60.6372**	**1.7300e-003**	**1.6100e-003**	**61.1597**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6155	0.0000	4.6155	2.4934	0.0000	2.4934			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**4.6155**	**0.4201**	**5.0356**	**2.4934**	**0.3865**	**2.8799**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0292	0.0160	0.2355	6.0000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		60.6372	60.6372	1.7300e-003	1.6100e-003	61.1597
Total	**0.0292**	**0.0160**	**0.2355**	**6.0000e-004**	**0.0657**	**3.3000e-004**	**0.0660**	**0.0174**	**3.0000e-004**	**0.0177**		**60.6372**	**60.6372**	**1.7300e-003**	**1.6100e-003**	**61.1597**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.3022	0.1285	1.4300e-003	0.0475	3.9000e-003	0.0514	0.0137	3.7300e-003	0.0174		150.2301	150.2301	7.9000e-004	0.0211	156.5223
Worker	0.0515	0.0295	0.4191	1.0100e-003	0.1068	5.6000e-004	0.1074	0.0283	5.2000e-004	0.0289		101.8285	101.8285	3.1300e-003	2.8400e-003	102.7523
Total	**0.0650**	**0.3317**	**0.5476**	**2.4400e-003**	**0.1543**	**4.4600e-003**	**0.1587**	**0.0420**	**4.2500e-003**	**0.0463**		**252.0586**	**252.0586**	**3.9200e-003**	**0.0239**	**259.2746**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.3022	0.1285	1.4300e-003	0.0475	3.9000e-003	0.0514	0.0137	3.7300e-003	0.0174		150.2301	150.2301	7.9000e-004	0.0211	156.5223
Worker	0.0515	0.0295	0.4191	1.0100e-003	0.1068	5.6000e-004	0.1074	0.0283	5.2000e-004	0.0289		101.8285	101.8285	3.1300e-003	2.8400e-003	102.7523
Total	**0.0650**	**0.3317**	**0.5476**	**2.4400e-003**	**0.1543**	**4.4600e-003**	**0.1587**	**0.0420**	**4.2500e-003**	**0.0463**		**252.0586**	**252.0586**	**3.9200e-003**	**0.0239**	**259.2746**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.2522	0.1196	1.3800e-003	0.0475	2.2600e-003	0.0497	0.0137	2.1700e-003	0.0158		145.4882	145.4882	6.3000e-004	0.0203	151.5499
Worker	0.0475	0.0260	0.3827	9.7000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		98.5354	98.5354	2.8000e-003	2.6100e-003	99.3845
Total	**0.0577**	**0.2782**	**0.5023**	**2.3500e-003**	**0.1543**	**2.7900e-003**	**0.1571**	**0.0420**	**2.6600e-003**	**0.0447**		**244.0236**	**244.0236**	**3.4300e-003**	**0.0229**	**250.9344**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.2522	0.1196	1.3800e-003	0.0475	2.2600e-003	0.0497	0.0137	2.1700e-003	0.0158		145.4882	145.4882	6.3000e-004	0.0203	151.5499
Worker	0.0475	0.0260	0.3827	9.7000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		98.5354	98.5354	2.8000e-003	2.6100e-003	99.3845
Total	**0.0577**	**0.2782**	**0.5023**	**2.3500e-003**	**0.1543**	**2.7900e-003**	**0.1571**	**0.0420**	**2.6600e-003**	**0.0447**		**244.0236**	**244.0236**	**3.4300e-003**	**0.0229**	**250.9344**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**		**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0713	0.0409	0.5802	1.3900e-003	0.1479	7.8000e-004	0.1487	0.0392	7.2000e-004	0.0399		140.9933	140.9933	4.3300e-003	3.9300e-003	142.2724
Total	**0.0713**	**0.0409**	**0.5802**	**1.3900e-003**	**0.1479**	**7.8000e-004**	**0.1487**	**0.0392**	**7.2000e-004**	**0.0399**		**140.9933**	**140.9933**	**4.3300e-003**	**3.9300e-003**	**142.2724**

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**	**0.0000**	**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0713	0.0409	0.5802	1.3900e-003	0.1479	7.8000e-004	0.1487	0.0392	7.2000e-004	0.0399		140.9933	140.9933	4.3300e-003	3.9300e-003	142.2724
Total	**0.0713**	**0.0409**	**0.5802**	**1.3900e-003**	**0.1479**	**7.8000e-004**	**0.1487**	**0.0392**	**7.2000e-004**	**0.0399**		**140.9933**	**140.9933**	**4.3300e-003**	**3.9300e-003**	**142.2724**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	**0.0658**	**0.0360**	**0.5299**	**1.3500e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**136.4336**	**136.4336**	**3.8800e-003**	**3.6200e-003**	**137.6094**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0658	0.0360	0.5299	1.3500e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		136.4336	136.4336	3.8800e-003	3.6200e-003	137.6094
Total	**0.0658**	**0.0360**	**0.5299**	**1.3500e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**136.4336**	**136.4336**	**3.8800e-003**	**3.6200e-003**	**137.6094**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.3562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**62.5607**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	6.8200e-003	0.0967	2.3000e-004	0.0246	1.3000e-004	0.0248	6.5400e-003	1.2000e-004	6.6600e-003		23.4989	23.4989	7.2000e-004	6.5000e-004	23.7121
Total	**0.0119**	**6.8200e-003**	**0.0967**	**2.3000e-004**	**0.0246**	**1.3000e-004**	**0.0248**	**6.5400e-003**	**1.2000e-004**	**6.6600e-003**		**23.4989**	**23.4989**	**7.2000e-004**	**6.5000e-004**	**23.7121**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.3562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**62.5607**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	6.8200e-003	0.0967	2.3000e-004	0.0246	1.3000e-004	0.0248	6.5400e-003	1.2000e-004	6.6600e-003		23.4989	23.4989	7.2000e-004	6.5000e-004	23.7121
Total	**0.0119**	**6.8200e-003**	**0.0967**	**2.3000e-004**	**0.0246**	**1.3000e-004**	**0.0248**	**6.5400e-003**	**1.2000e-004**	**6.6600e-003**		**23.4989**	**23.4989**	**7.2000e-004**	**6.5000e-004**	**23.7121**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.3562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**62.5479**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0110	6.0100e-003	0.0883	2.2000e-004	0.0246	1.2000e-004	0.0248	6.5400e-003	1.1000e-004	6.6500e-003		22.7389	22.7389	6.5000e-004	6.0000e-004	22.9349
Total	**0.0110**	**6.0100e-003**	**0.0883**	**2.2000e-004**	**0.0246**	**1.2000e-004**	**0.0248**	**6.5400e-003**	**1.1000e-004**	**6.6500e-003**		**22.7389**	**22.7389**	**6.5000e-004**	**6.0000e-004**	**22.9349**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	62.3562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**62.5479**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0110	6.0100e-003	0.0883	2.2000e-004	0.0246	1.2000e-004	0.0248	6.5400e-003	1.1000e-004	6.6500e-003		22.7389	22.7389	6.5000e-004	6.0000e-004	22.9349
Total	**0.0110**	**6.0100e-003**	**0.0883**	**2.2000e-004**	**0.0246**	**1.2000e-004**	**0.0248**	**6.5400e-003**	**1.1000e-004**	**6.6500e-003**		**22.7389**	**22.7389**	**6.5000e-004**	**6.0000e-004**	**22.9349**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5912	2.1014	13.1314	0.0220	2.0149	0.0202	2.0351	0.5374	0.0190	0.5564		2,244.5203	2,244.5203	0.1828	0.1486	2,293.3633
Unmitigated	2.5912	2.1014	13.1314	0.0220	2.0149	0.0202	2.0351	0.5374	0.0190	0.5564		2,244.5203	2,244.5203	0.1828	0.1486	2,293.3633

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	957.34	957.34	479.48	885,682	885,682
Total	957.34	957.34	479.48	885,682	885,682

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.531780	0.056022	0.172399	0.135630	0.029743	0.007796	0.007114	0.023242	0.000520	0.000194	0.028649	0.001160	0.005752

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758
NaturalGas Unmitigated	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3574.9	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758
Total		**0.0386**	**0.3505**	**0.2944**	**2.1000e-003**		**0.0266**	**0.0266**		**0.0266**	**0.0266**		**420.5766**	**420.5766**	**8.0600e-003**	**7.7100e-003**	**423.0758**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3.5749	0.0386	0.3505	0.2944	2.1000e-003		0.0266	0.0266		0.0266	0.0266		420.5766	420.5766	8.0600e-003	7.7100e-003	423.0758
Total		**0.0386**	**0.3505**	**0.2944**	**2.1000e-003**		**0.0266**	**0.0266**		**0.0266**	**0.0266**		**420.5766**	**420.5766**	**8.0600e-003**	**7.7100e-003**	**423.0758**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Quick Quack - Mojave Desert Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1203	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003
Unmitigated	1.1203	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003
Total	**1.1203**	**4.0000e-005**	**4.1100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.8300e-003**	**8.8300e-003**	**2.0000e-005**		**9.4100e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.8300e-003	8.8300e-003	2.0000e-005		9.4100e-003
Total	**1.1203**	**4.0000e-005**	**4.1100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.8300e-003**	**8.8300e-003**	**2.0000e-005**		**9.4100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

APPENDIX B – JOSHUA TREE STUDY

PROTECTED PLANT PRESERVATION PLAN

CITY OF HESPERIA, SAN BERNARDINO COUNTY, CALIFORNIA

Prepared for:

Quick Quack Car Wash

Prepared by:

RCA Associates, Inc.
15555 Main Street, #D4-235
Hesperia, CA 92345
(760) 956-9212

Principal Investigators:
Ryan Hunter, Lead Environmental Scientist, Biologist
Jessica Hensley, Environmental Scientist, Biologist
Brian Bunyi, Environmental Scientist, Wildlife Biologist

RCA ASSOCIATES, INC

Project No: RCA#2022-42 JT

March 17, 2022

TITLE PAGE

Date Report Updated:	**March 17, 2022**
Field Work Completed:	**March 17, 2022**
Report Title:	**Protected Plant Preservation Plan**
Project Location:	**Hesperia, California**
Prepared for:	**Quick Quack Car Wash**
Principal Investigators:	**Ryan Hunter, Lead Environmental Scientist, Biologist** **Jessica Hensley, Environmental Scientist, Biologist** **Brian Bunyi, Environmental Scientist, Wildlife Biologist**
Contact Information:	**Randall C. Arnold, Jr.** **RCA Associates, Inc.** **15555 Main Street, #D4-235** **Hesperia, CA 92345** **(760) 956-9212** **rarnold@rcaassociatesllc.com** **www.rcaassociatesllc.com**

Table of Contents

1.0 SUMMARY

At the request of the project proponent, RCA Associates, Inc. surveyed an approximate 1.4-acre property located at the north-west corner of Cataba road and Main Street in the city of Hesperia, California (Township 4 North, Range 5 West, Section 15, USGS Baldy Mesa, California Quadrangle, 1956) (Figures 1, 2, and 3).

The purpose of the survey was to evaluate the Joshua trees present on the site and determine which trees were suitable for relocation and which trees could be discarded prior to site clearing activities. This report provides the results of the Joshua tree survey performed on March 17, 2022. Following completion of the survey, RCA Associates, Inc. prepared this Protected Plant Preservation Plan to assist the project proponent with future relocation of the Joshua trees. Information on the Joshua trees which will need to be relocated-transplanted in the future is provided in Section 4.0. The City of Hesperia Municipal Code has a chapter (Chapter 16.24.110) stating the purpose of Joshua Tree preservation and the consequence of removing one and follows the County of San Bernardino Plant Protection Plan and Management (Chapter 88.01.060) to help protect and preserve desert vegetation, including Joshua trees. The requirements of the Ordinance (Chapter 88.01.060) are provided in Appendix B.

Based on the results of the field investigations there are 11 Joshua trees which occur within the boundaries of the property (Figures 1, 2, and 3). Based on the evaluation and analysis of each tree it was determined that 0 of the 11 Joshua trees (0%) are suitable for transplanting. These trees are marked in green in Table 4-1. The remaining 11 Joshua trees (0%) were determined to be unsuitable for transplanting due to a variety of factors such as size, condition, damage, dying, dead, excessive leaning, possibly disease, clonal, etc.

2.0 INTRODUCTION AND PROJECT LOCATION

The area surveyed is located at the south-west corner of Cataba Road and Main Street in the city of Hesperia, California (Figures 1 and 2). Current conditions on the property include a disturbed desert scrub community showing signs of past human disturbances. The biological resources on the site consist of a desert scrub community typical of the area with creosote bush (*Larrea tridentata*), rubber rabbitbrush (*Ericameria nauseosa*), white-bursage (*Ambrosia dumosa*), flatspine bur ragweed (*Ambrosia acanthicarpa*), Joshua tree (*Yucca brevifolia*), kelch grass (*Schismus barbatus*), and cheatgrass (*Bromus tectorum*) observed on the site. The property is bordered by residential properties in the north and is situated less than half mile west of interstate 15. Commercial centers are located both east and south of the property. The location and surrounding area are zoned for general commercial usage (C-2) (Figure 1).

Joshua trees occur throughout the Mojave Desert in Southern California and are typically found at an elevation of 400 to 1,800 meters (~1,200 to ~5,400 feet). Joshua trees within the western portion of the Mojave Desert typically receive more annual precipitation during "normal" years; consequently, cloning occurs more often resulting in numerous trunks sprouting from the same root system (Rowland, 1978). Joshua tree habitats provide habitat for a variety of wildlife species including desert woodrats (*Neotoma* sp.) and night lizards (*Xantusia* sp.) both of which utilize the base of the trees. A variety of birds also utilize Joshua trees for nesting such as hawks, common ravens, and cactus wrens. CDFW consider Joshua tree woodlands as areas that support relatively high species diversity and as such are considered to be a sensitive desert community. Joshua trees are also considered a significant resource under the California Environmental Quality Act (CEQA) and are included in the Desert Plant Protection Act, Food and Agricultural Code (80001 – 80006).

3.0 METHODOLOGIES

Pedestrian surveys were walked throughout the site and biologists from RCA Associates, Inc. evaluated each Joshua tree to determine which trees were suitable for relocation/transplanting based on a general health assessment. Each Joshua tree received a metal numbered tag which was affixed on the north side of each tree for orientation purposes during future transplanting. Surveyor flagging was also placed around those trees suitable for transplanting to facilitate future identification. The precise location of each tree was recorded using a Juniper Systems Cedar CT8X2 GPS tablet and a Nikon Forestry Pro II rangefinder was utilized to determine the extent of the property boundaries and accurate tree height. Those Joshua trees which occur on the property site are presented in Table 4-1 and the locations are provided in Figure 3.

In addition, the surrounding area was surveyed visually up to a 186-foot buffer around the projected site where 2 Joshua trees were observed.

The factors utilized to determine which Joshua trees were suitable for transplanting include the following factors:

1. Trees from about 1 foot in height up to approximately 12 feet,
2. No visible signs of damage to the tree such as absence of bark due to rodent or other animals,
3. Minimal number of branches (No more than 2 or 3 branches),
4. No excessive leaning of the tree,
5. No yellow or brown fronds,
6. Proximity to other Joshua trees (i.e., clonal), and
7. No exposed roots at the base of the tree.
8. Dying or dead

4.0 RESULTS

There are 11 Joshua trees on the property and the GPS locations of the Joshua trees are provided in Table 4-1. A total of 0 Joshua tree (0%) is suitable for relocation/transplanting based on the nine factors listed in Section 3.0 (Table 4-1). The Joshua trees suitable for transplanting should be relocated/transplanted on-site, which is the preferable option, or to an off-site area approved by the City of Hesperia. Those Joshua trees that are not suitable for relocation/transplanting due to size, health of the tree, presence of damage, excessive branches, excessive leaning, clonal, and exposed roots should be disposed of as per City requirements. There were 2 Joshua trees outside of the property boundary that fall within the 186-foot buffer of the perimeter site.

Table 4-1: Joshua tree census. (Note: The GPS locations of the Joshua trees are provided below and those trees which are suitable for transplanting on-site as part of project landscaping are highlighted in green.)

Total Number of Joshua Trees On Site	Joshua Trees to be Transplanted	Number of Clonal Trees	Number of Non-Clonal Trees	Number of Dead Trees
11	0	2	7	2

Tag #	Life Stage	Location	Height (ft)	Panicles	Branches	Condition	Health Assessment	Number of Trunks	Transplantable
JT 1378	Adult	34.427523°, -117.386601°	15	36	43	Good	-Greater than 12ft	1	No
JT 1377	Adult	34.427127°, -117.387404°	14	5	19	Fair	-Laying on Ground -Light Damage	1	No
JT 1376	Adult	34.427647°, -117.387330°	20	15	28	Good	-Excessive Branches -Greater than 12 ft -Excessive Leaning	1	No
JT 1375		34.427632°, -117.387141°				Dead			No
JT 1374	Adult	34.427523°, -117.387128°	12	16	7	Good	-Clonal	3	No
JT 1373	Adult	34.427635°, -117.386853°	23	49	57	Fair	-Excessive Branches -Greater than 12 ft -Light Damage	1	No
JT 1372	Adult	34.427640°, -117.386717°	13	20	16	Fair	-Light Damage -Excessive Leaning -Greater than 12 ft	1	No
JT 1371	Adult	34.427636°, -117.386662°	16	15	36	Good	-Clonal -Excessive Branches -Greater than 12 ft	2	No
JT 1370	Adult	34.427637°, -117.386547°	19	20	36	Good	-Excessive Branches -Greater than 12 ft	1	No
JT 1369	Adult	34.427646°, -117.386496°	14	7	19	Dead			No
JT 1368	Adult	34.427637°, -117.386415°	25	48	71	Good	-Greater than 12 ft -Excessive Branches	1	No

5.0 CONCLUSIONS

There are 11 Joshua trees located on the property and 0 of the trees are suitable for relocation/transplanting. This conclusion was based on: (1) trees which were one foot or greater in height and less than twelve feet tall (approximate); (2) in good health; (3), two branches or less; (4) density of trees (i.e., no clonal trees); (5) no exposed roots; (6) and trees that are not leaning over excessively. As indicated in Table 4-1, the majority of the Joshua trees which were not suitable for relocation are dead and lying on the ground.

As of September 22, 2020, the California Department of Fish and Wildlife temporarily listed the western Joshua tree (*Yucca brevifolia*) as an endangered species until a final decision is made in 2022. Therefore, any attempt to remove the Joshua tree from its current position will require an Incidental Take Permit (ITP).

The City of Hesperia's Municipal Code (Chapter 16.24.110) instructs to follow the County of San Bernardino's ordinance (88.01.060), which requires preservation of Joshua trees given their importance in the desert community. A qualified City-approved biologist or arborist should be retained to conduct any future relocation/transplanting activities and should follow the protocol of the County's Municipal Code (Appendix B: Chapter 88.01.060). The following criteria will be utilized by the contractor when conducting any future transplanting activities.

A. The Joshua trees will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.

B. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.

C. Each tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. As noted in Section 3.0, a numbered

metal tag was placed on the north side of the trees and the trees were also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation.

6.0 REFERENCES

Brittingham, S. and W. Lawrence.
2000. Facilitation of *Yucca brevifolia* Recruitment by Mojave Desert Shrubs. Western North American Naturalist 60(4), pp. 374-383.

County of San Bernardino.
2009. Desert Native Plant Protection, Municipal Code: Chapter 88.01.060.

Hickman, James C.
The Jepson Manual Higher Plants of California. University of California Press. Berkeley, CA. 3rd Edition. 1996.

Holland, Robert F.
1986 Preliminary Description of the Terrestrial Natural Communities of California. Prepared for the California Natural Diversity Database. California Department of Fish and Game. Sacramento, California. 160 pp.

Johnson, H.
1976 vegetation and Plant Communities of Southern California Deserts- a functional view. In Symposium proceedings: Plant communities of Southern California. June Latting, editor. California Native Plant Society, Spec. No. 2 Berkeley, CA.

Munz, Philip A.
1974. A Flora of Southern California. University of California Press, Berkeley, California. 1086 pp.

7.0 CERTIFICATION

I hereby certify the statements furnished above and in the attached exhibits, present the data and information required for this Joshua tree survey and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. Field work conducted for this survey was performed by Ryan Hunter, Brian Bunyi and Jessica Hensley.

Date: March 17, 2022 Signed: Ryan Hunter
Jessica Hensley
Brian Bunyi

Field Work Performed by: Ryan Hunter
Lead Environmental Scientist/Biologist

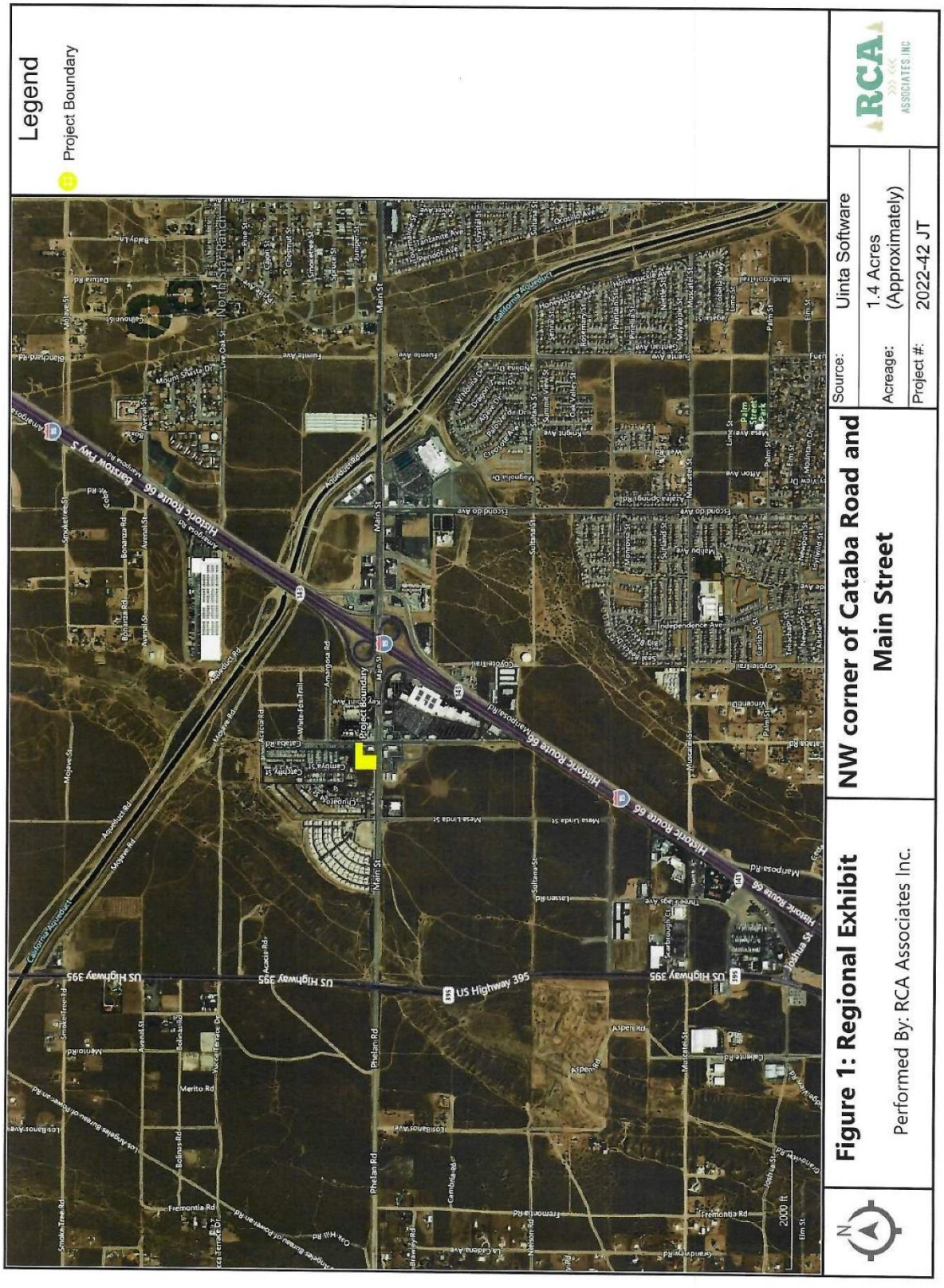
Jessica Hensley
Environmental Scientist/Biologist

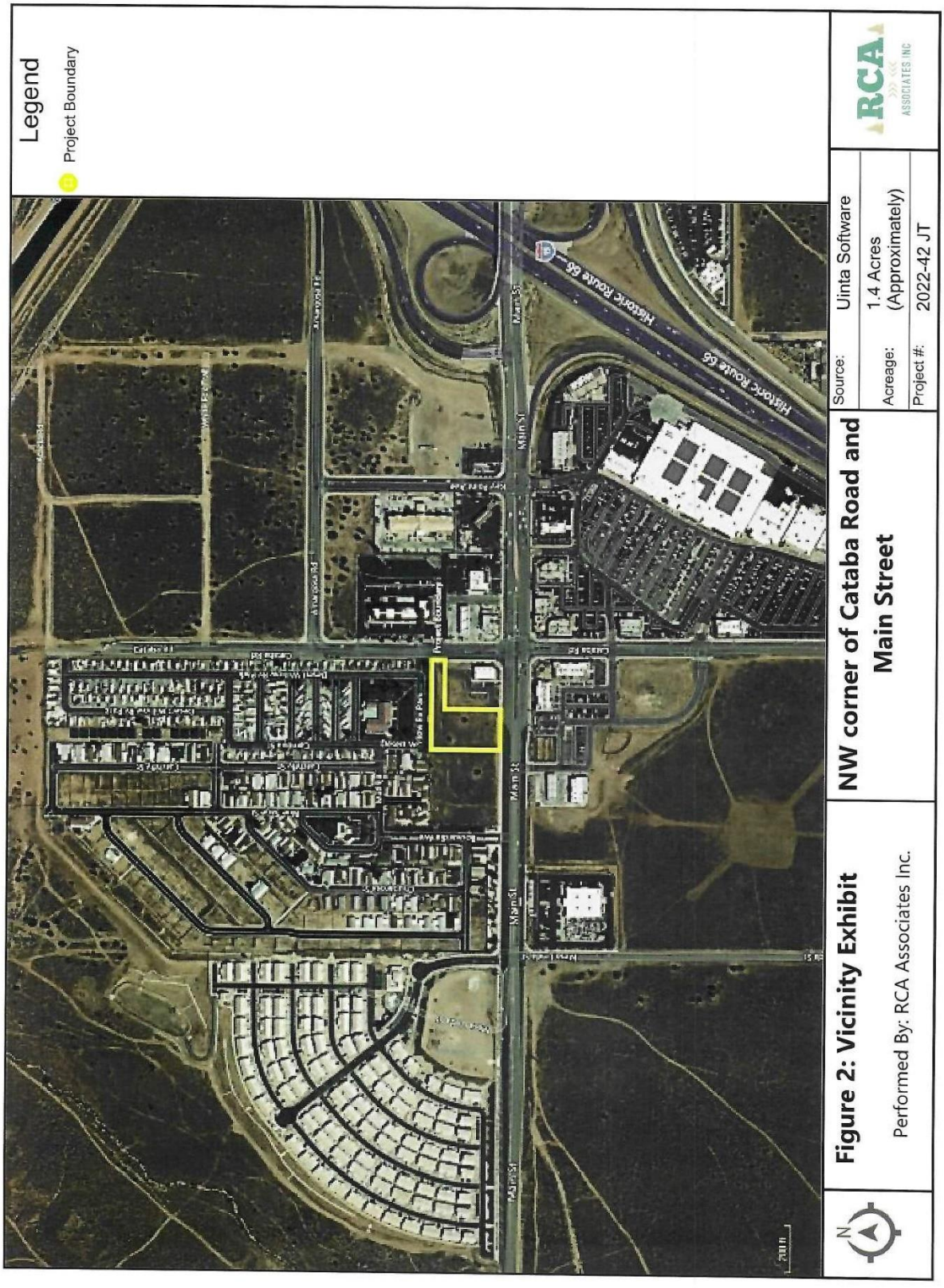
Brian Bunyi
Environmental Scientist/Wildlife Biologist

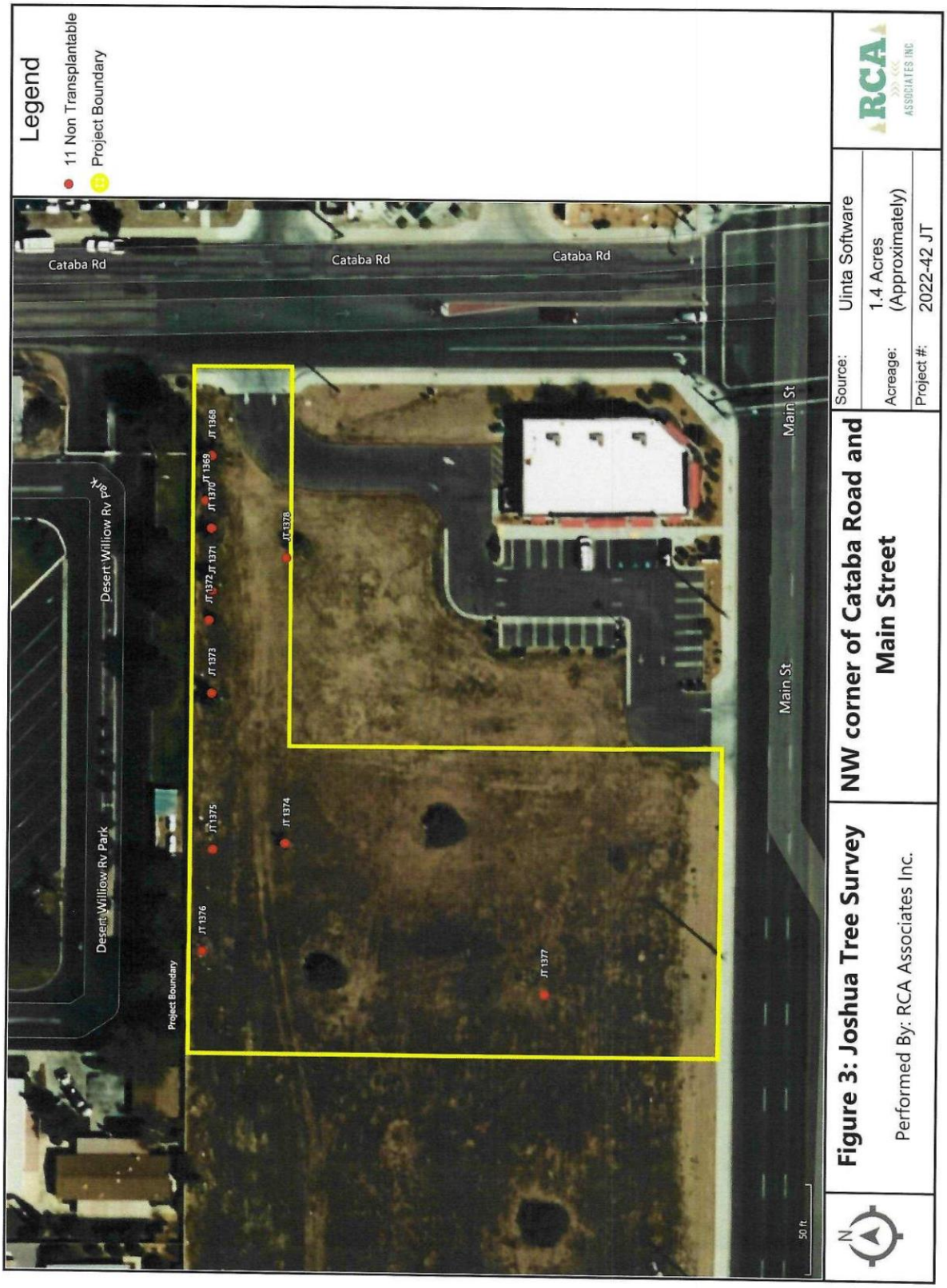
REGISTERED PROFESSIONAL BIOLOGIST
RANDALL ARNOLD
1979-TWS
STATE OF CALIFORNIA

APPENDIX A

Figures


Legend
Project Boundary
Historic Route 66
US Highway 395
Project Boundary
Figure 1: Regional Exhibit
Performed By: RCA Associates Inc.
NW corner of Cataba Road and Main Street
Source: Uinta Software
Acreage: 1.4 Acres (Approximately)
Project #: 2022-42 JT
RCA ASSOCIATES, INC
2000 ft


Legend
Project Boundary
Historic Route 66
Main St
Figure 2: Vicinity Exhibit
Performed By: RCA Associates Inc.
NW corner of Cataba Road and Main Street
Source: Uinta Software
Acreage: 1.4 Acres (Approximately)
Project #: 2022-42 JT
RCA ASSOCIATES INC


Legend
11 Non Transplantable
Project Boundary
Cataba Rd
Cataba Rd
Cataba Rd
Desert Willlow Rv Park
Desert Willlow Rv Park
Project Boundary
Main St
Main St
JT 1368
JT 1369
JT 1370
JT 1371
JT 1372
JT 1373
JT 1374
JT 1375
JT 1376
JT 1377
JT 1378
50 ft
N
Figure 3: Joshua Tree Survey
Performed By: RCA Associates Inc.
NW corner of Cataba Road and Main Street
Source: Uinta Software
Acreage: 1.4 Acres (Approximately)
Project #: 2022-42 JT
RCA ASSOCIATES INC

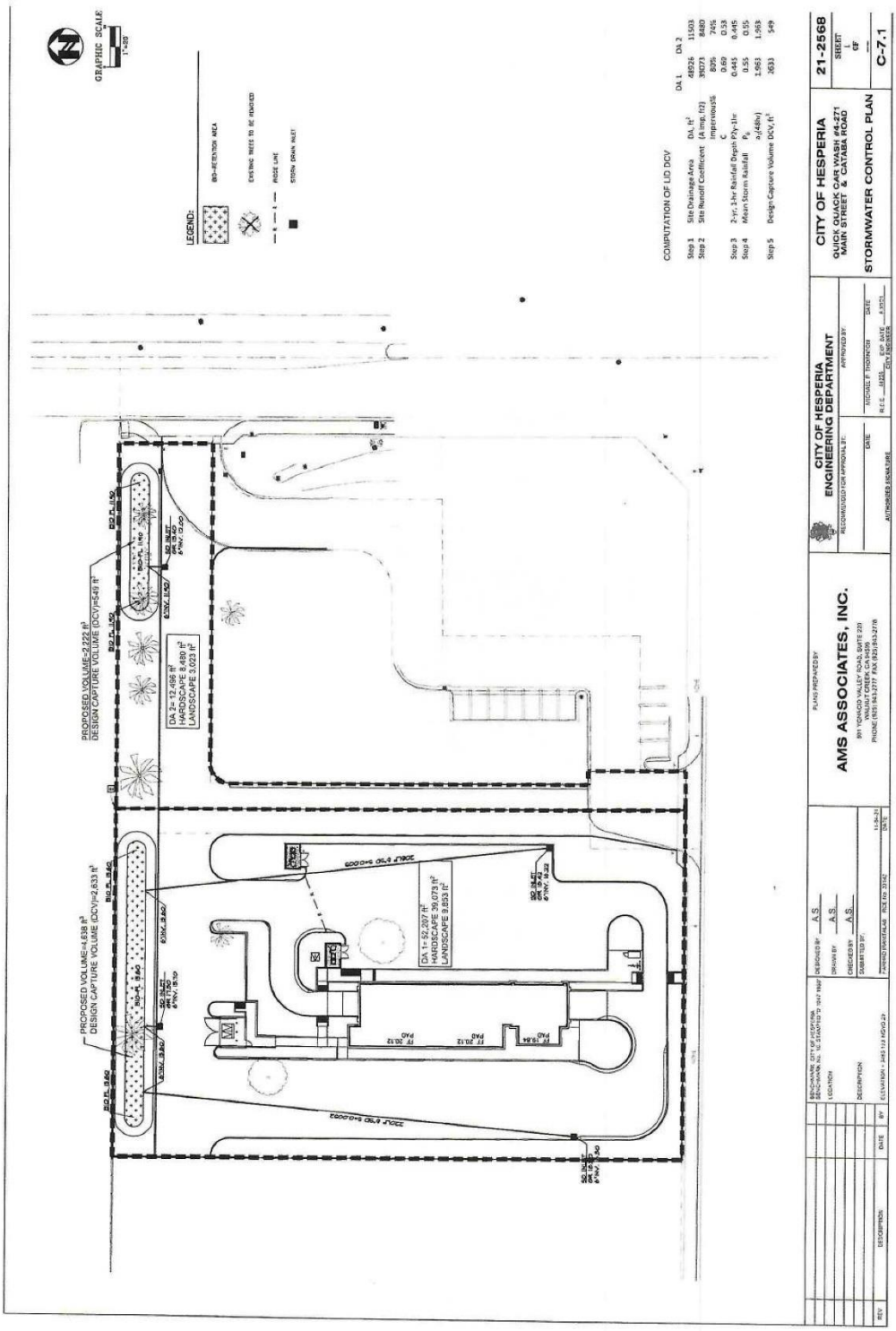


Figure 4: Site Plans

APPENDIX B

City of Hesperia
Municipal Code: Chapter 16.24.110

County of San Bernardino
Municipal Code: Chapter 18.01.060

ARTICLE II. - DESERT NATIVE PLANT PROTECTION

16.24.110 - Purpose of provisions.

The city finds that it is in the public interest to preserve and protect specified desert native plants and provide for the conservation and wise use of our desert resources, through regulation, guidelines and enforcement that manage the removal or harvesting of such plants. They are also necessary to augment and coordinate with the State Department of Food and Agriculture in its efforts to implement and enforce the Desert Native Plant Act.

(Ord. 250 (part), 1997; SBCC § 811.0401)

16.24.120 - Scope of provisions.

A. The provisions of this article shall apply to all desert native plants growing on private land within the city and to desert native plants growing on public land owned by the city, county of San Bernardino or the state of California, except as specified by Article I of this chapter and as specified by this section.

B. Except as otherwise provided by this chapter, any person who willfully removes, or harvests or transplants a living desert native plant shall first obtain approval from the county to do so in accordance with the procedures set forth in Sections 16.24.040 or 16.24.110 et seq.

(Ord. 250 (part), 1997; SBCC § 811.0405)

16.24.130 - Commercial harvesting or transplanting of desert native plants.

A. The commercial harvesting of desert native plants shall be prohibited, except as permitted and authorized by the State Department of Food and Agriculture and as specified in the Desert Native Plant Act of 1983, as amended. The San Bernardino County Agricultural Commissioner shall be responsible for the issuance of the appropriate tags, seals and permits required by the state.

1. Protected desert native plants as specified by Section 16.24.150(B) may only be removed by a scientific or educational institution which has obtained a permit from the county agricultural commissioner for a specified number and species of these plants.
2. Written permission must be obtained from and signed by the owner of the property on which the plants are located. A copy of the document granting such permission shall be submitted to the county agricultural commissioner prior to issuance of the permit.

B. An application for a desert native plant commercial harvesting permit shall be filed with the county agricultural commissioner for review and processing. If it is determined that the proposed harvesting would not require an environmental impact report, the agricultural commissioner shall process the permit application in accordance with the provisions of this article. If an environmental impact report is required, the agricultural commissioner shall proceed only after an environmental impact report is certified, the concerns and issues are addressed, and findings made pursuant to law.

(Ord. 250 (part), 1997; SBCC § 811.0410)

16.24.140 - Findings for commercial harvesting or transplanting of desert native plants.

The county agricultural commissioner or other reviewing authority shall only authorize the commercial harvesting or transplanting of desert native plants listed in Section 16.24.150(B) subject to the provisions of this article only if one or more of the following findings are made:

A. The desert native plants are to be transplanted or harvested in a manner approved by the county agricultural commissioner or other reviewing authority, including any requirement for the issuance of plant tag seals and/or wood receipts;

B. The desert native plant is to be transplanted to another property within the same plant habitat under the supervision of a desert native plant expert and the removal of such plant will not adversely affect the desert environment on the subject site;

C. Any desert native plant on the site which is determined by the agricultural commissioner or other reviewing authority as requiring transplanting has or will be transplanted or stockpiled for transplanting in accordance with methods approved by the county agricultural commissioner. A desert native plant expert shall supervise and manage any required transplanting of desert native plants;

D. The harvesting operation has incorporated all mitigation measures, if any, establish by the environmental review action;

E. The harvesting operator has been notified of the availability of all known plants that are proposed to be removed by construction

activity within the vicinity so that these may be used in lieu of those proposed to be harvested.

(Ord. 250 (part), 1997; SBCC § 811.0415)

16.24.150 - Subject desert native plants.

The following desert native plants are subject to the regulations specified by this chapter. In all cases the botanical names shall govern the interpretation of this article.

A. Regulated Desert Native Plants. The following desert native plants, or any part thereof except the fruit, shall not be harvested or removed except under a permit issued by the agricultural commissioner or other applicable reviewing authority:
   1. The following desert native plants with stems two inches or greater in diameter or six feet or greater in height:
      a. Dalea, Spinosa (smoketree);
      b. All species of the family Agavaceae (century plants, nolinas, yuccas);
      c. All species of the genus Prosopis (mesquites).
   2. Creosote Rings, ten feet or greater in diameter.
   3. All Joshua trees (mature and immature).

B. All plants protected or regulated by the State Desert Native Plants Act (i.e., Food and Agricultural Code 80001 et seq.) shall be required to comply with the provisions of those statues prior to the issuance of any county development permit or land use application approval. The county agricultural commissioner is the responsible agency for the issuance of any required wood tags, seals or permits.

(Ord. 250 (part), 1997; SBCC § 811.0420)

16.24.160 - Subject area.

This article is applicable only within the city in which these desert native plants grow in a natural habitat.

(Ord. 250 (part), 1997; SBCC § 811.0425)

16.24.170 - Enforcement.

In addition to the enforcement provisions and penalties prescribed in Article I of this chapter and/or the State Food and Agricultural Code, Division 23, Chapter 7, the following shall apply:

A. Upon conviction of a violation of this article, all desert native plant harvesting permits issued to the person convicted shall be revoked and the permittee shall be required to surrender any unused tags and seals or wood receipts to the agricultural commissioner and no new or additional permits shall be issued to the permittee for a period of one year from the date of conviction.

B. Upon the second conviction, all permits issued to the person convicted shall be revoked and the permittee shall be required to surrender any unused tags and seals or wood receipts to the agricultural commissioner and no new or additional permits shall be issued to the permittee at any time in the future from the date of such second conviction.

C. The reviewing authority may revoke any permit, tags, or seals issued for the purpose of harvesting if the permittee willfully fails to comply with all of the conditions or stipulations of the permit.

D. Each permit authorizing the harvesting, or possessing of desert native plants or live or dead mesquite, palo verde, or ironwood species of trees which are harvested for wood shall be accompanied by a sufficient number of tags and seals or wood receipt. Such tags, seals, or wood receipts shall be issued, transported, and may be transferred to other parties in accordance with the California Desert Native Plant Act, as amended.

(Ord. 250 (part), 1997; SBCC § 811.0430)

16.24.180 - Definitions.

Terms and phrases used within this article shall be defined by Chapter 16.08 and/or as defined by the Food and Agricultural Code. The Food and Agricultural Code definition, if one exists, shall prevail over a conflicting definition in this code.

(Ord. 250 (part), 1997; SBCC § 811.0435)

CHAPTER 88.01 PLANT PROTECTION AND MANAGEMENT

Sections:

88.01.010 Purpose

This Chapter provides regulations and guidelines for the management of plant resources in the unincorporated areas of the County on property or combinations of property under private or public ownership. The intent is to:

(a) Promote and sustain the health, vigor and productivity of plant life and aesthetic values within the County through appropriate management techniques.

(b) Conserve the native plant life heritage for the benefit of all, including future generations.

(c) Protect native trees and plants from indiscriminate removal and to regulate removal activity.

(d) Provide a uniform standard for appropriate removal of native trees and plants in public and private places and streets to promote conservation of these valuable natural resources.

(e) Protect and maintain water productivity and quality in local watersheds.

(f) Preserve habitats for rare, endangered, or threatened plants and to protect animals with limited or specialized habitats.

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.020 Applicability

The provisions in this Chapter apply to the removal or relocation of regulated trees or plants and to any encroachment (for example, grading) 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. Nothing in this Chapter shall relieve nor be interpreted to exempt a development from complying with applicable State or Federal laws and regulations.

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.030 Exempt Activities

The provisions in this Chapter, except those of Section 88.01.090 (Tree Protection From Insects and Disease), shall not apply to the removal of regulated trees or plants that may occur in the following situations. Removal actions shall not authorize the removal of perch trees within an identified American Bald Eagle habitat.

(a) Timber operations. Removal as part of a timber operation conducted in compliance with the Z'berg-Nejedly Forest Practice Act of 1973 (Public Resources Code Section 4526 et seq.).

(b) Government owned lands. Removal from lands owned by the United States, State of California, or local governmental entity, excluding Special Districts (i.e., Special Districts shall be subject to the provisions of this Division.).

(c) Public utilities. Removal by a public utility subject to jurisdiction of the Public Utilities Commission or any other constituted public agency, including franchised cable TV, where to establish or maintain safe operation of facilities under their jurisdiction, trees are pruned, topped, or braced.

(d) State agencies. Removal by, or under the authority of, the State of California:

(1) Department of Forestry and Fire Protection.

(2) Forest Improvement Program.

(3) Agricultural Conservation Program.

(e) Government laws. Removal required by other codes, ordinances, or laws of the County, State, or United States.

(f) Emergency. Removal of native trees and plants that are an immediate threat to the public health, safety, or welfare and that require emergency removal to prevent probable damage to a structure or injury to people or fenced animals.

(g) Forest stocking control program. Removal as part of a stocking control program prepared by a California Registered Professional Forester.

(h) Fire hazard reduction program. Removal as part of a fire hazard reduction program approved by the Fire Chief.

(i) Bona fide agricultural activity. Removal as part of a bona fide agricultural activity, as determined by the Director, which is one of the following:

(1) Conducted under a land conservation contract.

(2) An existing agricultural activity, including expansions of the activity onto undisturbed contiguous land.

(3) A proposed bona fide agricultural activity (i.e., an agricultural activity that is served by a water distribution system adequate for the proper operation of the activity).

(A) The Director shall be given 30 days' written notice of the removal describing the:

(I) Location of the land.

(II) Nature of the proposed activity.

(III) Proposed sources of water for the activity.

(B) The Director shall notify the landowner in writing before the elapse of the 30-day period if, in the opinion of the Director, the activity is not a bona fide agricultural activity, or else the activity shall be deemed bona fide.

(j) Parcel less than 20,000 square feet developed with primary structure. Removal on parcels that have a net area of 20,000 square feet or less and that are developed with a primary structure, other than a sign structure.

(k) Located within 20 feet of permitted structure. Removal from a parcel of a regulated native plant or tree that is within 20 feet of a structure that was constructed or set down on the parcel under a County development permit.

(l) Private fuel wood. Removal of two or fewer regulated native trees in the Mountain Region or Valley Region per year per acre for private fuel wood purposes. The year shall be measured as the last 12 consecutive months.

(m) Oak woodlands. The following projects shall be exempt from the conditions for mitigating the conversion of oak woodlands required in Subsection 88.01.050(e) (Native Tree or Plant Removal Permits Conditions of approval), below, in compliance with Public Resources Code 21083.4:

(1) Projects undertaken in compliance with a Natural Community Conservation Plan or subarea plan within a Natural Community Conservation Plan, as approved in compliance with Fish and Game Code Section 2800 *et seq.*, that includes oaks as a covered species or that conserves oak habitat through natural community conservation preserve designation and implementation and mitigation measures that are consistent with this Chapter.

(2) Affordable housing projects for lower income households, as defined in Health and Safety Code Section 50079.5, that are located within a city's sphere of influence.

(3) Projects on agricultural land within an Agricultural Land Use Zoning District that includes land used to produce or process plant and animal products for commercial purposes.

(4) Projects undertaken in compliance with a State agency's regulatory program certified in compliance with Public Resources Code Section 21080.5.

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.040 Regulated Trees and Plants and General Permit

(a) Regulated trees and plants. A regulated tree or plant shall be any of the those trees or plants identified in:

(1) Section 88.01.060(c) (Regulated desert native plants);

(2) Section 88.01.070(b) (Regulated trees); or

(3) Section 88.01.080(b) (Regulated riparian plants).

(b) Permit for removal required. A Tree or Plant Removal Permit issued in compliance with Section 88.01.050 (Tree or Plant Removal Requirements) shall be required for the removal of regulated tress and plants.

(c) Conditions of approval. The permits required by this Chapter may be subject to conditions imposed by the applicable review authority as identified in Subsection 88.01.050(e) (Tree or Plant Removal Permits - Condition of approval).

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.050 Tree or Plant Removal Permits

(a) When Tree or Plant Removal Permit required. A Tree or Plant Removal Permit shall be required for the removal of a regulated tree or plant as identified in this Chapter.

(1) Removals in conjunction with land use application or development permit Director approval. The Director may approve the removal of regulated trees or plants when requested in conjunction with a land use application, a Building Permit, and all other development permits (e.g., Grading Permits, Mobile Home Setdown Permits, etc.). An approved land use application and/or development permit shall be considered to include a Tree or Plant Removal Permit, if the land use application or development permit specifically reviews and approves the removals. The review of a land use application or development permit shall consider and require compliance with this Chapter.

(2) Removals not in conjunction with land use application or development permit Director approval. The Director may approve a Tree or Plant Removal Permit for the removal of regulated trees or plants requested not in conjunction with a land use application or development permit.

(3) Removals to mitigate fire hazards Fire Chief approval. The Fire Chief may approve a Tree or Plant Removal Permit for the removal of regulated trees or plants when requested for the purposes of mitigating fire hazards and independent of a land use application or development permit.

(b) Expert certification. The applicable review authority may require certification from an appropriate arborist, registered professional forester or a Desert Native Plant Expert that the proposed tree removal, replacement, or revegetation activities are appropriate, supportive of a healthy environment, and in compliance with this Chapter. The certification shall include the information in compliance with Department procedures.

(c) Preconstruction inspections. A preconstruction inspection before approval of development permits shall be required in areas with regulated trees or plants to determine the presence of regulated trees and plants. The preconstruction inspection may be combined with any other required inspection.

(d) Duration of Tree or Plant Removal Permits.

(1) Removals in conjunction with land use application or development permit. The duration of a Tree or Plant Removal Permit, when issued in conjunction with a land use application and/or a development permit, shall have the same duration of the associated application or permit, unless otherwise specified.

(2) **Removals not in conjunction with land use application or development permit.** The applicable review authority shall specify the expiration date for all other Tree or Plant Removal Permits.

(e) **Conditions of approval.** A Tree or Plant Removal Permit may be subject to the following conditions imposed by the applicable review authority:

(1) **Types of conditions.** The conditions may specify criteria, methods, and persons authorized to conduct the proposed activities in addition to the requirements in this Chapter.

(2) **Transplanting or stockpiling.** Where indicated in this Chapter, regulated trees and plants may be required to be transplanted and/or stockpiled for future transplanting.

(3) **Performance bonds.** The review authority may require the posting and maintenance of a monetary security deposit where necessary to ensure the completion of the required mitigation measures in compliance with Section 86.06.050 (Performance Guarantees).

(4) **Conversion of oak woodlands.** If a project will result in a conversion of oak woodlands that will have a significant effect on the environment and is not exempt under Subsection 88.01.030(m) (Exempt Activities Oak woodlands), one or more of the conditions in this Subsection may be imposed in compliance with Public Resources Code Section 21083.4. For the purposes of this Subsection, "oak" shall mean a native tree species that is in the genus *Quercus,* which is not designated as Group A or Group B commercial species under regulations adopted by the State Board of Forestry and Fire Protection in compliance with Public Resources Code Section 4526, and which is five inches or more in diameter as measured at a point 4.5 feet (breast height) above natural grade level. The applicable review authority may require certification from a Tree Expert that the proposed mitigation measures are appropriate, supportive of a healthy oak woodland environment, and in compliance with this Subsection. The certification shall include the information in compliance with Department procedures. The conditions that may be imposed include one or more of the following:

(A) **Preservation.** Preserve existing oak woodlands by recording conservation easements in favor of the County or an approved organization or agency.

(B) **Replacement or restoration.** Replace or restore former oak woodlands. The review authority may require the planting and maintenance of replacement trees, including replacing dead or diseased trees. The replacement ratio and tree sizes shall be based on the recommendation of an

Oak Reforestation Plan prepared by a registered professional forester. The requirement to maintain trees in compliance with this paragraph shall terminate seven years after the trees are planted.

(C) In-lieu mitigation fee. Contribute in-lieu mitigation fee to the Oak Woodlands Conservation Fund, established under Fish and Game Code Section 1363 for the purpose of purchasing oak woodlands conservation easements. A project applicant who contributes funds in compliance with this Subsection shall not receive or use a grant from the Oak Woodlands Conservation Fund as part of the mitigation for the project. The in-lieu fee for replacement trees shall be calculated based upon their equivalent value as established by the International Society of Arboriculture's (ISA) current edition of *Guide to Establishing Values for Trees and Shrubs*, etc.)

(D) Other mitigation measures. Perform other mitigation measures as may be required by the review authority (e.g., inch-for-inch off-site replacement planting; transfer of development rights, enrollment of project with offset provider for carbon credits in greenhouse gas emission registry, carbon reduction, and carbon trading system; etc.).

(f) Findings for Tree or Plant Removal Permits. The applicable review authority may authorize the removal of a regulated tree or plant only if the following findings are made:

(1) **Findings for removals in the Valley Region, Mountain Region, and Desert Region**. The removal of the regulated tree or plant is justified for <u>one</u> of the following reasons:

(A) The location of the regulated tree or plant and/or its dripline interferes with an allowed structure, sewage disposal area, paved area, or other approved improvement or ground disturbing activity and there is no other alternative feasible location for the improvement.

(B) The location of the regulated tree or plant and/or its dripline interferes with the planned improvement of a street or development of an approved access to the subject or adjoining private property and there is no other alternative feasible location for the improvement.

(C) The location of the regulated tree or plant is hazardous to pedestrian or vehicular travel or safety.

(D) The regulated tree or plant or its presence interferes with or is causing extensive damage to utility services or facilities, roadways, sidewalks,

curbs, gutters, pavement, sewer line(s), drainage or flood control improvements, foundations, existing structures, or municipal improvements.

(E) The condition or location of the regulated tree or plant is adjacent to and in such close proximity to an existing or proposed structure that the regulated tree or plant has or will sustain significant damage.

(2) **Additional findings for removals in the Mountain Region**. In the Mountain Region only, the applicable review authority shall also make all of the following findings:

(A) Where improvements are proposed, the design of the improvements ensures that at least the following minimum percentage of the subject parcel will be maintained or established in a natural undeveloped vegetated or revegetated condition sufficient to ensure vegetative coverage for a forest environment, as determined by the applicable Review Authority.

(I) Twenty percent of commercial, industrial, and administrative/ professional uses.

(II) Thirty-five percent of multi-family residential uses.

(B) At least one half of natural areas for all uses, except single family residential uses, will be located in the front setback area or located so that significant portions are visible from the public right-of-way on which the improvements are to be located.

(C) A perch tree within a federally identified American Bald Eagle habitat will not be removed unless an adequate substitution is provided.

(D) A Registered Professional Forester has certified in writing that the condition or location of a regulated tree is contributing to overstocked tree stand conditions and that its removal will improve the overall health, safety, and vigor of the stand of trees containing the subject tree.

(3) In the Desert Region only, the applicable Review Authority shall also make the following findings:

(A) Joshua trees that are proposed to be removed will be transplanted or stockpiled for future transplanting wherever possible.

(B) In the instance of stockpiling, the permittee has complied with Department policy to ensure that Joshua trees are transplanted appropriately. Transplanting shall comply with the provisions of the Desert Native Plants

Act (Food and Agricultural Code Section 80001 et seq.), as required by Subsection 88.01.060(d) (Compliance with Desert Native Plants Act).

(C) No other reasonable alternative exists for the development of the land when the removal of specimen size Joshua Trees is requested. Specimen size trees are defined as meeting one or more of the following criteria:

(I) A circumference measurement equal to or greater than 50 inches measured at 4.5 feet above natural grade level.

(II) Total tree height of 15 feet or greater.

(III) Trees possessing a bark-like trunk.

(IV) A cluster of 10 or more individual trees, of any size, growing in close proximity to each other.

(g) Plot plan requirements. Before the issuance of a Tree or Plant Removal Permit, a plot plan shall be approved by the applicable Review Authority for each site indicating exactly which trees or plants are authorized to be removed. The required information shall be added to any other required plot plan.

(h) Construction standards. During construction and before final inspection under a development permit, the following construction standards shall apply, unless otherwise approved in writing by an arborist, registered professional forester, or a Desert Native Plant Expert:

(1) Enclosures. The trunks of regulated trees and regulated plants shall not be enclosed within rooflines or decking.

(2) Attachments. Utilities, construction signs, or other hardware shall not be attached so as to penetrate or abrase any live regulated tree or plant.

(3) Grade alterations. No grade alterations shall bury any portion of a regulated tree or plant or significantly undercut the root system within the dripline.

(i) Enforcement.

(1) Other applicable Code provisions. The provisions of Chapter 86.09 (Enforcement) shall apply to this Chapter.

(2) Enforcement authorities. The authorities responsible for the enforcement of the provisions of this Chapter shall be the same as the review authorities responsible for permit approvals asspecified in this Section. In addition, the provisions of

this Chapter may be enforced by the California Department of Forestry, where applicable.

(3) Extension of time. If property is subject to snow, flooding, or other conditions that render compliance with the provisions of this Chapter within the specified time periods impractical because of inaccessibility, an enforcement officer may extend the period of time for compliance.

(4) Powers of enforcement officers.

(A) A peace officer or any authorized enforcement officer may in the enforcement of this Section:

(I) Make arrests without warrant for a violation of this Chapter that the officer may witness.

(II) Confiscate regulated native trees or plants, or parts of them, that are unlawfully harvested, possessed, sold, or otherwise obtained in violation of this Chapter.

(B) In addition, a designated enforcement officer shall be authorized and directed to enter in or upon any premises or other place, train, vehicle, or other means of transportation within or entering the State, which is suspected of containing or having present regulated plants in violation of this Chapter in order to examine permits and wood receipts and observe tags and seals and to otherwise enforce the provisions of this Chapter.

(5) When enforcement officer vested with power of peace officer. When power or authority is given by this Chapter to a person, it may be exercised by any deputy, inspector, or agent duly authorized by that person. A person in whom the enforcement of a provision of this Chapter is vested shall have the power of a peace officer as to that enforcement, which shall include State or Federal agencies with which cooperative agreements have been made by the County to enforce the provisions of this Chapter.

(6) Written permission of landowner required for removal. No person shall remove or damage all or part of any regulated tree or plant on the property of another person without first obtaining notarized written permission from the landowner and required permits, wood receipts, or tags and seals. In addition, it shall be unlawful for a person to falsify a document offered as evidence of permission to enter upon the property of another to harvest all or parts of a regulated tree or plant, whether alive or dead.

(7) **Permit available for display and inspection.** No person, except as provided in this Chapter, shall harvest, offer for sale, destroy, dig up or mutilate, or have in his or her possession a regulated plant or tree, or the living or dead parts of them, unless the plant or tree was harvested under a valid permit and, where applicable, a valid wood receipt on his or her person. A person shall exhibit the permit, wood receipt, tags and/or seals upon request for inspection by an authorized County enforcement officer or any peace officer. No wood receipt or tag and seal shall be valid unless it is issued with a valid permit and the permit bears the wood receipt number or tag number on its face. Required tags and seals shall be attached securely to a regulated desert native plant.

(8) **Land Disturbance.** No person, except as provided in this Chapter, shall commence with a disturbance of land (e.g., grading or land clearing) without first obtaining approval to assure that said disturbance will not result in the removal of any regulated native trees or plants. Said approval may be in the form of a development permit or a Tree or Plant Removal Permit issued by the appropriate authority.

(j) **Penalties.** Penalties shall be those specified in Chapter 86.09 (Enforcement) and shall include the following and any other penalties specified by individual Sections of this Chapter.

(1) **Fine for illegal removal.**

(A) In addition to other penalties and fees imposed by this Development Code or other law, a person, firm, or corporation convicted of a violation of the provisions of this Chapter shall be guilty of a misdemeanor upon conviction.

(B) When one or more plants or trees are removed in violation of the provisions of this Chapter, the removal of each separate plant or tree shall be a new and separate offense.

(C) The penalty for the offense shall be a fine of not less than $500 nor more than $1,000, or six months in jail, or both.

(D) Payment of a penalty shall not relieve a person, firm, or corporation from the responsibility of correcting the condition resulting from the violation.

(2) Replacement program for illegal removal.

(A) In addition to other penalties imposed by this Development Code or other law, a person, firm, or corporation convicted of violating the provisions of this Chapter regarding improper removal of regulated native trees or plants shall be required to retain, as appropriate, a Tree Expert or Desert Native Plant Expert to develop and implement a replacement program.

(B) The expert shall determine the appropriate number, size, species, location, and planting conditions for replacement plants or trees in sufficient quantities to revegetate the illegally disturbed area.

(C) If it is inappropriate to revegetate the illegally disturbed area, another appropriate location (e.g., public parks) may be substituted at the direction of the court.

(D) The violator shall post a bond in an amount sufficient to remove and reinstall plant/tree materials that were planted as a part of a replacement program and failed within two years.

(3) Revocation of permits.

(A) Upon conviction of a violation of this Chapter, all Tree or Plant Removal Permits issued to the convicted person, firm, or corporation shall be revoked.

(B) No new or additional Tree or Plant Removal Permits shall be issued to the permittee for a period of one year from the date of conviction.

(C) Additionally, in the Desert Region the permittee shall be required to surrender unused wood receipts or tags and seals to the Director.

Adopted Ordinance 4011 (2007); Amended Ordinance 4043 (2008); Amended Ordinance 4067 (2009)

88.01.060 Desert Native Plant Protection

This Section 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. The provisions are intended to augment and coordinate with the Desert Native Plants Act (Food and Agricultural Code Section 80001 et seq.) and the efforts of the State Department of Food and Agriculture to implement and enforce the Act.

(a) Definitions. Terms and phrases used within this Section shall be defined in Division 10 (Definitions) and/or defined by the California Food and Agricultural Code. The California Food and Agricultural Code definition, if one exists, shall prevail over a conflicting definition in this Development Code.

(b) Applicability. The provisions of this Section shall apply to desert native plants specified in Subsection (c) (Regulated desert native plants) that are growing on any of the following lands, unless exempt in compliance with Section 88.01.030 (Exempt Activities):

(1) Privately owned or publicly owned land in the Desert Region.

(2) Privately owned or publicly owned land in any parts of the Mountain Region in which desert native plants naturally grow in a transitional habitat.

(c) Regulated desert native plants. The following desert native plants or any part of them, except the fruit, shall not be removed except under a Tree or Plant Removal Permitin compliance with Section 88.01.050 (Tree or Plant Removal Permits). In all cases the botanical names shall govern the interpretation of this Section.

(1) The following desert native plants with stems two inches or greater in diameter or six feet or greater in height:

(A) *Dalea spinosa* (smoketree).

(B) All species of the genus *Prosopis* (mesquites).

(2) All species of the family *Agavaceae* (century plants, nolinas, yuccas).

(3) Creosote Rings, 10 feet or greater in diameter.

(4) All Joshua trees.

(5) Any part of any of the following species, whether living or dead:

(A) *Olneya tesota* (desert ironwood).

(B) All species of the genus *Prosopis* (mesquites).

(C) All species of the genus *Cercidium* (palos verdes).

(d) Compliance with Desert Native Plants Act. Removal actions of all plants protected or regulated by the Desert Native Plants Act (Food and Agricultural Code Section 80001 et seq.) shall comply with the provisions of the Act before the issuance of a development permit or approval of a land use application.

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.070 Mountain Forest and Valley Tree Conservation

This Section provides regulations to promote conservation and wise use of forest resources in the Mountain Region and native tree resources in the Valley Region. The provisions are intended to augment and coordinate with the Z'berg-Nejedly Forest Practice Act of 1973 (Public Resources Code Section 4526 et seq.) and the efforts of the State Department of Forestry and Fire Protection to implement and enforce the Act.

(a) Applicability.

(1) Private harvesting. The provisions of this Section apply to the private harvesting of all trees growing on private land and on public land in the unincorporated Mountain Region and Valley Region.

(2) Commercial harvesting. The commercial harvesting of trees shall be prohibited, except as allowed by and authorized by the State Department of Forestry and Fire Protection in compliance with the Z'berg-Nejedly Forest Practice Act of 1973 (Public Resources Code Section 4526 et seq.).

(b) Regulated trees. The following trees shall only be removed with an approved Tree or Plant Removal Permit issued in compliance with Section 88.01.050 (Tree or Plant Removal Permits):

(1) Native trees. A living, native tree with a six inch or greater stem diameter or 19 inches in circumference measured 4.5 feet above natural grade level.

(2) Palm trees. Three or more palm trees in linear plantings, which are 50 feet or greater in length within established windrows or parkway plantings, shall be considered to be heritage trees and shall be subject to the provisions of this Chapter regarding native trees.

(c) Tree protection from insects and disease. For regulations on the treatment and disposition of felled trees, see Section 88.01.090 (Tree Protection from Insects and Disease).

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.080 Riparian Plant Conservation

This Section provides regulations to promote healthy and abundant riparian habitats that protect watersheds; control transmission and storage of natural water supplies; provide unique wildlife habitats for rare, endangered and threatened plants and animals; provide attractive environments; control natural soil erosion and sedimentation to protect stream banks subject to erosion and undercutting; and provide sufficient shade to reduce temperature and evaporation and the growth of algae in streams. The provisions of this Section are intended to augment and coordinate with the responsibilities of the California Department of Fish and Game.

(a) Applicability.

(1) Applicable areas. The provisions of this Section shall apply to all riparian areas located on private land in all zones within the unincorporated areas of the County and to riparian areas on public land owned by the County, unless exempt as specified by Section 88.01.030 (Exempt Activities) and by Subsection (2) (Exemptions), below.

(2) Exemptions. The provisions of this Section shall not apply to:

(A) Emergency Flood Control District operations or water conservation measures established and authorized by an appropriate independent Special District.

(B) An area that has an existing man-made impervious structure, which is greater than 120 square feet in roof area, between the area proposed to be disturbed by a development permit and the bank of a subject stream, as measured in a straight line perpendicular to the centerline of the stream.

(b) Regulated riparian plants.

(1) Vegetation described. The removal of vegetation within 200 feet of the bank of a stream, or in an area indicated as a protected riparian area on an overlay map or Specific Plan, shall require approval of a Tree or Plant Removal Permit in compliance with Section 88.01.050 (Tree or Plant Removal Permits)shall be subject to environmental review.

(2) Streams. For the purposes of this Section, streams include those shown on United States Geological Survey Quadrangle topographic maps as perennial or intermittent, blue or brown lines (solid or dashed), and river wash areas.

(c) Preconstruction inspections. Preconstruction inspections shall include the verification of the presence of riparian vegetation.

(d) Conditions of approval. Conditions of approval for removal of riparian vegetation may be imposed in addition to, and in combination with, any condition imposed in compliance with Section 88.01.050 (Tree or Plant Removal Permits).

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

88.01.090 Tree Protection from Insects and Disease

This Section provides regulations for the treatment and disposition of felled trees in the Mountain Region to protect against damaging insects (e.g. bark beetles) and diseases. The intent is to mitigate the serious danger posed to forests from coniferous trees that are cut in land clearing operations and are then allowed to remain exposed and untreated against noxious insects, which then multiply in the felled trees to later attack and damage healthy coniferous trees.

(a) Applicability. The provisions in this Section apply to coniferous trees located on land in the Mountain Region. Every person, firm, or corporation, whether as principal, agent, or employee, that has control of, right of entry on, or access to land in the Mountain Region shall comply with this Section.

(b) Treatment of felled trees. Except as otherwise provided by this Section, felled coniferous trees, portions of trees, and stumps shall be treated in compliance with at least one, or a combination, of the following methods and the method in Subsection (c) (Stump treatment), below, within 15 days after a coniferous tree has been cut.

(1) Remove to a solid waste disposal site specifically designated by the County for this type of use.

(2) Burn sufficiently to consume the bark, when allowed by the Fire Department and the Air Pollution Control District.

(3) Lop and scatter material less than four inches in diameter so that it is piled no higher than 24 inches above the ground, when allowed by the Fire Department.

(4) Remove the bark

(5) Chip or grind.

(6) Split and scatter with bark toward the sun for a minimum of 45 consecutive days or until final inspection is completed, whichever is less.

(7) Stack in the sun and cover with six mil clear plastic, which has a continuous seal from the outside and for at least 180 days.

(8) Spray with a commercial insecticide, as approved by the Agricultural Commissioner for these insects and purposes.

(9) Treat under any other method approved by the enforcement officer in writing.

(c) Stump treatment. Fresh cut stumps of live coniferous trees shall be protected from infection by Annosus Root Rot *(Fomes annosus)* with borax powder (granular tech, 10 mole) as soon as possible after felling, covering the entire newly exposed cut and/or broken surface completely with a thin uniform layer of white borax within two hours.

(d) Inspections. In the case of construction activity, the Building Official shall not approve development permit inspections until felled coniferous trees, portions of trees, and stumps are treated in compliance with this Section.

(e) Certificate of compliance. Where trees have been treated by an approved method and the evidence of treatment is not readily observable to the inspector on the construction site, the Building Official shall require a permittee to obtain a certificate that the treatment has been completed in an acceptable manner. The certificate may be from one of the following authorities:

(1) Fire Chief.

(2) Agricultural Commissioner.

(3) Appropriately certified Pest Control Adviser as defined in Food and Agriculture Code Section 11401 et seq.

(4) Qualified Applicator as defined in Food and Agriculture Code Section 11401 et seq.

(f) Extension of time of enforcement. If compliance with Subsection (b) (Treatment of felled trees) and Subsection (c) (Stump treatment) within the specified time periods is impractical because of inaccessibility to the cut timber due to snow or flooding, an enforcement officer may extend the period of time for compliance.

Adopted Ordinance 4011 (2007); Amended Ordinance 4067 (2009)

THIS SPACE INTENTIONALLY LEFT BLANK.