Final

General Pump-Hesperia Construction Yard
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Site Plan Review SPR24-00018

Lead Agency:
City of Hesperia
Development Services Department
9700 7th Avenue
Hesperia, California 92345

Applicant:
R.I.C. Construction Co. Inc for General Pump Company
10675 E. Avenue, Suite 1
Hesperia, CA 92345

Prepared by:

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July 2025
Final Revised August 2025

Revision Note: Minor revisions were made to this Initial Study to accommodate public comments received during the public comment period of July 3, 2025 to August 2, 2025 as well as includes minor administrative technical edits to correct typographical errors. Added text is reflected in underlined shaded text (added text) and deletions are reflected in shaded strikeout text (~~deleted text~~). None of the revisions constituted significant or new information that requires this Initial Study to be recirculated in accordance with CEQA Guidelines Section 15088.5

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LIST OF ACRONYMS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Hesperia
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
kBTU	thousand British thermal units
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MDAQMD	Mojave Desert Air Quality Management District
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MTCO2e	Metric Tons Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan

ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
RWQCB	Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee

1 PURPOSE AND SCOPE

R.I.C. Construction Co. Inc on behalf of General Pump Company (Applicant) proposes to develop a well drilling equipment storage and repair yard, an administrative office, parking and refueling areas for a portion of its vehicle fleet, indoor and outdoor storage for client pump and well materials (motor heads, pump bowl assemblies, and steel tube and line shaft), as well as a machining shop on a 5.7 acre (gross) parcel (APN 0410-072-06) to be situated on the southwest corner of Hercules Street and I Avenue (Proposed Project). The Proposed Project is within the CIBP (Commercial/Industrial Business Park) zone of the Hesperia Main Street and Freeway Corridor Specific Plan. The facility would be similar to its facilities in Camarillo and San Dimas, CA and allow General Pump to service water well customers in the High Desert area of San Bernardino County from a local yard.

The Proposed Project is subject to the approval of the following entitlement:

- Site Plan SPR24-00018 to establish a machine shop and well drilling equipment yard on 5.7 vacant acres located on the southwest corner of Hercules Street and I Avenue (APN 0410-072-06) to consist of 13,548 SF of buildings within 2.5 acres of open paved yard area for equipment storage and repair areas including a fueling area with a 1,000 gallon above-ground fuel storage tank, an 800 SF power wash area for commercial pump and well drilling equipment, and a 1.56 acre area to remain fenced and undisturbed for western Joshua tree avoidance. The Proposed Project is allowed under its zoning, which is the CIBP (Commercial/Industrial Business Park) zone of the Hesperia Main Street and Freeway Corridor Specific Plan. The Proposed Project also includes improvements to Hercules Street and I Avenue along the parcel frontage, resulting in 4.53 net acres.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Hesperia (City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project would have a significant impact on the environment.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Proposed Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other

jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A Lead Agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. This Initial Study analyzes potentially significant impacts associated with the Proposed Project and incorporates mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a level of less than significant.

1.1 CONTENT AND FORMAT OF THE INITIAL STUDY

The Initial Study is organized as follows:

- **Section 1 – Purpose and Scope.** This section introduces the scope of the Proposed Project and the City's role in the project, as well as a brief summary of findings.
- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.
- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form, as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.
- **Section 5 – List of Preparers.** This section identifies the names and affiliations of the individuals who contributed to the preparation of the environmental evaluation.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.2 INITIAL STUDY SUMMARY OF FINDINGS

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project Site and are hereby incorporated by reference:

- *City of Hesperia, General Plan 2010* (City, Sept. 2010). (Available at https://www.cityofhesperia.us/409/Hesperia-General-Plan
- *City of Hesperia, General Plan Land Use Map,* Effective Date October 5, 2023, (Available at https://www.cityofhesperia.us/409/Hesperia-General-Plan
- *Draft Environmental Impact Report, City of Hesperia General Plan Update, State Clearinghouse #2010011011,* May 26, 2010, prepared by Michael Brandman Associates (GP DEIR, May 2010).
- *Hesperia Main Street and Freeway Corridor Specific Plan, last amended July 15, 2021* (Specific Plan, July 2021), prepared by The Arroyo Group (Available at: https://www.cityofhesperia.us/411/Main-Street-Freeway-Corridor-Specific-Pl

These documents are available for review at the City of Hesperia Development Services Department, located at 9700 7th Avenue, Hesperia, California 92345.

1.4 CONTACT PERSON

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

City of Hesperia
Development Services Department
Attn: Edgar Gonzales, Senior Planner
9700 7th Avenue
Hesperia, California 92345
Phone: (760) 947-1330
Email: egonzalez@hesperiaca.gov

2 PROJECT SUMMARY AND ENVIRONMENTAL DETERMINATION

2.1 PROJECT SUMMARY

1.	**Project Title:**	General Pump – Hesperia Construction Yard Site Plan Review SPR24-00018
2.	**Lead Agency Name:** **Address**	City of Hesperia Development Services Department 9700 7th Avenue Hesperia, California 92345
3.	**Contact Person:**	Edgar Gonzalez, Senior Planner (760) 947-1330 Email: egonzalez@hesperiaca.gov
4.	**Project Location:**	Southwest corner of Hercules Street and I Avenue Gross Acres: 5.7 acres; Net Acres: 4.53 acres Site Address: None assigned. Topographic Quad (USGS 7.5"): Hesperia Topographic Quad Coordinates: T4N, R4W, Section 15 Latitude: 34°25'46.73"N, Longitude: - 117°16'55.95"W APN: 0410-072-06
5.	**Project Sponsor's Name:** **Address**	R.I.C. Construction Co. Inc for General Pump Company Attn: Karen Jacobs 10675 E. Avenue, Suite 1 Hesperia, CA 92345
6.	**General Plan Designation:**	Main Street /Freeway Corridor Specific Plan
7.	**Zoning Designation:**	Commercial/Industrial Business Park (CIBP)

8. Description of Project:

Site Plan SPR24-00018 proposes to establish a well-drilling equipment yard on a 5.7-acre vacant parcel (APN0410-072-06) located at the southwest corner of Hercules Street and I Avenue within the CIBP (Commercial/ Industrial Business Park) zone under the Hesperia Main Street and Freeway Corridor Specific Plan. The Project includes 13,548 SF of buildings within 2.5 acres of open paved yard area for equipment storage and repair areas, including a fueling area with a 1,000 gallon above-ground fuel storage tank, an 800 SF power wash area for commercial pump and well drilling equipment, and a 1.56 acre area to remain fenced and undisturbed for western Joshua Tree avoidance, while one western Joshua tree would be removed. The Project would improve Hercules Street and I Avenue frontages, which currently feature 40-foot-wide paved roads without curbs, gutters, or sidewalks, for a net acreage of 4.53 acres.

9. Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 – *Surrounding Land Use*** and are also all located in the Main Street and Freeway Corridor Specific Plan (MS/FC SP). The Project Site is currently vacant.

Table 1: Surrounding Land Use

Direction	Land Use Description	General Plan/ Land Use / Zoning
North	Hercules Street, commercial/ industrial buildings	Commercial/ Industrial Business Park (CIBP)
West	Vacant Land, G Avenue	General Industrial (GI)
South	Self-Storage building	Commercial/ Industrial Business Park (CIBP)
East	I Street, Single Family Residential	Agriculture (A1, 0.41-1.0 du/ac)

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

State Agencies:

- Lahontan Regional Water Quality Control Board: approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

- California Department of Fish and Wildlife: Western Joshua Tree Incidental Take Permit to remove Joshua Trees on-site.

11. California Native American Consultation

On December 18, 2024, the City of Hesperia notified via email the following tribal entities of the Project and that the 30-day timeframe in which to request consultation would end within 30 days of receipt of the letter, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Torres Martinez Desert Cahuilla Indians. Result: No comments received. Consultation concluded.

- Yuhaaviatam of San Manuel Nation. Result: Response received December 23, 2024. Although the Tribe had no formal comments, mitigation measures were requested to protect unknown resources. Consultation concluded.

Mitigation measures to ensure resources to tribal cultural resources are minimized have been incorporated into this Initial Study.

2.2 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

2.2.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the CEQA Guidelines.

2.2.2 Evaluation of Environmental Impacts

A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

“Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

“Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.”

Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:
a) The significance criteria or threshold, if any, used to evaluate each question
b) The mitigation measure identified, if any, to reduce the impact to less than significant.

2.2.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources

☐ Utilities and Service Systems ☐ Wildfire ☒ Mandatory Findings of Significance

2.2.4 Determination

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

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

Signature Date

Name Title

3 PROJECT DESCRIPTION

3.1 PROJECT SITE SETTING

The Proposed Project is situated on 5.7 acres on the southwest corner of Hercules Street and I Avenue identified as APN 0410-072-06, approximately 5.5 miles east of I-15 and 2 miles west of the Mojave River (**Exhibit 1: *Reginal Vicinity*** and **Exhibit 2: *Site Location: Aerial View.*** Located at the end of this section**.** The parcel is currently vacant, with no assigned address, and is bounded on the north by Hercules Street with industrial land uses beyond, on the west by vacant land zoned GI, on the south by a self-storage facility, and on the east by I Avenue with rural residential land uses beyond. Hercules Street to the north is approximately 30 feet wide and is only partially paved along the Project frontage and does not have curbs, gutters or sidewalks. I Avenue is an approximately 40-foot-wide paved road with no curbs, gutters, or sidewalks.

The Proposed Project Site is within the *Hesperia* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 17, Township 4 North, Range 4 West at an elevation ranging from approximately 3,100 to 3,113 feet above mean sea level and slopes marginally from east to west **(Exhibit 3: *Site Location: USGS),*** located at the end of this section**.** The topography of the site is relatively flat with the site sloping slightly from east to west.

Due to historic and existing land uses, most of the Project site supports areas that are vegetated by weedy/early successional species, in addition to a few large perennials.

There are five Western Joshua Trees (WJT) on the Project Site. The Western Joshua Tree is currently identified as a candidate State threatened species by the California Department of Fish and Wildlife (CDFW). The CDFW has established buffer zones based on tree height to prevent development from encroaching on tree roots. Each of the trees meet the requirements where a 50-foot protective buffer zone would apply. The Site Plan identifies a 1.56 acre fenced in the southwestern portion of the site provides a 50-foot avoidance buffer for three of the trees, while the 50-foot buffer falls within the buffer zone for one of the trees. One WJT falls within the area to be developed and would be removed and/or relocated The applicant would be required to obtain concurrence of no impact by the CDFW or obtain a permit in accordance with the Western Joshua Tree Conservation Act (WJCTA) prior to construction.

Site Land Use and Zoning

The Project site and its vicinity are situated within the Main Street and Freeway Corridor Specific Plan (MSFCSP) of the City of Hesperia's General Plan. Within the Specific Plan, the Project Site is zoned CIBP (Commercial/Industrial Business Park) (**Exhibit 4: *Site Zoning: City of Hesperia***), located at the end of this section. This Specific Plan zone aims to foster employment-generating activities within a business park environment. It is designed to accommodate service commercial, light industrial, light manufacturing, and industrial support operations, primarily conducted within enclosed buildings, thereby minimizing environmental impacts such as noise, vibration, air pollution, glare, or waste disposal. Key objectives of the development standards for this zone include ensuring a high-quality appearance from the Interstate-15 freeway corridor and I Avenue, as well as maintaining compatibility with adjacent commercial, residential, and recreational areas. As the Proposed Project is consistent with the General Plan and the MSFCSP, the Project would not require a zone change or General Plan amendment.

3.2 PROJECT CHARACTERISTICS

The Project components include the following:

Site Plan

The Proposed Project involves the development of a well drilling equipment yard, administrative office and machine shop, parking, indoor and outdoor storage for pump and well materials a fueling area with a 1,000 gallon above-ground fuel storage tank, and an 800 SF power wash area for commercial pump and well drilling equipment. The Site would be surrounded by an 8-foot-high cement wall and accessed by two driveways to be developed on Hercules Street. Both driveways would have rolling gates. **Exhibit 5: *Site Plan: Schematic*** (located at the end of this section) provides the details of the Project Site layout. **Appendix I - Project Plan**s provides the detailed plans of the Project.

The Site Plan includes approximately 2.5 acre asphalt paving for parking and drive aisles, open equipment storage and repair, covered fleet truck parking, an above-ground fueling station, and a wash-down station; no areas of the active yard would be gravel or all weather surfaces. A chain link fence would be installed between site operations and a 1.56-acre area in the southwest area of the parcel to avoid potential impacts to the western Joshua Tree, which is a State-candidate species for listing under the California Endangered Species Act (CESA).

Site improvements include a 13,548 SF industrial building that would house a 3,498 SF office and a 10,050 SF shop/storage area to be located on the southeast corner of the Site, adjacent to I Street. The office area would consist of a small waiting area and reception office, cubicles and a conference room, restrooms, break room, and locker room with showers. The shop/storage portion of the building would house the machine shop that will be enclosed and insulated with sound-dampening materials. Equipment would include a vertical turret lathe, computer numerical controlled (CNC) horizontal lathe, a horizontal engine lathe, a welding station, and several electric saws.

Outdoor storage generally would consist of storage for vehicles, equipment, and pump and well materials such as motor heads, pump bowl assemblies, steel tube and line shaft, and water treatment chemicals approved by the National Sanitation Foundation (NSF). Outdoor material storage would not exceed the height of the 8-foot-high wall. An outdoor wash pad for cleaning components is situated on the north side of the Project Site and includes an underground clarifier. The vehicle fleet would consist of up to two overhead rig trucks, one 40-ton crane, three 48-foot flatbed trucks, and up to six pickup/stake bed trucks, and two forklifts.

The site plan includes a fueling station in the northern portion of the site that would contain a 1,000 gallon above-ground storage tank and the required containment.

The Project also includes street improvements to Hercules Street and I Avenue that consist of new asphalt, concrete curb and gutter, new sidewalks and landscaping on both I Avenue and Hercules Street, along the frontage with new curb, gutter, and sidewalk, as well as connections to the City's water and sewer services.

Off-Site Improvements

- Hercules Street. Construction of approximately 680 linear feet of concrete sidewalk, curb, and gutter, along with two 35-foot-wide commercial driveways. New asphalt will be laid to the center line of the street to match the existing asphalt on the north side. Additionally, new asphalt will extend 12 feet beyond the center line where there is currently only dirt, up to the end of the property line on the west side. Landscaping will be provided along the entire street improvement area as per city standards.

- I Avenue. Construction of approximately 320 linear feet of concrete sidewalk, curb, and gutter, and a pedestrian accessible ramp on the northeast side of the property transitioning into Hercules Street. New asphalt will be laid to match the existing asphalt on I Avenue. Landscaping will be provided along the entire street improvement area as per city standards.

Site Access, Circulation and Parking

Access: The primary access to the project site will be via two all-access entrances and exits on Hercules Street, approximately 380 feet apart. Driveway 1, located on the northeast portion of the property frontage, is approximately 220 feet west of I Avenue. Driveway 2, located on the northwest portion of the property frontage, is approximately 35 feet east of the adjoining lot.

Parking: The site contains a total of 35 parking spaces, whereas 18 are required, and are primarily located along the eastern boundary of the site. Of the 35 parking spaces, two handicapped spaces are provided. Six additional spaces represent covered vehicle parking located on the western boundary of the site. The Project complies with California Green Building Standards Code (CALGreen) Section 5.106.5.3 regarding electric vehicle (EV) charging infrastructure for non-residential developments by providing two EV showing spaces adjacent to accessible parking spaces and eight EV capable parking spaces on north side of parking lot.

Landscaping, Lighting and Hardscape

Landscaping: Landscape buffer zones are planned along the perimeter of the portion of the Site that would be developed. Overall, landscaping makes up approximately 0.68 acres, where 0.48 acres is required by City development standards.

Site Lighting: Site lighting will be low-level light emitting diode (LED) that will be pointed downward at the parking lot and/or along the edges of the building.

Hardscape: Each of the driveway entrances along Hercules Street would consist of decorative pavers with landscaped “noses” adjacent to each side of the driveway.

Architectural

The 13,548 SF industrial building located in the southwest corner of the site is an "L" shape to reduce massing and provide a distinction between the office and the shop. The office portion aligns with I Avenue while the shop would be located along southern property boundary. Architectural features include an uneven roofline, and a variety of paint colors including, gray, tan and blue. The building is generally approximately 20 feet high to the parapet (**Exhibit 6a** and **6b: *Elevations***).

Fenestration and Glazing: As identified in the building elevations provided in Exhibit 6, exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials. Windows would consist of low reflective glass. The Project plans related to building materials are designed to ensure that glare does not create a nuisance to on- and off-site viewers of the Project site.

Stormwater Management

The Project applicant has prepared a Water Quality Management Plan (Appendix E-1) that identifies stormwater management for the building operations/post construction. The proposed drainage design maintains a high point at the southwesterly area of the site. Hercules Street will flow from west to east, while I Avenue will flow from south to north. The onsite flows will be sheet flow to vegetated swales at the north and east side of the Site, until it drains into an onsite in ground stormwater chamber at the northeast area of the site, which meets not only water quality standards, but also increased onsite runoff. Offsite flow will be managed by a swale and under sidewalk drain on the west edge of the site, as well as two PVC drain pipes to collect flow from the undeveloped portion of the site and discharge it through the curb face on the south side of Hercules St.

Utilities

The Proposed Project would connect to existing water and sewer mains served by the Hesperia Water District and located in I Avenue. Electrical service is readily available through Southern California Edison (SCE), and natural gas is available through Southwest Gas.

3.2.1 Construction Timing

Construction is anticipated to occur in one phase. Construction is anticipated to begin in late Fall 2025, lasting approximately 12 months. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities, and road improvements. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction will require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

- Site grading and underground utility construction – this is expected to last approximately two months. Site activities include placement of underground water, sewer and other utilities underground throughout the site to service the structures. Typical equipment includes excavators and trenchers. Site excavation is anticipated to be balanced with little to no import or export.

- Building Construction – construction of the buildings is expected to occur over approximately seven months. The construction method is standard wood framing. Typical equipment includes welders, concrete trucks, and cranes for lifting. The type of equipment will be evaluated and all permits obtained as necessary prior to construction.

- Final Site Paving and Landscaping – this activity is anticipated to occur over two months. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed.

3.2.2 Best Management Practices During Construction

The following best management practices are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project is more than 1-acre, therefore, the contractor is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

3.3 PROJECT CHARACTERISTICS - OPERATIONS

General Pump serves municipal water districts which require their field crews to go to specific sites that have well pump issues. They detach the pumps and casings (which are 20 feet long and generally 12-inch diameter piping) and deliver to their yard on 25-foot flatbed trucks. At the yard, they unload, store, disassemble, fix issues generally in their machine shop, re-assemble, test, and deliver the materials back to the pump site.

Typical work hours are 6 am to 4 pm, Mondays through Fridays. Weekend or after hours work would occur if there are client emergencies and cleanup as required.

At full capacity, the Project would have approximately 20 employees onsite during a typical work day. The majority of the employees (approximately 12) would be field crews who would spend the majority of the day at client sites, while the remaining employees would be in the machine shop, or administrative staff such as a general manager, project managers, and administrative staff who would work in the office.

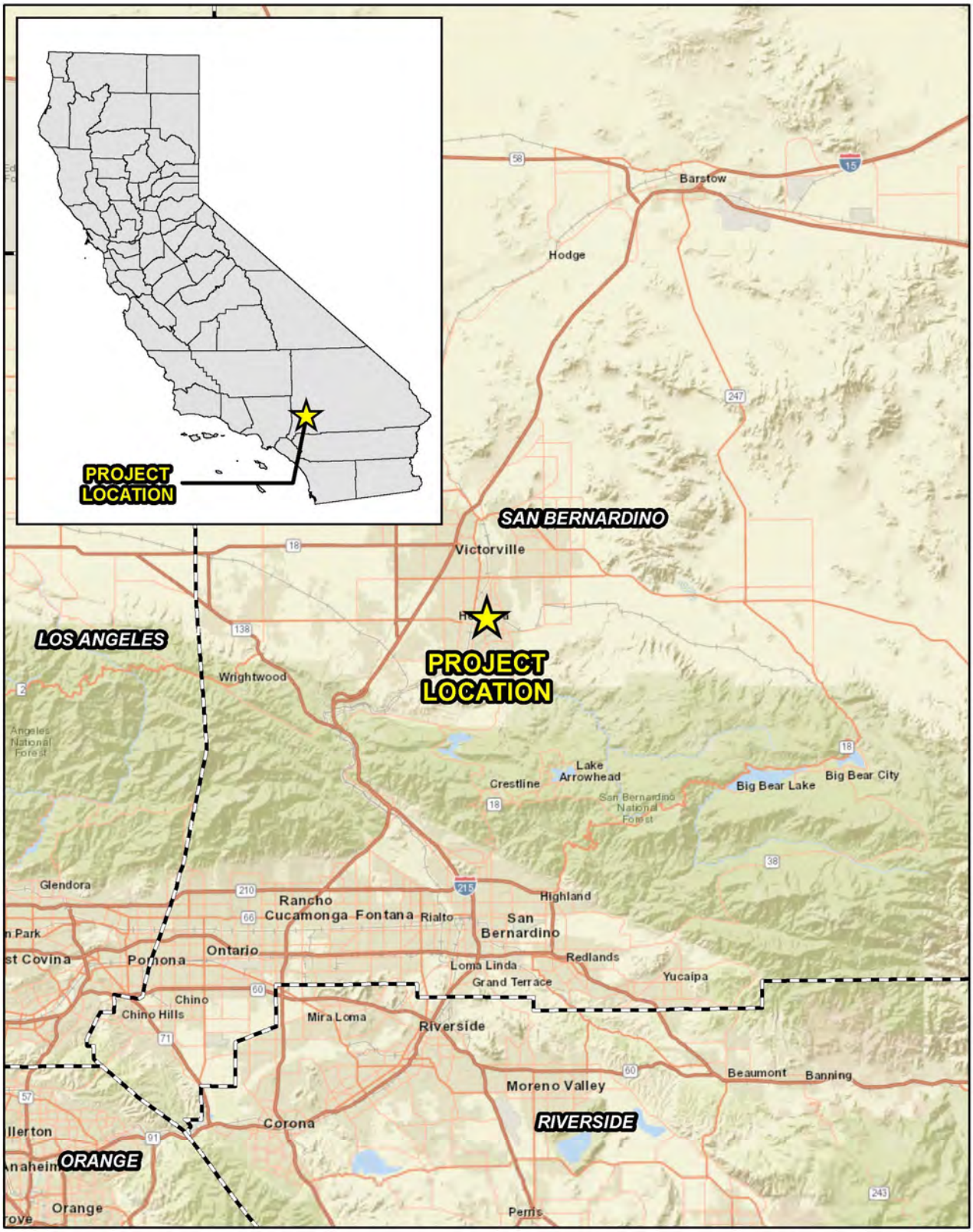
3.4 PROJECT APPROVALS

The following approvals and permits are required to implement the Proposed Project:

- City of Hesperia: Site Plan SPR24-00018.
- California Dept of Fish and Wildlife: Incidental Take Permit, Western Joshua Tree. The City would require this permit prior to issuance of the grading permit.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Proposed Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.



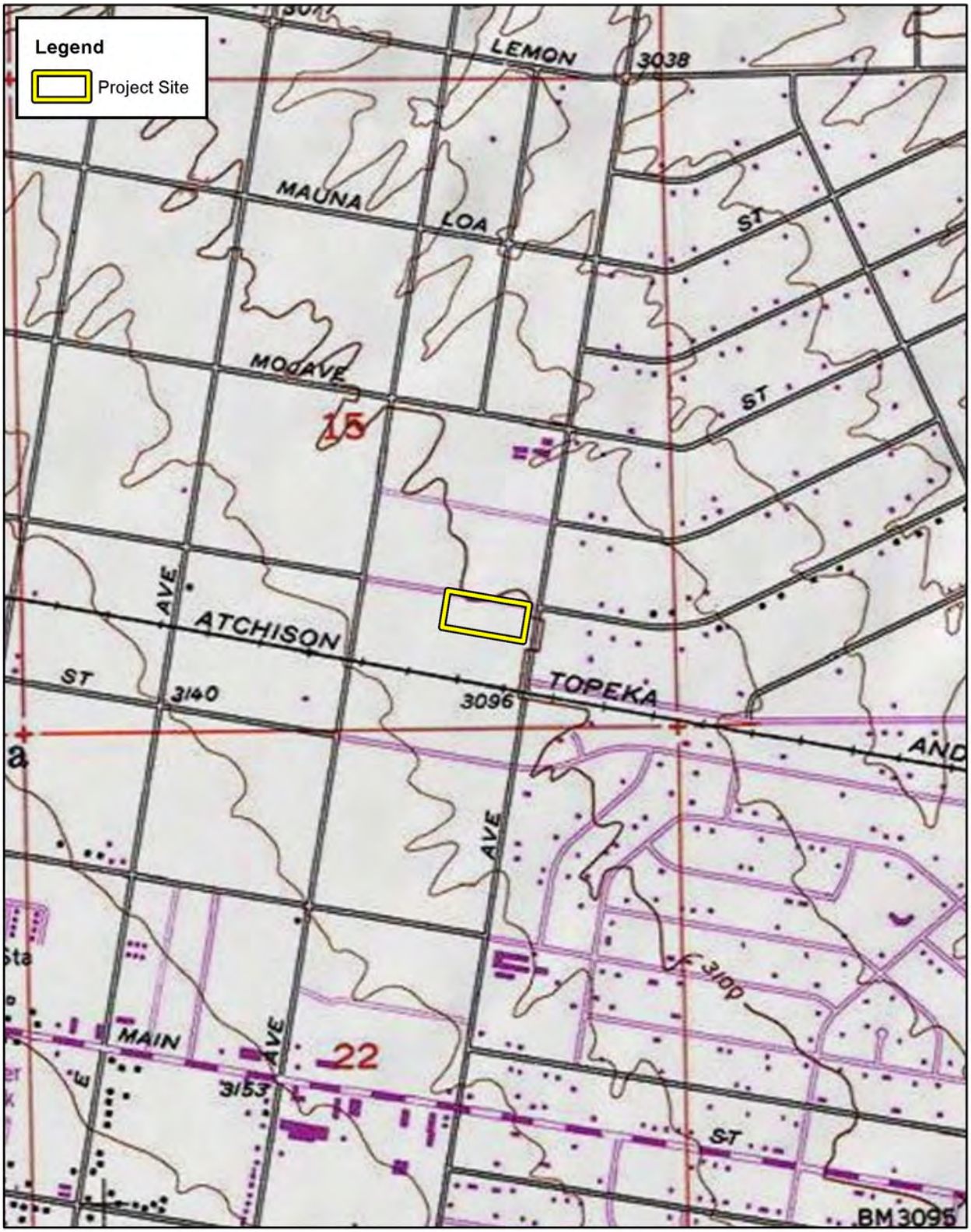
ELMT CONSULTING

General Pump-Hesperia Construction Yard

Regional Vicinity

Exhibit 1


G Ave
17301
Hercules St
Project Site
APN 0410-072-06
11 Ave
17501
Legend
Project Site
0
125
250
500
Feet
Source: ESRI Aerial Imagery, San Bernardino County
ELMT CONSULTING
General Pump-Hesperia Construction Yard
Site Location (Aerial View)
Exhibit 2



ELMT CONSULTING

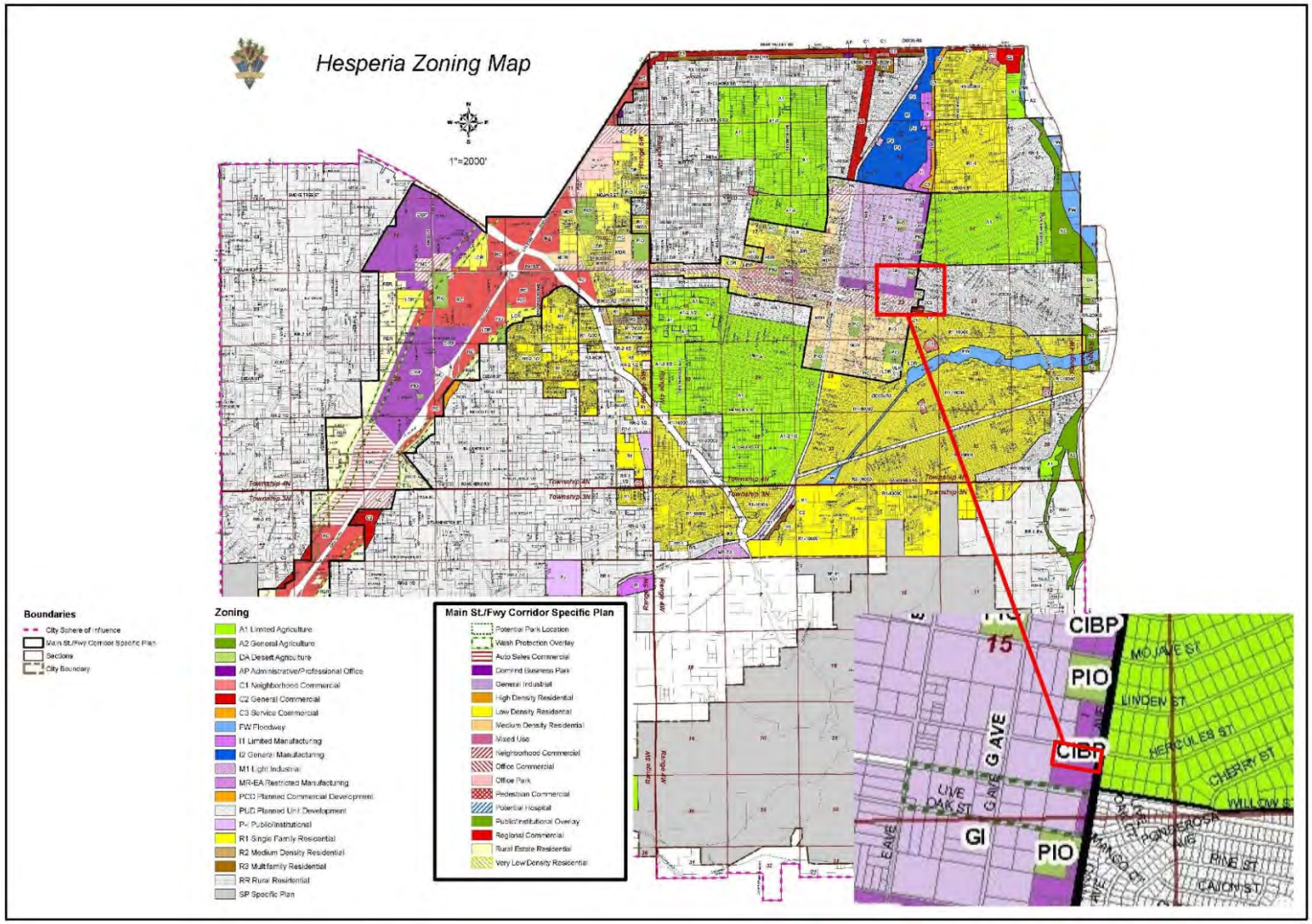
0 500 1,000 2,000 Feet

Source: USA Topographic Map, San Bernardino County

General Pump-Hesperia Construction Yard

Site Location (Topographic)

Exhibit 3



ELMT CONSULTING

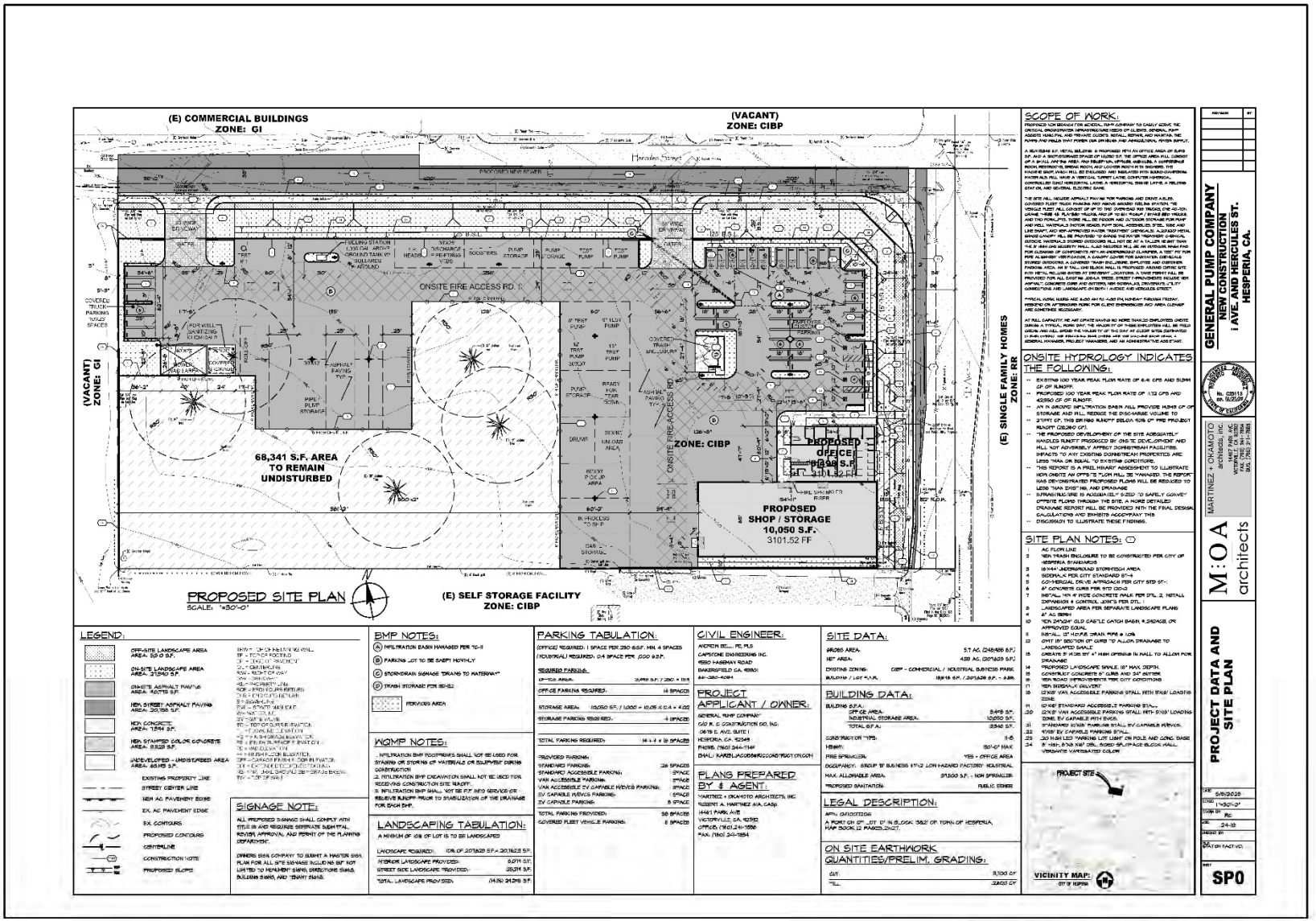
Not-to-Scale

Source: City of Hesperia Zonign Map

General Pump-Hesperia Construction Yard

Site Zoning: City of Hesperia

Exhibit 4



ELMT CONSULTING

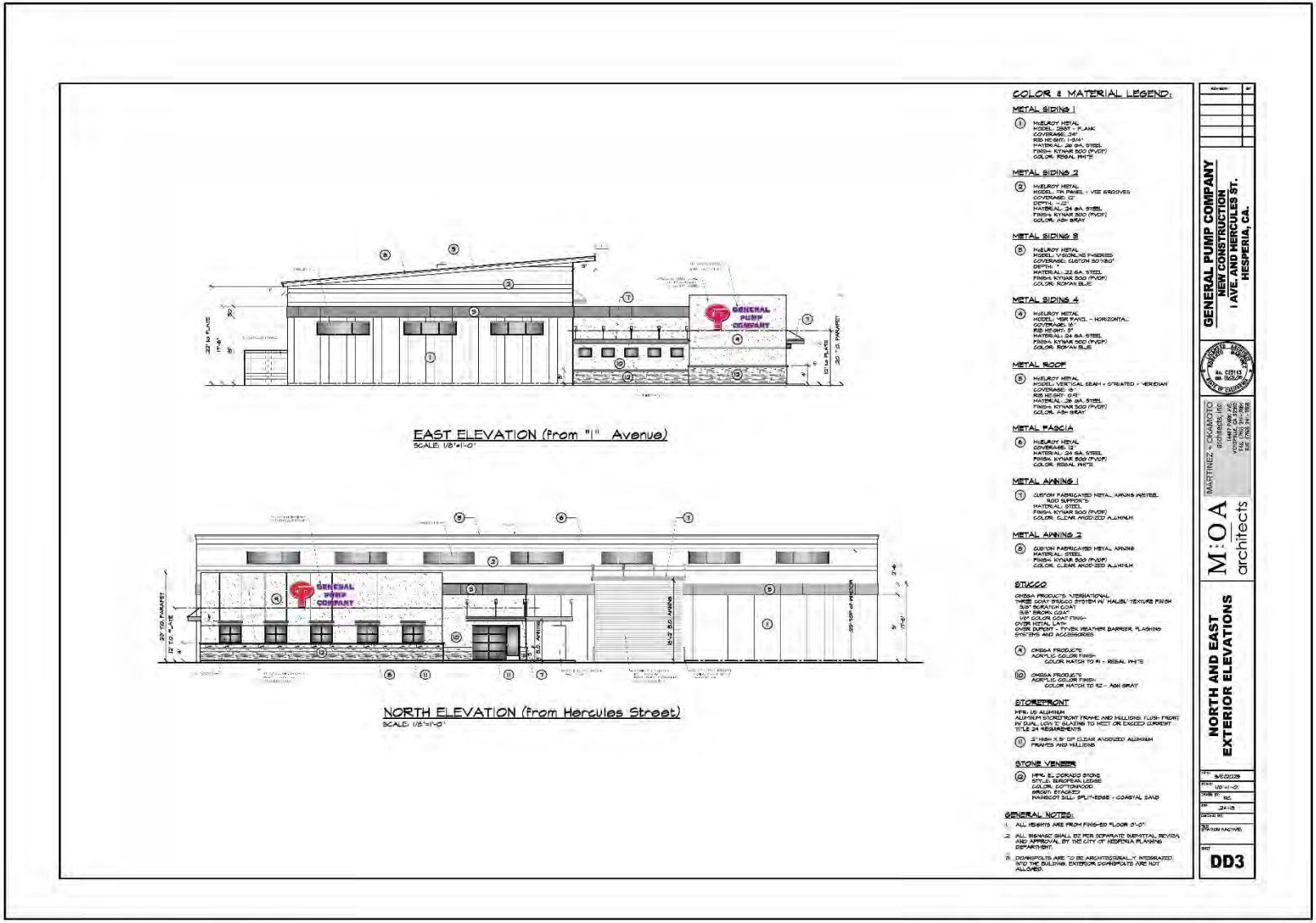
Not-to-Scale

Source: MOA Architects

General Pump-Hesperia Construction Yard

Site Plan Schematic

Exhibit 5



ELMT CONSULTING

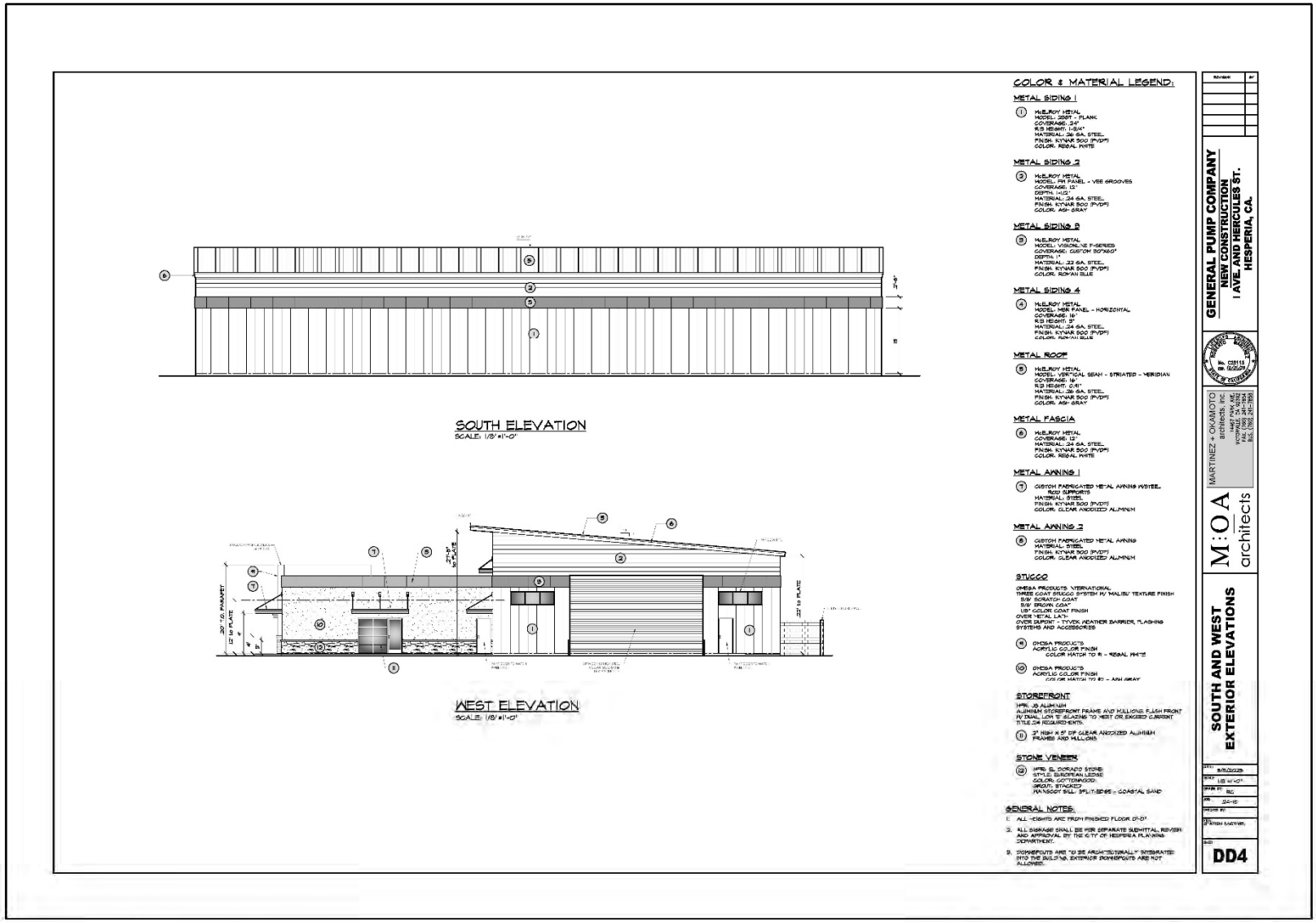
Not-to-Scale

Source: MOA Architects

General Pump-Hesperia Construction Yard

Elevations

Exhibit 6a



ELMT CONSULTING

Not-to-Scale

Source: MOA Architects

General Pump-Hesperia Construction Yard

Elevations

Exhibit 6b

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Environmental Setting

The Proposed Project is situated on 5.7 acres on the southwest corner of Hercules Street and I Avenue identified as APN 0410-072-06, approximately 5.5 miles east of I-15 and 2 miles west of the Mojave River (Exhibit 1 and Exhibit 2)**.** The parcel is currently vacant, with no assigned address, and is bounded on the north by Hercules Street with industrial land uses beyond, on the west by vacant land zoned CIBP, on the south by a self-storage facility, and on the east by I Avenue with rural residential land uses beyond. Hercules Street to the north is approximately 30 feet wide and is only partially paved along the Project frontage and does not have curbs, gutters or sidewalks. I Avenue is an approximately 40-foot-wide paved road with no curbs, gutters, or sidewalks.

The Project site and its vicinity are situated within the Main Street and Freeway Corridor Specific Plan (MSFCSP) of the City of Hesperia's General Plan. Within the Specific Plan, the Project Site is zoned CIBP (Commercial/Industrial Business Park, Exhibit 4).

4.1.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

Site Plan SPR24-00018 proposes the establishment of a machine shop and well-drilling equipment yard on a 4.5-acre (net) vacant parcel (APN 0410-072-06) within the CIBP zone. Surrounding land uses are also either industrial or vacant and zoned CIBP.

The Proposed Project would change the visual character of the Project site in that it would add structures to a currently vacant parcel. However, the Proposed Project will be consistent and compatible with surrounding the Project vicinity site in terms of building height, massing, and development intensity. Views from the residential streets are primarily of the flat desert floor, with mountainous terrain in the far background. The Project Site is not a scenic vista nor are there designated scenic vistas in the vicinity where the Project would interrupt the views from any scenic vista. Therefore, there is a less than significant impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project Site is along Hercules Street and I Avenue in the City of Hesperia, neither of which is a State scenic highway. Therefore, no impacts associated with scenic resources within a State scenic highway would occur, and no mitigation would be required.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The Project site and Project vicinity are located within the CIBP (zone of the City of Hesperia's Main Street and Freeway Corridor Specific Plan. There is a mix of existing industrial, or vacant lands that are zoned CIBP adjacent to the Project Site. Rural residential exists to the east of the Project Site. The Project is designed to be consistent with the City's Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity. Therefore, impacts are less than significant, and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Impacts from light are typically associated with the use of artificial lighting at nighttime. Glare typically occurs during the day, generally caused by a reflection of sunlight on highly polished surfaces, such as windows, generally associated by mid- to high-rise buildings with exterior facades that are comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source light that contrasts with the surrounding ambient lighting.

The type of land uses typically sensitive to light and glare include residential uses, hospitals, senior housing, and other types of uses that may disrupt sleep. The Project proposes to construct a storage and office area and machine shop, which would be surrounded by a 8-foot-high block wall.

Rural residential land uses exist along the Project's eastern boundary, even though these parcels are zoned A1-2 1/2. A1-2 ½ - Limited Agricultural - 2 ½ Minimum parcel size 2.4.5 acres (1 dwelling unit). Livestock keeping, horses, and other large animal uses are intended to be protected and preserved within this designation.

During Project construction, no activities would occur at night. Therefore, no short-term impacts associated with light and glare would occur.

For Project operation, the Proposed Project is required to comply with the City of Hesperia Municipal Code Section 16.16.415 includes design standards for outdoor lighting that apply to new development in the City.

This would require all exterior lighting to be shielded/hooded to prevent light trespass onto nearby properties. This would include onsite safety and security lighting that would face downwards to the parking lot. Additionally, the Project design features would include the use of non-reflective building materials. And though some new reflective improvements (i.e., windows and building front treatments) would be introduced to the site, the Project would not be a source of glare in the Project area because of the architectural treatments, and because it is adjacent to other similar commercial uses.

4.1.3 Mitigation Measures:

No mitigation measures associated with impacts to Aesthetics apply to the Proposed Project.

4.1.4 Conclusion

There are no potential impacts of the Proposed Project associated with Aesthetics, and no mitigation would be required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is identified as Urban and Built-Up Land. Therefore, there would be no potential impacts associated with conversion of 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 nonagricultural use, and no mitigation would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impacts. The Project site is not subject to any Williamson Act contracts. No impacts would occur, and no mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. No part of the Project site or its surroundings are designated as timberland. No impacts would occur, and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There is no designated forest land on the Project site, and the Proposed Project would therefore not affect forests during construction or operations. No impacts would occur, and no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?

No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is identified as Urban and Built-Up Land. The California Dept of Conservation defines Urban and Built-Up Land as land that is occupied by structures with a building density of at least 1 unit to 1.4.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. The Proposed Project is also consistent with its current zoning, which is CIBP.

As discussed under Thresholds II.2 (b) through II.2(d), the Proposed Project would not involve other changes in the existing environment that would result in conversion of forest land to non-forest land. Therefore, there are no impacts associated with changes in the environment which could result in conversion of farmland to non-agricultural use, and no mitigation would be required.

4.2.2 Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Resources apply to the Proposed Project.

4.2.3 Conclusion

There are no potential impacts of the Proposed Project associated with Agriculture and Forestry Services, and no mitigation would be required.

4.3 AIR QUALITY

Information for this section is derived from an air quality analysis prepared for the Proposed Project evaluate the potential impacts to air quality (**Appendix A – *General Pump Yard, Air Quality, Greenhouse Gas, and Energy Impact Study, City of Hesperia, CA,* MD Acoustics, February 3, 2025**).

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (ARB) regulates at the state level. The State is currently divided into 15 air basins, and each air basin is regulated on a regional level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The US environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project site is located in the City of Hesperia, which is part of the Mojave Desert Air Basin (MDAB) which includes the desert portion of San Bernardino County, and managed by the MDAQMD. The MDAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. **Table 2: *Attainment Status of MDAQMD – Portion of Mojave Desert Air Basin*** identifies the status of State and Federal attainment in the MDAB. The AQMP is updated every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. The AQMP is updated approximately every five years.

Table 2: Attainment Status of MDAQMD – Portion of Mojave Desert Air Basin

Pollutant	Federal Designation	State Designation
1-Hour Ozone	--	Nonattainment
8-Hour Ozone	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Unclassified/Attainment	Nonattainment
Lead	Unclassified/Attainment	Attainment
SO2	Unclassified/Attainment	Attainment
NO2	Unclassified/Attainment	Attainment

Notes:

[1] MDAQMD = Mojave Desert Air Quality Management District

[2] Source: California Air Resources Board (2019) (https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations) and MDAQMD (https://www.mdaqmd.ca.gov/air-quality/mdaqmd-attaiment-status).

4.3.2 Environmental Setting

The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses.

During the summer the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time the reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB averages between three and seven inches of precipitation per year (from 16 to 30 days with at least 0.01 inches of precipitation). The MDAB is classified as a dry-hot desert climate (BWh), with portions classified as dry-very hot desert (BWhh), to indicate at least three months have maximum average temperatures over 100.4° F.

Based on temperature and precipitation patterns for Hesperia, July is typically the warmest month and December is typically the coolest month. Rainfall in the Project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

4.3.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. According to the MDAQMD, a Project would not obstruct the implementation of District rules and regulations if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. An example of a non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area (relative to the applicable land use plan).

The Project site and Project vicinity are located within CIBP within the Main Street and Freeway Corridor Specific Plan (MSFCSP). According to the MSFCSP, the CIBP zone is intended to provide for "service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, which will produce only a small environmental impact, such as noise, vibration, air pollution, glare or waste disposal." The Project is consistent with the City of Hesperia's zoning code.

Attainment plans prepared by the various air pollution control districts throughout the state are used to develop the State Implementation Plan (SIP) for the State of California. The proposed Project is located within the MDAQMD and, thus, is subject to the rules and regulations of the MDAQMD. The MDAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality attainment plan (AQAP) for the Basin. Regional AQAPs were adopted in 1991, 1994, and 1997. The following SIP and AQAP are the currently approved plans for the Basin region:

- 1997 SIP for O3, PM10, and NO2
- 1995 Mojave Desert Planning Area Federal PM10 Attainment Plan; no formal action by the EPA

The MDAQMD completed the MDAQMD 2004 Ozone Attainment Plan (State and federal) in April 2004, which has been approved by the EPA.

The MDAQMD currently recommends that projects with construction-related and/or operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25 tons per year or 137 pounds per day pounds per day of VOC
- 25 tons per year or 137 pounds per day of NOx
- 100 tons per year or 548 pounds per day of CO
- 25 tons per year or 137 pounds per day of Sox
- 15 tons per year or 82 pounds per day of PM10
- 12 tons per year or 65 pounds per day of PM2.5

The Air Quality Assessment in Appendix A modeled the Project's construction and operations to determine if the Project would exceed any threshold. **Table 3: *Daily Construction Emissions*** and **Table 4: *Operational Emissions*** identify that the Project would not exceed emission thresholds during construction or operation (also refer to Appendix A).

Table 3: Daily Construction Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
2024	3.73	36.10	34.00	0.05	9.49	5.47
2025	6.22	10.60	13.60	0.02	0.59	0.42
Maximum	**6.22**	**36.10**	**34.00**	**0.05**	**9.49**	**5.47**
MDAQMD Thresholds	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.26
[2] On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with MDAQMD Rule 403.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings and paving phases may overlap.

Table 4: Operational Emissions

Activity	Pollutant Emissions (tons/year)[1]					
	VOC	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Area Sources[2]	0.08	0.00	0.06	0.00	0.00	0.00
Energy Usage[3]	0.00	0.02	0.01	0.00	0.00	0.00
Mobile Sources[4]	0.09	0.91	1.43	0.01	0.66	0.18
Total Emissions	**0.17**	**0.93**	**1.50**	**0.01**	**0.66**	**00.18**
MDAQMD Annual Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.26
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

The Proposed Project is consistent with its zoning and land use designations of the City of Hesperia. Therefore, the Proposed Project would not result in an inconsistency with the MDAQMD policy. The Proposed Project would not exceed MDAQMD thresholds for air quality constituents of concern, therefore, Project is found to be consistent with the MDAQMD policies. Therefore, potential impacts associated with an inconsistency with the MDAQMD rules, regulations and policies. would be less than significant, and no mitigation would be required.

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. The MDAB has been designated by the EPA as a non-attainment area for ozone (O3) and suspended particulates (PM10). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO2), nitrogen dioxide (NO2) and particulate matter (PM2.5) (refer to Appendix A). The MDAQMD also has developed regulatory standards for criteria pollutants that are considered pre-cursers to Ozone, PM10 and PM2.5 production. These include CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2).

Construction Impacts

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. Emissions would include carbon (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), SO2, PM10, and PM2.5, however, none are above the MDAQMD thresholds, as shown in Table 3. Therefore, potential impacts associated with construction emissions would be less than significant, and no mitigation would be required.

The Project is also required to comply with all MDAQMD rules and regulations including but not limited to idling engines and architectural coatings during construction. Additionally, MDAQMD Rule 403 establishes fugitive dust reduction measures during site grading. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NOx, CO, SO_2, PM10, and PM2.5, however, none are above the MDAQMD thresholds as shown in Table 4. As identified in Table 4, potential impacts associated with operational emissions would be less than significant, and no mitigation would be required.

The Project area is out of attainment for both ozone and particulate matter. Construction and operation of cumulative projects will further degrade the air quality of the MDAB. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the MDAQMD methodology, projects that do not exceed the MDAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

Project operations would generate emissions of NOx, CO, PM10, and PM2.5, which would not exceed the MDAQMD regional thresholds and would not be expected to result in ground level concentrations that exceed the National Ambient Air Quality Standards or the California Ambient Air Quality Standards. Therefore, operation of the Project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors.

As a result, the Project would result in a less than significant cumulative impact for operational emissions.

As demonstrated above, the Project impacts would be less than significant and not 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. As such, no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by MDAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools, , preschools,

daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The potential impact of Project-generated air pollutant emissions at sensitive receptors was considered in Appendix A.

As per the MDAQMD Guidelines, the following project types located within a specified distance to an existing or planned sensitive receptor land use must be evaluated to determine exposure of substantial pollutant concentrations to sensitive receptors:[1]

- Any industrial project within 1,000 feet;
- A distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchloroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.

The Proposed Project would develop an equipment yard for well drilling equipment, which is an industrial project. The nearest sensitive receptor is a residential community located approximately 400 feet west of the Project site. The vehicle fleet would consist of up to two overhead rig trucks, one 40-ton crane, three 48-foot flatbed trucks, and up to six pickup/stake bed trucks, and two forklifts. Therefore, an analysis of the impacts to sensitive receptors is required.

The MDAQMD Guidelines state that to determine potential impacts to local sensitive receptors, project emission quantification is required. As identified in Table 3 and Table 4, Project emissions would not exceed the MDAQMD significance thresholds during construction or operations. Therefore, sensitive receptors would not be subject to a significant air quality impacts during Project construction and operational activities.

Thus, a less than significant impact to sensitive receptors during operational activity is expected.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature, and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited

[1] Mojave Desert Air Quality Management District. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, August 2016. http://www.mdaqmd.ca.gov/home/showdocument?id=192 , accessed 2/3/25.

amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from vehicular emissions and trash storage areas. As the Proposed Project is a storage yard for well drilling equipment, odors may be solvents, diesel exhaust, and disinfectant chemicals. However, these are anticipated to be used in small quantities and properly stored in accordance with all regulations, which would also serve to reduce odor. , The nearest sensitive receptors are located approximately 400 feet east of the Project Site. Emissions are anticipated to dissipate rapidly from the Project Site and should not reach objectionable levels at nearby residences. . The Project's trash enclosure near the building would be constructed to City standard which includes walled, covered enclosures, and Project-generated refuse would be removed at regular intervals. Therefore, potential impacts associated with other emissions, such as those leading to odors adversely affecting a substantial number of people, would be less than significant, and no mitigation would be required.

4.3.4 Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

4.3.5 Conclusion

There are less than significant of the Proposed Project associated with Air Quality, and no mitigation would be required.

4.4 BIOLOGICAL RESOURCES

A biological survey was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B** - ***Biological Resources Assessment for General Pump's Proposed Hesperia Equipment Yard Project located at the Southwest Corner of the Intersection of I Avenue and Hercules Street in the City of Hesperia, San Bernardino County, California*****, ELMT Consulting, February 1, 2025).**

4.4.1 Regulatory Setting

Given the local environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Endangered Species Act - Federal

The purpose of the United States Endangered Species Act that was established in 1973 provides protections for fish, wildlife, and plants that are listed as threatened or endangered; provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery; provides for interagency cooperation to avoid take of listed species and for issuing permits for otherwise prohibited activities; provides for cooperation with States, including authorization of financial assistance; and implements the provisions of the Convention on International Trade in Endangered Species of Wild Flora and Fauna. The US Fish and Wildlife administers the federal Endangered Species Act.

California Endangered Species Act

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has

reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity.

The California Department of Fish and Wildlife (CDFW) works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats. CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present.

4.4.2 Environmental Setting

The Proposed Project Site is within the *Hesperia* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 17, Township 4 North, Range 4 West at an elevation ranging from 3,261 to 3,276 above mean sea level (Exhibit 3). The topography of the site is relatively flat with the site sloping slightly from east to west.

The majority of the project site has been subject to a regime of anthropogenic disturbances such as weed abatement, illegal dumping, vehicle parking, and pedestrian use. As such the disturbed/non-native grassland varies from patches of bare ground and litter to densely vegetated with non-native grasses with other weedy/early successional species intermixed. Four live western Joshua trees (WJT) and one dead western Joshua tree exist within the southwestern portion of the Project site. All trees measured between 1 and 5 meters tall. WJT are currently identified as a candidate State threatened species by the California Department of Fish and Wildlife (CDFW) A permit under the Western Joshua Tree Conservation Act (WJCTA) is required for removal of these species to facilitate Project development.

4.4.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion

a) Have a substantial adverse effect, either directly or through habitat modification, 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated.

Vegetation and Land Cover

Due to historic and existing land uses, no native plant communities or natural communities of special concern are present on or adjacent to the Project Site (Appendix B). The Project Site consists primarily of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. These disturbances have eliminated and/or greatly disturbed the natural plant communities that historically occurred within the immediate vicinity of the project site. The site supports one land cover types that would be classified as disturbed.

Special Status Species

According to the literature review conducted as part of the Biological Resources Assessment in Appendix B, seven special-status plant species and 14 special-status wildlife species as having potential to occur within the *Hesperia* USGS 7.5-minute quadrangle. No special status plant communities were identified as having potential to occur within the *Hesperia* quadrangle.

The Project site has been subject to anthropogenic disturbances from grading, illegal dumping, off-road vehicular access and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the Project site, except for the Western Joshua Tree. The analysis in Appendix B determined that the Project site does not have the potential to support any other of the special-status plant species known to occur in the vicinity of the site and all are presumed to be absent.

Western Joshua Tree

The WJT was granted candidate status under the California Endangered Species Act on September 25, 2020. This species is endemic to the Mojave Desert and occupies an elevation range of 1,600 and 6,660 feet above mean sea level. This species is recognized in several vegetation communities in varying densities. Known occupied communities include sagebrush scrub, desert shrub, southwestern shrubsteppe, pinyon-juniper woodland, and desert grasslands. When this species is dominant in high densities, the occupied habitat may be classified as a Joshua tree woodland, although densities are typically low due to their extensive and competitive root systems. Mature size varies greatly due to irregular branching, and large individuals can exceed 40 feet in height. Like other large members of family Agavaceae, western Joshua trees grow slowly, with estimated growth rates ranging from 2.3 to 4.6 inches per year depending on individual age and conditions. Western Joshua trees are long-lived species, with most estimates of average lifespan ranging from 150 to 300 years, although some estimates exceed 700 years. The largest known western Joshua tree exceeds 60 feet in height and is an estimated 1,000 years old. Like other long-lived plant species, seed production occurs vaery slowly and irregularly, although rhizome production and clonal growth can occur. Western Joshua trees are only known to be pollinated by once species: the yucca moth (*Tegeticula synthetica*).

In late June 2023, the State of California enacted the Western Joshua Tree Conservation Act which requires CDFW to develop a state-wide management plan for protecting Joshua trees, as well as to develop a new and independent permitting process for removing Joshua trees.

The CDFW considers any disturbance within specified buffer zones based on height of a Western Joshua Tree as a “take” and therefore, even if the tree would not be removed, Western Joshua Tee Conservation Act Incidental Take Permit (ITP) for impacts is required.

Four live western Joshua tree and one dead Joshua tree were observed inside the boundaries of the Project Site. All trees measured between 1 and 5 meters tall; therefore the buffer zones are 50 feet. Additionally, the Site Plan (Exhibit 5) identifies that the approximately 1.56 acre area where four the western Joshua trees occur, would be fenced and remain undisturbed by project activities. One western Joshua tree would be removed for the Project; three are located more

than 50 feet from the proposed disturbance limits, and one is located in the 1.56 acre area, but development would occur within 50 feet of the existing WJT. Because one of the trees would be removed and one would be within 50 feet of disturbance by the Proposed Project, the applicant must seek an ITP. Therefore, to reduce impacts to Joshua Trees to less than significant, **Mitigation Measure BIO-1**, located at the end of this section, requires the applicant to obtain a Western Joshua Tee Conservation Act ITP from CDFW prior to issuance of grading permits for all Joshua trees that would be impacted by the Project per the CDFW guidelines. With the implementation of Mitigation Measure BIO-1, impacts would be less than significant.

Burrowing Owl

The burrowing owl was granted candidate status under the California Endangered Species Act on October 10, 2024. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. They are dependent upon the presence of burrowing mammals (such as ground squirrels) for roosting and nesting habitat.

Portions of the Project Site are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owl. However, the Project Site lacks suitable burrows (greater than 4 inches in diameter) capable of providing roosting and nesting opportunities. In addition, the site is bordered by electrical towers and power lines which decrease the likelihood that burrowing owls would occur on the project site as these features provide perching opportunities for larger raptor species (i.e., red-tailed hawk [Buteo jamaicensis]) that prey on burrowing owls.

Additionally, no burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) was observed during the field investigation. Based on the results of the field investigation, it was determined that the Project Site has a low potential to support burrowing owls and focused surveys are not recommended. However, to ensure burrowing owls have not moved into the site prior to construction, **Mitigation Measure BIO-2** to provide a site survey prior to construction is required to reduce potential impacts to less than significant. With the implementation of Mitigation Measure BIO-2, impacts would be less than significant.

Critical Habitat

Under the federal Endangered Species Act, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or

adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a Clean Water Act Permit from the United States Army Corps of Engineers). If a there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project Site is not located within federally designated Critical Habitat. Further, the nearest Critical Habitat designations are located approximately 3.2 miles to northeast for southwestern willow flycatcher (*Empidonax traillii extimus*). Therefore, no impacts to federally designated Critical Habitat will occur from implementation of the Proposed Project.

b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service present on the Project Site (Appendix B). There would be no impact, and no mitigation is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site and off-site improvement area does not contain any federally protected wetlands, marsh, vernal pool, or coastal wetlands, or drainage features.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas.

Birds observed during the biological assessment field review (Appendix B) include common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), Say's phoebe (*Sayornis saya*), European starling (*Sturnus vulgaris*), and mourning dove (*Zenaida macroura*).

According to the San Bernardino County General Plan, the Project Site has not been identified as occurring within a Wildlife Corridor or Linkage. As designated by the San Bernardino County

General Plan Open Space Element, the nearest major open space area documented in the vicinity of the Project Site is the Mojave River, located approximately 6 miles to the east of the site. The site is separated from this identified regional wildlife corridors and linkages by existing development and roadways, and undeveloped land, and there are no riparian corridors or creeks connecting the Project Site to these areas.

The Project Site and limited adjacent undeveloped land are generally isolated from other open space nearby. As such, the site is not expected to contribute meaningfully to local wildlife movement through the area. Therefore, implementation of the Proposed Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. Therefore, the Proposed Project would have a less than significant impact with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no mitigation is required.

However, the vegetation on site may attract birds and other mammal species that are protected by the MBTA. As such, implementation of **Mitigation Measure BIO-3** to perform a pre-construction nesting bird survey is required to reduce potential impacts to nesting birds protected by the MBTA. With the implementation of Mitigation Measure BIO-3, impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant. Certain desert plant species (i.e. Western Joshua trees and Mojave yuccas) are regulated pursuant to Section 80073 of the California Desert Native Plant Act and Section 88.01.060 of the San Bernardino County Development Code. Impacts to these species should be avoided in all instances. The Western Joshua Tree is a candidate species for CESA, and as such, is afforded a higher level of protection than any local policies or ordinances could provide, as well as sets for regulatory requirements for mitigation.

There are no biological resources on the Project Site that are applicable to local ordinances that are not already afforded a higher protection level under a State or federal regulation. Therefore, there is a less than significant impact with local policies and ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Therefore, impacts to any local, regional, or state habitat conservation plans are not expected to occur from development of the Proposed Project, and mitigation is not required.

4.4.4 Mitigation Measures

BIO-1: For any Western Joshua Trees that would be removed or impacted, the Project applicant shall either obtain an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) either under CDFW under Section 2081 of the California Endangered Species Act (CESA) or through the Western Joshua Tree Conservation Act. Proof of the permit is required to be provided to the City prior to the City issuance of grading permits.

BIO-2: **(Mitigation Measure revised per CDFW request as follows):**

Pre-construction surveys for burrowing owl occupation shall be conducted by a qualified biologist(s) prior to the start of Project-related activities. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). Pre-construction surveys shall be conducted no less than 14 days before the initial ground disturbance (e.g., grading, grubbing, construction). Burrowing owls may re-colonize a site after only a few days. Time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance. If burrowing owls or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the pre-construction clearance surveys or during construction, Project activities shall be immediately halted. The Project Proponent shall consult with CDFW on the next steps, including obtaining an Incidental Take Permit (ITP) for burrowing owl prior to the start of Project activities.

~~A pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities to ensure that burrowing owls remain absent, and impacts do not occur to occupied burrows on or within 500 feet of the Project site. In accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), two (2) pre-construction clearance surveys should be conducted 14 – 30 days and 24 hours prior to any ground disturbance or vegetation removal activities.~~

BIO-3: **(Mitigation Measure revised per CDFW request as follows):**

In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. ~~If site-preparation activities for an implementing projects are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist at least seven days prior to the issuance of grading permits for~~

~~such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone~~. Regardless of the time of year, a pre-construction survey shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity survey within the Project areas (including access routes) and a 500-foot buffer surrounding the Project areas, no more than three (3) days prior to the initiation of Project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests. The survey shall focus on all suitable nesting areas such as but not limited to: trees, shrubs, bare ground, burrows, cavities, and structures. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist shall make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests or nesting bird activity are identified within the work area or the Project's zone of influence (generally 100-300 feet), a no disturbance buffer zone shall be established by the qualified biologist to be marked on the ground around each nest. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Active nest(s) and an established buffer distance(s) shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If there is no nesting activity, then no further action is needed for this measure. If an active nest is encountered during the Project construction, construction shall stop immediately until a qualified biologist can determine (1) the status of the nest, and (2) when work can proceed without risking violation to state or federal laws.

4.4.5 Conclusion

Implementation of **Mitigation Measures BIO-1, BIO-2,** and **BIO-3,** would reduce potential impacts of the Proposed Project associated with Biological Resources to less than significant.

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was performed to determine potential impacts to historic and archaeological resources (**Appendix C – *Cultural Resource Assessment for the General Pump Equipment Yard, Hesperia Project, Assessor Parcel No. 0410-072-06*, CRM Tech, February 5, 2024**).

4.5.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).* The study in Appendix C included a records search through the South Central Coastal Information Center (SCCIC), intensive-level pedestrian field survey, paleontological resources overview, and Sacred Lands File Search with the Native American Heritage Commission. The records search revealed that 15 previous cultural resource studies have taken place within a 1-mile radius of the Project, but no studies have been previously performed on the Project Site. As a result of these and other similar studies in the vicinity, two historical/archaeological sites were previously identified within one-mile of the Project Site. The closest site to the Project Site was recorded nearly three quarters of a mile to the southeast. Since neither of the two sites are located in the immediate vicinity of the Project area, the study in Appendix C identified that neither requires further consideration during this study.

The field survey also produced negative results for potential cultural resources. The Project Site was closely inspected for any evidence of human activities dating to the prehistoric or historic period, but none was found. A small amount of modern refuse of no historical or archaeological interest was observed scattered across the project area, but no buildings, structures, objects, sites, features, or artifacts more than 50 years of age were encountered during the survey.

The report in Appendix C determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project site. Therefore, potential impacts associated with an adverse change to a historical resource would be less than significant, and no mitigation would be required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). No other potential markers of prehistoric human activities were found in the on the Project site.

An inquiry to the Native American Heritage Commission (NAHC) was submitted as part of the investigation in Appendix C to ascertain the presence of known sacred sites, Native American cultural resources, and/or Native American human remains within the boundaries of the proposed Project. On February 28, 2024, the NAHC search of the Sacred Land Files came back positive for tribal resources within or adjacent to the Project (Appendix C). On February 28, 2024, CRM TECH contacted the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) and the Chemehuevi Indian Tribe asking for any information regarding any Tribal Cultural Resources within or near the proposed project location. The Yuhaaviatam of San Manuel Nation (YSMN) indicated that the area was potentially sensitive and wished to consult with the City of Hesperia under AB52.

As it always possible that intact archaeological deposits could be present at subsurface levels, the Project site should be treated as potentially sensitive for archaeological resources. Implementation of **Mitigation Measures CUL-1 and CUL-2,** located at the end of this section, are required to manage unanticipated discoveries of archaeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey. Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to unanticipated discoveries of archaeological resources.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and surveys of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. However,

implementation of **Mitigation Measure CUL-3** would manage unanticipated discoveries of human remains.

4.5.2 Mitigation Measures

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

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

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

4.5.3 Conclusion

Implementation of Mitigation Measures **CUL-1, CUL-2,** and **CUL-3** would reduce potential impacts of the Proposed Project associated with Cultural Resources to less than significant.

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations. and is based on information provided in Appendix A.

4.6.1 Regulatory Setting

The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

4.6.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod 2022.1.1.26 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses (Appendix A) were utilized to determine the potential energy demand. The CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands. Electricity used for the Project during construction and operations would be provided by Southern California Edison, which serves more than 15 million customers. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. Natural gas would be provided to the Project by Southwest Gas. Project-related vehicle trip energy consumption will be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

Construction Energy

The Project's estimated energy consumption during construction is provided in Appendix A (refer to Tables 12-16). In summary, the usage was estimated as follows:

- Table 12: Project Construction Power Cost and Electricity Usage: 8,395 kWh.
- Table 13: Construction Equipment Fuel Consumption Estimates: 28,878 gallons of diesel fuel.
- Table 14: Construction Worker Fuel Consumption Estimates: 1,189 3 gallons.
- Table 15: Construction Vendor Fuel Consumption Estimates (Medium Heavy Duty Trucks): 901 gallons.
- Table 16: Construction Hauling Fuel Consumption Estimates (Heavy Heavy Duty Trucks): 782 gallons.

Construction of the Proposed Project would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Project construction is required to comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter

and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Therefore, Project compliance with State regulations will reduce impacts to less than significant and no mitigation is required.

Operations

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

To model the Proposed Project's energy usage, the vehicle fleet mix was used as determined in the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A). The traffic analysis in Appendix G identified that the Project would generate approximately 117 daily trips per weekday which would result in approximately 84,500 gallons per year of gasoline and diesel (refer to Appendix A, Table 17- *Estimated Vehicle Operations Fuel Consumption*). The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Table 18 in Appendix A identifies that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – 190,297 million cubic feet per year (kBTU/year)
- Electricity – 259,516 kilowatt hours per year

In 2022, the non-residential sector of the County of San Bernardino consumed approximately 10,328 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed Project is approximately 190,297 kBTU per year. In 2022, the non-residential sector of the County of San Bernardino consumed approximately 294.8 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2022 demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in

appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which require 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 Project would also comply with the CALGreen Code.

The Proposed Project's use as a equipment yard is consistent with intent of the CIBP zoning within the City of Hesperia's General Plan. As such, the energy demands of the Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and Regional planning documents.

In addition, there are no characteristics of the Proposed Project that would involve atypical usage of energy for the construction and operations phases of the Project.

The Project therefore would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. Therefore, there is a less than significant impact, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Regarding federal transportation regulations, the Project Site is located in an already developed area and accessed from existing roadways. Therefore, the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require 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 City of Hesperia General Plan 2010 also has an Energy Section of the Conservation Element. The Energy Section establishes Goal: CN-6 "*Provide programs and incentives to encourage*

residents, businesses and developers to reduce consumption and efficiently use energy resources." The Proposed Project is consistent with the Implementation Policies of this Goal by including energy efficiency to reduce energy consumption and conserve resources.

The Proposed Project would also include electric vehicle (EV) charging stations, which would reduce transportation fuel consumption and consistent with the goals of the electrification of vehicles detailed under the California Air Resources Board (CARB) Advanced Clean Cars II Rule and transition to renewable energy goals of the Renewable Portfolio Standards.

Given the above, the Proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 Mitigation Measures

No mitigation measures associated with impacts to Energy apply to the Proposed Project.

4.6.5 Conclusion

There would be less than significant of the Proposed Project associated with Energy resources, and no mitigation would be required.

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

A geotechnical investigation was prepared for the Proposed Project (**Appendix D-1 - *Geotechnical Investigation Report, General Pump Expansion Yard, Southwest Corner of I Avenue and Hercules Street, Hesperia, California 92345,* TGR Geotechnical, Inc, May 10, 2024**) to assess the potential for geological conditions that would impact site design. Additionally, a paleontological sensitivity review was also conducted to determine the potential for buried paleontological resources to exist (**Appendix D-2 Paleontological Resources Report for the General Pump Equipment Yard, Hesperia Project, Assessor's Parcel No. 0410-072-06 City of Hesperia, San Bernardino County, California, CRM Tech, June 13, 2024**)

4.7.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.*

  Less Than Significant Impact. The Project site is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone[2]. There is no impact to this criterion, and no mitigation is required. The closest fault is the Ord Mountains Fault, which is part of the Noth Frontal Thrust System, located approximately 10 miles to the east of the Project Site.

- *Strong seismic ground shaking?*

  Less Than Significant Impact. The site is situated in an area of high regional seismicity. the Ord Mountains Fault, which is part of the Noth Frontal Thrust System, located approximately 10 miles to the east of the Project Site. The North Frontal fault zone of the San Bernardino Mountains is a zone consisting of numerous fault segments. The primary sense of slip is south-dipping thrust. This zone interacts with several other faults in a variety of intersections. It seems to be offset (right-laterally) by the Helendale fault, and forms a complex junction with the Old Woman Springs fault

[2] California Dept of Conservation, Earthquake Zones of Required Investigation map, accessed 12/4/24 at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A453

Because this zone is somewhat fragmented, many of the individual fault segments have their own, commonly-used names. Among these are the Ord Mountains fault, Ocotillo Ridge fold, Sky Hi Ranch fault, and the Black Hawk Spring fault. Therefore, due to the proximity of known active and potentially active faults, severe ground shaking should be expected during the life of the proposed structures. The Project is required to be constructed consistent with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613-Earthquake Loads, which would reduce impacts from ground shaking. Therefore, the impacts are less than significant, and no mitigation is required.

- *Seismic related ground failure, including liquefaction?*

  Less Than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations.

  The geotechnical investigation in Appendix D-1 identified that groundwater is in excess of 50 feet below ground surface. Therefore, as shallow groundwater does not exist, the possibility of liquefaction at the site is considered negligible. Therefore, the impacts are less than significant, and no mitigation is required.

- *Landslides?*

  No Impact. The Project site and the surrounding area is flat. Therefore, there is no impact, and no mitigation is required.

Based on the above, the Project will have a less than significant impact regarding exposure people or structures to potential substantial adverse effects of earthquakes, ground shaking, liquefaction and landsides, and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Project is required to comply with MDAQMD rules relating to dust control (such as MDAQMD Rule 403) and rules to protect water quality including preparing a SWPPP to be approved by the RWQCB. Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant.

The Proposed Project would develop Buildings, pavement, landscaping and off-site improvements. Construction would result in the cut and fill of materials that could result in the loss of topsoil. However, the Project applicant would be required to comply with State and local requirements to ensure dust and water quality are not impacted during grading operations.

Project development would develop a vacant lot with buildings, pavement, and stormwater controls that would represent 5.44 acres of impervious surface with the balance consisting of pervious surfaces consisting of landscaping and 1.56 acre area that would remain undisturbed and in its natural state. Therefore, once constructed, there would be no loss of topsoil.

Therefore, Project impacts regarding soil erosion or loss of topsoil are less than significant, and no mitigation is required.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to the above discussion regarding hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide and low potential for liquefaction. Therefore, because no aspects of the Proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, potential impacts would be less than significant, and no mitigation is required.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact. Expansive soil is a soil/clay (such as montmorillonite or bentonite) that is prone to expansion or shrinkage due directly to variation in water volume. Expansive soils swell when exposed to large amounts of water and shrink when the water evaporates. This continuous cycle of wet to dry soil keeps the soil in perpetual motion causing structures built on this soil to sink or rise unevenly, often requiring foundation repair. Expansive soils are comprised primarily of minerals (incredibly fine particles) with little to no organic material and are thus incredibly viscous, proving difficult to drain.

Onsite soils were identified in Appendix D-1 as having "very low" expansion potential. The Project would follow the California Building Codes including any recommendations by the geotechnical engineer. Therefore, the Project impacts regarding expansive soils would be less than significant, and no mitigation is required.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Project does not propose to install septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigation Incorporated. The Project Site is flat, and there are no rock outcroppings or unique geologic features within the Project Site.

Surface geology within the Project area is mapped as Qoa, or Older Alluvium of medium to coarse-grained grey to brown sand and gravel from the Pleistocene Epoch. In general, alluvium has the potential to contain fossorial elements (Appendix D-2). These units are considered to have high preservation value containing terrestrial macro- and microfossils in known localities of similarly mapped units throughout the southwest of North America, including much of the Mojave Desert. The Hesperia-Victorville area is also located on what is called the Victorville Fan (Appendix C).

The results of the paleontological records search indicated one paleontological locality existed within 1 mile of the Project Site, SBCM 1.114.235. Root casts were collected both at and shallowly beneath the surface of SBCM 1.114.235. The nearest recorded vertebrate paleontological resources are situated in a cluster of SBCM localities approximately 3 miles away from the Project Site. Additionally, based on geologic mappings, the Project Site is situated to the west of the Mojave River (west of the Pleistocene Mojave River sediments) and does not contain any of the Victorville Fan sediments, but it does contain alluvium of Pleistocene and Recent age (Appendix C).

The paleontological resources report in Appendix C stated that based on the research results, the previously disturbed surface and near-surface soils in the Project Site have a relatively low potential to contain significant paleontological resources. The undisturbed soils below the recent and disturbed soils, however, which consist of alluvial fan deposits of sand and gravel from the Pleistocene epoch, are considered to have a high potential to contain significant, nonrenewable paleontological resources. Thus, the Project's potential to impact significant, nonrenewable paleontological resources is high if construction activities extend into these older subsurface sediments.

Project excavation may exceed 5 feet in some areas of the building footings to achieve adequate engineered compaction, and the Project contains an underground chamber that could extend below 5 feet.

Due to the variability and unknown paleontological sensitivity of the Project Site, **Mitigation Measure GEO-1,** is required to manage unanticipated discoveries of paleontological resources. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant.

4.7.3 Mitigation Measures

GEO-1 Paleontological Resource Management Plan. Prior to the start of construction, a Paleontological Resources Management Plan (PRMP) shall be prepared by a qualified Paleontologist and include the following procedures:

- Worker Awareness Training: Prior to the start of the proposed Project activities, all field personnel will receive a worker's paleontological sensitivity training. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project

area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made and provide contact information for the Project Paleontologist.

- Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Starting at the surface, monitoring will be conducted fulltime in areas of grading or excavation in undisturbed alluvial deposits.

- Development of an inadvertent discovery plan to expediently address treatment of paleontological resources should any be encountered during development associated with the Project. If these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified paleontologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as fossil collection and curation, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies).

4.7.4 Conclusion

Implementation of **Mitigation Measure GEO-1** would reduce potential impacts of the Proposed Project associated with Geology and Soils to less than significant.

4.8 GREENHOUSE GAS EMISSIONS

A Greenhouse Gas Analysis was prepared for the Project as part of the Air Quality Assessment (Appendix A).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

The Project is within the Mojave Air Basin, which is under the jurisdiction of the MDAQMD.

According to MDAQMD CEQA and Federal Conformity Guidelines, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request which threshold is most appropriate for a given project; in general, for GHG emissions, the MDAQMD significance emission threshold of 100,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is sufficient. A significant project must incorporate mitigation sufficiently to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation.

4.8.2 Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NO2) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. Appendix A provides a description of each of the greenhouse gases and their global warming potential.

For the purposes of Greenhouse Gas Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and N_2O because these gases are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with the CalEEMod model based on construction and operational parameters (Appendix A).

The greenhouse gas emissions from Project construction and operations are shown on Table 10 and Table 11 of Appendix A. The total construction and operations emissions amortized over a period of 30 years are estimated at 2,056 metric tons of CO_2e per year, which is below the MDAQMD threshold of 100,000 metric tons per year and the San Bernardino County GHG Emissions Reduction Plan threshold of 3,000 metric tons per year.

Therefore, potential impacts associated the generation of greenhouse gas emissions would be less than significant, and no mitigation would be required.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. In November 2017, the California Air Resources Board released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 of the Scoping Plan provides a broader description of the many actions and

proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long- term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

County of San Bernardino

According to the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*, "all development projects, including those otherwise determined to be exempt from CEQA will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements, such as the California Building Code requirements for energy efficiency. With the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO2e per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions." The Reduction Plan also states that "the 3,000 MTCO2e per year value was chosen as the medial value and is used in defining small projects that must include the Performance Standards (refer to Attachment B of the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*), but do not need to use the Screening Tables or alternative GHG mitigation analysis (refer to Attachment D of the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*)."

The Project's total net operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO2e per year. Therefore, the Project does not need to accrue points using the screening tables and is consistent with the GHG Plan, pursuant to Section 15183.5 of the State CEQA Guidelines. As mentioned above, the Project is expected to comply with the performance standards for residential uses as detailed in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

City of Hesperia

The City of Hesperia adopted the City of Hesperia Climate Action Plan (CAP) in June of 2010. The Hesperia CAP outlines a course of action for the City government and the community of Hesperia to reduce per capita GHG emissions 29% below 2010 levels by 2020 and to adapt to the effects of climate change. The Hesperia CAP includes actions such as reducing emissions from new development through CEQA, increasing bicycle use through a safe and well-connected system of bicycle paths and end of trip facilities, reducing energy use from the transport and treatment of water, and improving recycling and source reduction programs to make continued progress in

minimizing waste. Projects that are consistent with the CAP could result in a less than significant impact regarding climate change. This is because the emissions from these projects are generally accounted for in the CAP and would be consistent with the CAP's reduction target.

The City's CAP Goals include the following:

Strategy CAP-1	Reduce emissions from new development through the California Environmental Quality Act process.
Strategy CAP-2	Encourage mixed use development in new development and redevelopment areas.
Strategy CAP-3	Increase transit use.
Strategy CAP-4	Promote compact development by protecting open space and encouraging infill and redevelopment of underutilized parcels in urbanized areas.
Strategy CAP-5	Provide pedestrian connections in new and existing development to improve pedestrian mobility and accessibility.
Strategy CAP-6	Increase bicycle use through a safe and well-connected system of bicycle paths and end of trip facilities
Strategy CAP-7	Use traffic calming measures to improve traffic flow, pedestrian orientation, and bicycle use.
Strategy CAP-8	Use parking facility designs and parking management to reduce vehicle trips.
Strategy CAP-9	Increase the use of energy conservation features and renewable sources of energy.
Strategy CAP-10	Reduce energy use from the transport and treatment of water.
Strategy CAP-11	Improve the City's recycling and source reduction programs to make continued progress in minimizing waste.
Strategy CAP-12	Participate in regional programs and initiatives that reduce greenhouse gas emissions.

Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts are considered to be less than significant, and no mitigation is required.

4.8.4 Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas apply to the Proposed Project.

4.8.5 Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant, and no mitigation would be required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Impact Analysis

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

Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact.

Construction

Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris. These materials would be disposed of via the City's waste provider, which operates in compliance with local, state and federal regulations, as applicable.

With mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with construction of the Project would be less than significant, and no mitigation is required.

Operation

The Project consists of an equipment yard that includes the use of a 1,000 gallon above ground diesel fuel storage tank and storage of various chemicals to sanitize well equipment. Fuel and chemicals would be transported from vendors to the site for storage and use.

Above-ground fuel storage tank

The above-ground tank is designed to be compliant with applicable sections of State law (Title 8, Section 532) in that it is installed on a concrete foundation and would be and protected from impact by the curb and railings.

The County of San Bernardino Fire Department is the Certified Unified Program Agency (CUPA) for hazardous materials and fuel storage tanks in the City of Hesperia. The City would require the CUPA authorization of the tank prior to issuance of permits. The CUPA may require the Project to prepare and submit a Hazardous Materials Business Plan (HMBP) and a Spill Prevention, Control, and Countermeasure (SPCC) Plan to prevent the release of fuel onto the site and into the community.

The Aboveground Petroleum Storage Act (APSA) regulates aboveground fuel tanks that are more than 1,320 gallons. As the proposed tank is 1,000 gallons, the tank would not be subject to APSA.

Chemicals for Sanitizing Well Equipment

Some minor amounts of well equipment sanitizing equipment and biocides may be stored on site for use in the operations. The Hazardous Materials Section of the San Bernardino County Fire Protection District serves as the Certified Unified Program Agency (CUPA) for the City of Hesperia. The San Bernardino County Code (SBCC) requires that facilities submit required information including any amount of hazardous waste to the CUPA in accordance with SBCC 23.0602 and 23.0712. In San Bernardino County, the Business Emergency/Contingency Plan (Hazardous Materials Business Plan) is also used to satisfy the contingency plan requirement for hazardous waste generators.

With mandatory regulatory compliance with Federal, State, and local laws, potential impacts associated with hazardous materials would be less than significant, and no mitigation would be required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Construction and operation of the Project would involve the routine transport, storage and use of hazardous materials on- and off-site.

Construction

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department - Hazardous Materials Management Services.

With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Therefore, because the contractors are required to comply with federal, State, and local regulations, impacts associated with upset and accident conditions involving the release of hazardous materials into the environment during construction would be less than significant, and no mitigation would be required.

Operations

The Project consists of an equipment yard that includes the use of a 1,000 gallon above ground diesel fuel storage tank for on-site vehicle fueling and storage and use of various non-hazardous chemicals to sanitize well equipment. Fuel and chemicals would be transported from vendors to the site for storage and use. As discussed in IX(a) above, all use and storage would be required to comply with federal, State, and local laws that are designed to reduce potential impacts associated with upset and accident conditions involving the release of hazardous materials into

the environment. Therefore, as the Project is required to comply with all regulations, the impacts would be less than significant, and no mitigation would be required.

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?

Less Than Significant Impact. The closest school to the Project Site is the LaVerne Elementary Preparatory Academy, located approximately 0.15 mile north of the Project Site at 9966 I Ave, Hesperia, CA 92345, and the Juniper Elementary School, located approximately 0.4 mile south of the Project Site, at 9400 I Ave, Hesperia, CA 92345. Construction of the Proposed Project would involve the use of routine construction-related chemicals, but handling would be in compliance with all Federal, State, and local regulations.

The Project consists of an equipment yard that includes the use of a 1,000 gallon above ground diesel fuel storage tank for on-site vehicle fueling and storage and use of various non-hazardous chemicals to sanitize well equipment. The Project is required to comply with all local, State and federal laws regarding construction and operations of these components. Additionally, the fuel would be stored in a 1,000 gallon above-ground tank that would have a fueling nozzle that complies with the latest California regulations for control of emissions. The well sanitizing chemicals are considered non-hazardous and would be stored in sealed containers on site. Operations staff would collect only the amount needed for the day's assignment, and transport the chemicals to the client's site for use. Due to the limited quantity of fuel and chemicals that would be stored on site, the potential for emissions from these sources is considered less than significant. Therefore, the Project's potential regarding hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is less than significant, and, and no mitigation is required.

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(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project site.

Based on the result of the database review the Project site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Therefore, there are no impacts because the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code. No mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 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?

No Impact. The Project site is located approximately 4 miles north of the Hesperia Airport, a public use and privately owned airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area because the Project Site is not located within the influence of an airport land use plan or, or within 2 miles of a public airport or public use airport. There would be no impacts, and no mitigation would be required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Development of the Project site would not interfere with any of the daily operations of the City of Hesperia Emergency Operation Center, San Bernardino County Fire Department, or San Bernardino County Sheriff's Department. Access to the Proposed Project is via two driveways, both along Hercules Street. The Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets. All construction activities would be required to be performed according to the standards and regulations of the City, City Fire Dept and sheriff's departments. For example, the Project applicant and construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the San Bernardino County Fire Department, which serves as the City of Hesperia's Fire Department, to ensure that the Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Hesperia's emergency operations plan or evacuation plan. Project-related impacts would be less than significant, and no mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The City of Hesperia's *Draft Hazard Mitigation Plan* (2017), identifies on Figure 4-7 that the Proposed Project is located within an area designated as a "Moderate Wildfire Hazard Severity Zone." Additionally, the Project would be required to comply with the City's current building and planning codes including but not limited to fire access, building sprinklers, fire wall separations, and property weed abatement. Additionally, the fuel tank and chemical storage areas would be constructed and operated in accordance with all federal, State and local regulations which also reduce the risk of fire. Therefore, Project's potential exposure of people or structures to wildfire is less than significant because the Project would be required to comply with City requirements relative to fire prevention, and no mitigation is required.

4.9.2 Mitigation Measures

No mitigation measures associated with impacts to Hazards and Hazardous Materials apply to the Proposed Project.

4.9.3 Conclusion

Potential impacts of the Proposed Project associated with Hazards and Hazardous Materials would be less than significant, and no mitigation would be required.

4.10 HYDROLOGY AND WATER QUALITY

A Water Quality Management Plan (WQMP) for the Project to address post-construction drainage management was also prepared for the Project (**Appendix E-1 – *Mojave River Watershed, Water Quality Management Plan,* Capstone Engineering, September 24, 2025*).*** A hydrology study to determine the site hydrology conditions was also prepared for the Project (**Appendix E-2** - ***Preliminary Drainage Study for General Pump Company APN 0410-072-06 in the City of Hesperia,* Capstone Engineering, October 21, 2024)**.

4.10.1 Regulatory Setting

The Lahontan Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The County of San Bernardino, the Town of Apple Valley, and the Cities of Victorville and Hesperia have been issued a MS4 Phase II Stormwater Permit by the State Water Resources Control Board, covering the urbanized portion of the Mojave River Watershed. These agencies have collectively prepared the Mojave River Watershed Group Stormwater Management Plan, which describes control measures for protecting area water quality. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

4.10.2 Environmental Setting

The Mojave Desert is found at elevations of 2,000 to 5,000 feet above mean sea level and is characterized by cool winter temperatures and warm summer temperatures, with its rainfall occurring almost entirely in the winter. Climatological data obtained for the City of Hesperia indicates the annual precipitation averages 6.72 inches per year. Almost all of the precipitation in the form of rain occurs in the months

between October and April, with hardly any occurring between the months of November and April. The wettest month is typically January, with a monthly average total precipitation of 1.26 inches. The average minimum and maximum temperatures for the region are 45.7 and 78.9 degrees Fahrenheit (°F) respectively with December and January (monthly average 41° F) being the coldest months and July being the hottest (monthly average 100° F).

Water Supply

Water service is provided to the Project by Hesperia Water District (HWD). The HWD serves potable water to approximately 95,000 customers. The District provides domestic water from 16 active wells within this area. All wells are located in the Mojave River Groundwater Basin (Basin). Water is conveyed from the wells to the consumers via a distribution system with pipe sizes ranging between 4 and 24 inches in diameter. The District currently maintains 14 storage reservoirs within the distribution system with a total capacity of nearly 200 AF, or 64 million gallons.

4.10.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the Construction Stormwater General Permit Order 2022-0057-DWQ - Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (CGP) issued by the State Water Resources Board (SWRCB). Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation is required.

Operations

The Project applicant has prepared a Preliminary Water Quality Management Plan (PWQMP, (Appendix E-1) that identifies stormwater management for the building operations/post

construction, which the City would review and approve as a Final WQMP. Project improvements would consist of curb gutter and sidewalk on the south side of Hercules St and west side of I Avenue with two drive approaches. The onsite flows will be sheet flow to vegetated swales at the north and east side of the site, until it drains into an onsite in ground stormwater chamber in the northeast area of the site, which meets not only water quality standards, but also reduces increased onsite runoff to off-site.

Offsite flow will be managed by a swale and undersidewalk drain on the west edge of the site, as well as two PVC drain pipes to collect flow from the undeveloped portion of the site and discharge it through the curb face on the south side of Hercules Street.

Overall, implementation of the BMPs in the final WQMP and compliance with NPDES MS4 permit requirements would reduce water quality and waste-discharge impacts from construction and operational activities to less than significant, and no mitigation is required.

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. HWD's potable water system supplies water solely from groundwater pumped from the Mojave River Basin (Basin). The Basin is adjudicated, and MWA serves as the Watermaster. Per the Mojave Basin Area Judgment, producers in the Mojave Basin Area are allocated a Free Production Allowance (FPA). Producers may pump more than their FPA, provided they purchase replacement water. Funds collected for replacement water are then used by MWA to purchase imported water supplies in wet years and recharge them into the Basin for use in dry years.

Natural groundwater supply estimates are based on the long-term averages, which account for inconsistency in natural supplies (i.e., historic periods of drought are included in the long-term average). Therefore, HWD does not have any inconsistent water sources that result in reduced supplies in dry or multiple-dry years. Therefore, according to the HWD's *Final Draft 2015 Urban Water Management Plan* (UWMP), the HWD has adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout the 25-year planning period. HWD will continue aggressive water conservation efforts, increased use of conservation efforts to offset potable water demand, and participation in new water supply projects with MWA to ensure that supplies continue to meet current and projected demands, according to the HWD's UWMP.

The Project proposes a washdown area with a clarifier. The amount of water used by the washdown area is anticipated to be minimal and only when needed.

The Project Site's stormwater runoff will be treated by the proposed subgrade infiltration gallery, which mitigates for peak flow reduction and detention based on the City of Hesperia's "13.5 cubic feet (cf) per 100 SF of impervious area" rule. Therefore, most of the Project's stormwater would be directed back into the ground. As such, the Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Thus, impacts to groundwater recharge and groundwater supplies would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

- *result in substantial erosion or siltation onsite or offsite;*

Less Than Significant Impact. Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. During construction and with implementation of the SWPPP, the Project would provide standard erosion sediment control measures that would protect against erosion, including installation of groundcover (e.g., landscaping as required) and other BMPs such as use of gravel bags and straw wattles to allow for sediment retention. The Project would also be required to comply with the mandatory requirements of the NPDES to control and reduce the potential for siltation to occur.

In the post-Project condition, of the 4.53 net acre site, the Project would create approximately 2.52 acre of impervious surface consisting of pavement and buildings. Prior to development, the area would be graded to maintain a high point at the southwesterly area of the site. The onsite flows will sheet flow to vegetated swales at the north and east side of the site, until flow drain into an onsite in ground stormwater chamber at the northeast area of the site, where the water will infiltrate into the ground, and water in excess of the chamber capacity would be directed to drain off-site. The stormwater chamber is designed in accordance with the City of Hesperia's guidelines for reducing stormwater flow. Offsite flow will be managed by a swale and undersidewalk drain on the west edge of the site, as well as two PVC drain pipes to collect flow from the undeveloped portion of the site and discharge it through the curb face on the south side of Hercules Street.

For off-site flows, Hercules Street will flow from west to east, while I Avenue will flow from south to north.

The 1.6 acre area in the southwest portion of the site which would be fenced for western Joshua Tree conservation, would remain in its natural state. Any siltation or erosion from that portion of the site would have been existing and not caused by the Project.

Therefore, because the Project includes paving and stormwater controls, the Project would not result in substantial erosion or siltation onsite or offsite. The impact would be less than significant.

- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*

Less Than Significant Impact. The PWQMP prepared for the Project (Appendix E-1) identifies that runoff produced from the development will be captured with the curb and gutters into catch basins that would be equipped with trash capture devices. Runoff will then be routed toward an underground infiltration chamber that is designed to be CMP with perforations to allow infiltration with 2 feet of rock underneath for additional storage. The chamber system is designed

in accordance with the City of Hesperia's stormwater standards that reduce the surface water runoff (Appendix E-2).

Therefore, the Project would not substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite. The impact would be less than significant, and no mitigation is required.

- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less Than Significant Impact. Refer to the answers above. The impact would be less than significant and no mitigation is required.

- *impede or redirect flood flows?*

No Impact. The Project Site is depicted on FEMA FIRM Panel 06071C6495H as "Zone X" or an area with minimal flood hazard. Therefore, the Project would not impede or redirect flood flows. There would be no impact, and no mitigation is required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Project site does not contain any natural drainages or waterways, according to the biological resources report in Appendix B. The Project site also does not occur within areas where a tsunami or seiche could occur. Therefore, there would be no impact with respect to the risk of release of pollutants due to project inundation, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Proposed Project would comply with the City's and County's MS4 permit, as noted above. Implementation of Project's PWQMP during proposed operational activities would reduce any impacts associated with water quality to less than significant. In addition, the Proposed Project does not include any activities that will interfere with any groundwater management plan as all construction would occur entirely within the Proposed Project site. Impacts would be less than significant. Therefore, overall, impacts are less than significant, and no mitigation is required.

4.10.4 Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

4.10.5 Conclusion

Potential impacts of the Proposed Project associated with Hydrology and Water Quality would be less than significant, and no mitigation would be required.

4.11 LAND USE PLANNING

4.11.1 Regulatory Setting

The Project would develop a well drilling equipment storage and repair yard, an administrative office, parking and refueling areas for a portion of its vehicle fleet, indoor and outdoor storage for client pump and well materials (motor heads, pump bowl assemblies, and steel tube and line shaft), as well as a machining shop on a 5.7 acre (gross) parcel (APN 0410-072-06) to be situated on the southwest corner of Hercules Street and I Avenue (Proposed Project). The Proposed Project is within the CIBP zone of the Hesperia Main Street and Freeway Corridor Specific Plan (MSFCSP).

4.11.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The Project Site is vacant, and the immediate Project vicinity is developed with industrial and rural residential uses consistent with the City's land use plan. There are no linear features proposed that would divide these communities. Therefore, the Proposed Project is consistent with the surrounding land uses, and there are no impacts with regard to the division of 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?

Less Than Significant. The Proposed Project is consistent with the definitions for CBIP as allowed for in the General Plan. The CIBP zone aims to foster employment-generating activities within a business park environment. It is designed to accommodate service commercial, light industrial, light manufacturing, and industrial support operations, primarily conducted within enclosed buildings, thereby minimizing environmental impacts such as noise, vibration, air pollution, glare,

or waste disposal. Key objectives of the development standards for this zone include ensuring a high-quality appearance from the Interstate-15 freeway corridor and I Avenue, as well as maintaining compatibility with adjacent commercial, residential, and recreational areas. As the Proposed Project is consistent with the General Plan and the MSFCSP, the Project would not require a zone change or General Plan amendment. Therefore, the Project would not 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. There is a less than significant, and no mitigation is required.

4.11.3 Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

4.11.4 Conclusion

There would be no potential impacts of the Proposed Project associated with Land Use and Planning, and no mitigation would be required.

4.12 MINERAL RESOURCES

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

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 City of Hesperia's General Plan, Conservation Element, identifies that mineral resources in the City have been identified by the Department of Conservation Division of Mines and Geology as potentially containing concrete aggregate resources consistent with the majority of the Barstow and Victorville areas. These resources are not considered to be significant due to the vast availability of similar deposits in the region. The Project Site is located on a 5.7 gross vacant parcel within the CIBP zone, which is for industrial and commercial uses . Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur, and no mitigation would be required.

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. See response to Threshold Question XIIa, above. Additionally, no areas in the City of Hesperia have been designated as locally important mineral resource recovery sites on any local

plan. Thus, the Project would have no impact on the availability of locally important mineral resource recovery sites.

4.12.3 Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

4.12.4 Conclusion

There are no potential impacts of the Proposed Project associated with Mineral Resources, and no mitigation would be required.

4.13 NOISE

A Noise Impact Analysis to determine potential impacts from noise associated with the development of the Proposed Project (**Appendix F** – ***General Pump Yard, Noise Impact Study, City of Hesperia, CA,* MD Acoustics, September 4, 2024)**.

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

Generally noise is perceptible at an increase of 3 dBA as illustrated by the Federal Highways Administration (FHWA) and identified in **Table 5: *Effects of dBA Changes***.

Table 5: Effects of dBA Changes

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

4.13.1 Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in **Table 6: *Land Use Compatibility Guidelines***, as identified in the City's General Plan Noise Element.

Table 6: Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)	
Categories	**Land Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single Family, Duplex, Multiple Family	45[3]	65
	Mobile Homes	n/a	65[4]
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	65[5]
	Commercial Retail, Bank, Restaurant	55	n/a
	Office Building, Research and Development, Professional Offices, City Office Building	50	n/a
	Amphitheatre, Concert Hall, Meeting Hall	45	n/a
	Gymnasium (Multipurpose)	50	n/a
	Sports Club	55	n/a
	Manufacturing, Warehousing, Wholesale, Utilities	65	n/a
	Movie Theatres	45	n/a
Institutional	Hospitals, School Classrooms	45	65
	Church, Library	45	n/a
Open Space	Parks	n/a	65

Interpretation

1. Indoor environment excluding: Bathrooms, toilets, closets, corridors.
2. Outdoor environment limited to:
   Private yard of single family
   Multi-family private patio or balcony which is served by a means of exit from inside.
   Mobile home park
   Hospital patio
   Park picnic area
   School playground
   Hotel and motel recreation area
3. Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided per Building Code.
4. Exterior noise level should be such that interior noise level will not exceed 45 dBA CNEL.
5. Except those areas affected by aircraft noise.

City of Hesperia

The City of Hesperia outlines its noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the City of Hesperia Municipal Code, Section 16.20.125, as identified on **Table 7: *City of Hesperia Noise Standards.***

Table 7: City of Hesperia Noise Standards

Affected Land Use (Receiving Noise)	**Noise Level (dBA)**	
	10 p.m. to 7 a.m.	**7 a.m. to 10 p.m.**
A-1, A-2, R-1, R-3, and RR Zone Districts	55	60*
C-1, C-2, C-3, C-4, C-R, AP, and P-I Zone Districts	65*	
I-1 and I-2 Zone Districts	70*	

**Due to wind noise, the maximum permissible noise level may be adjusted so that it is no greater than five dBA above the ambient noise level.*

4.13.2 Environmental Setting

The project site is located at the southwest corner of I Avenue and Hercules Street, in the City of Hesperia, CA (APN: 0401-071-06), as shown in Exhibit 1. The site is located within the Main Street and Freeway Corridor Specific Plan. Land use zoning designations surrounding the project site include CIBP to the north and south, General Industrial to the west, and Agricultural (A1) to the east.

The closest existing sensitive receptors to the Project Site are a church, located in one of the multiple commercial/industrial buildings approximately 80 feet to the north, and residences located on rural, large lots located approximately 80 feet to the east. There are no airports within 2 miles of the Project Site.

The Proposed Project consists of the development of a yard where pumps and casings will be unloaded, stored, disassembled, and queued in the yard for various repair, while welding and other repairs would be performed in the 10,000 sq ft machine shop, then reassembled, tested, and delivered back to pump sites throughout the municipality.

Typical work hours are 6 am to 4 pm, Mondays through Fridays. Weekend or after hours work would occur if there are client emergencies and cleanup as required. At full capacity, the Project would have approximately 20 employees onsite during a typical work day. The majority of the employees (approximately 12) would be field crews who would spend the majority of the day at client sites, while the remaining employees would be in the machine shop, or administrative staff such as a general manager, project managers, and administrative staff

4.13.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

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?				X

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.

One short-term 15-minute noise measurement was conducted at the Project site to document the existing noise environment. The measurements include the 15-minute Leq, Lmin, Lmax, and other statistical data. Noise measurement field sheets are provided in Appendix F and are summarized in **Table 8: *Ambient Noise Measurements***.

Table 8: Ambient Noise Measurements

Location	Location	LEQ	LMAX	LMIN	L2	L8	L25	L50	L90	Estimated CNEL
NM1	SW Property Corner	46.0	56.5	40.6	51.2	48.6	46.5	44.8	42.7	49.3
NM2	NE Property Corner	68.4	81.8	47.8	76.1	72.9	69.1	65.0	55.0	71.7

Notes:
1. Short-term noise monitoring locations are illustrated in Exhibit F of Appendix F of this document.
2. 24-hour noise levels extrapolated based on typical traffic patterns.

Noise data indicates the ambient noise level ranged from 45 to 65 dBA L50 at the Project Site. The measured noise levels and field notes indicate that traffic noise along I Avenue is the main source of noise impacting the Project Site. The 24-hour noise data was extrapolated based on typical traffic patterns.

Construction

The Project site is located in an area that where commercial/industrial uses exist on the north and south and rural residential exist on the east, along the east side of I Avenue. The west side of the property is vacant.

For construction noise, the City's Municipal Code Section 16.20.125 – *Noise* prohibits the use of construction equipment between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or federal holidays. The City does not specify a not to exceed noise limit as it relates to construction noise. However, the FTA Manual provides guidelines for suggested construction noise limits and recommends a daytime noise limit of 80 dBA at residential

uses. The code also states that, "Due to wind noise, the maximum permissible noise level may be adjusted so that it is no greater than five dB(A) above the ambient noise level."

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels are in **Table 9: *Construction Noise Levels at East Residences***. A likely worst-case construction noise scenario assumes equipment operating as close as 80 feet and an average of 420 feet from the nearest sensitive receptors, the residences to the east. The Lmax levels represent maximum levels when construction occurs adjacent to the residential receptors. Leq levels represent the average construction noise level during each phase.

Table 9: Construction Noise Levels at East Residences

Phase	dBA Lmax	dBA Leq
Site Preparation	78.6	63.1
Grading	79.6	62.8
Building Construction	78.6	61.6
Paving	84.6	63.4
Architectural Coating	72.6	49.4

Notes: Const Equip from CalEEMod

The noise due to construction at the nearest residential receptor would be 49 to 63 dBA Leq and 73 to 85 dBA Lmax. The noise due to construction would not exceed the recommended construction noise limit of 80 dBA Leq provided in the FTA Manual. It would not significantly increase the ambient noise level of 68 dBA Leq at the nearest residential properties.

Operations

The noise study in Appendix F modeled noise impacts for four receptors (R1 – R4) to evaluate the Proposed Project's operational impact. This study analyzes the Project-only operational noise level projections and the project plus ambient noise level projections. The receptors studied are identified in **Table 10: *Noise Receptors Near Proposed Project.***

Table 10: Noise Receptors Near Proposed Project

Receptor	Location
R-1	North side of Hercules Street near a business complex, which includes a church
R-2	East side of I Avenue near a residence (only residence along I Avenue along the Project frontage)
R-3	South side of property boundary near the shop, adjacent to the mini-storage on the south
R-4	West side of property, vacant land

Exhibit 7: ***Operational Noise Contours***, located at the end of this section, shows the "project-only" operational noise levels at the property lines and/or sensitive receptor area and how the noise will propagate at the site. Operational noise levels at the adjacent uses are anticipated to range between 53 and 55 dBA L50 at the adjacent industrial property lines and 47 dBA L50 at the nearest residential uses.

The "project-only" operational noise level at Receptor 2 meets the City's nighttime residential noise standard of 65 dBA L50 (adjusted to represent the ambient noise level) and the City's industrial noise standard of 70 dBA L50, as identified in **Table 11:** ***Worst Case Predicted Operational L50 Noise Level***.

Table 11: Worst Case Predicted Operational L50 Noise Level

Receptor[1]	Existing Ambient Noise Level (dBA, L50)[2]	Project Noise Level (dBA, L50)[3]	Total Combined Noise Level (dBA, L50)	Non Transp. Noise Limit (dBA, L50)	Change in Noise Level as Result of Project
R1	55	53	57	**70**	2
R2	65	47	65	**65**	0
R3	52	53	56	**70**	4
R4	46	55	56	**70**	10

Notes:
1. Receptors 1 and 4 represent adjacent property lines. Receptor 5 represents nearby residential uses.

As shown in Table 11, the project plus ambient noise level is projected to be 56 to 57 dBA L50 at the surrounding industrial receptors and 65 dBA L50 at the adjacent residential receptor. The Project would increase the existing ambient noise level by 2 to 10 dB at the adjacent industrial property lines and 0 dB at the residential receptor.

Backup beepers would represent less than 5 minutes of noise in a 60-minute period. The noise limit for a 5-minute period is 73 dBA L8 at the residential receptor (reflecting the ambient noise level) and 80 dBA L8 at the industrial receptor (70 dBA+10) and is represented in **Table 12:** ***Worst-case Predicted Operational L8 Noise Level***.

Table 12: Worst-case Predicted Operational L8 Noise Level

Receptor[1]	Existing Ambient Noise Level (dBA, L8)[2]	Project Noise Level (dBA, L8)[3]	Total Combined Noise Level (dBA, L8)	Non Transp. Noise Limit (dBA, L8)	Change in Noise Level as Result of Project
1	61	56	62	**80**	1
2	73	49	73	**73**	0
3	57	60	62	**80**	5
4	50	61	61	**80**	11

As shown in Table 12, backup beepers combined with all the operational noise result in a maximum level of 49 dBA L8 at the residential receptor and 61 dBA L8 at the industrial receptors. Ambient plus project levels are projected to be 73 dBA L8 at the residential receptor and 62 dBA

L8 at the residential receptors, complying with the City's L8 code of noise occurring less than 5 minutes within an hour.

Operations – Project-Generated Traffic

Transportation noise would be an impact if the increase in traffic noise level was perceptible. The project trip generation provided by Integrated Engineering Group (Appendix G) estimates the project would generate 117 daily trips. It takes a change in noise level of 3 dB for the human ear to perceive a difference. It takes a doubling of traffic to increase the noise level by 3 dB. An additional 117 daily trips will not significantly increase traffic counts from I Avenue or Hercules Street and thus will not significantly increase the traffic noise level. Thus, the impact would be less than significant and no mitigation required.

Operations – Stationary Sources

Project plus ambient noise level is projected to be 56 to 57 dBA L50 at the surrounding industrial receptors and 65 dBA L50 at the adjacent residential receptor. The project will increase the existing ambient noise level by 2 to 10 dB at the adjacent industrial property lines and 0 dB at the residential receptor. This complies with the residential code of 65 dBA L50 and industrial code of 70 dBA L50.

Backup beepers combined with all the operational noise result in a maximum level of 49 dBA L8 at the residential receptor and 61 dBA L8 at the industrial receptors. Ambient plus project levels are projected to be 73 dBA L8 at the residential receptor and 62 dBA L8 at the residential receptors, complying with the City's L8 code of noise occurring less than 5 minutes within an hour. This complies with the residential code of 73 dBA L8 and industrial code of 80 dBA L8. Therefore, the impact would be less than significant, and no mitigation required.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a vibratory roller. A vibratory has a vibration impact of 0.210 inches per second peak particle veloCity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

Table 13: *Vibration Source Levels for Construction Equipment* gives approximate vibration levels for particular construction activities at 25 feet. This data provides a reasonable estimate for a wide range of soil conditions.

Table 13: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle VeloCity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006

All proposed construction is at least 80 feet from any existing structures. At a distance of 80 feet, a vibratory roller would yield a worst-case 0.058 PPV (in/sec) which may be perceptible but below any risk of damage per Table 13.

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?

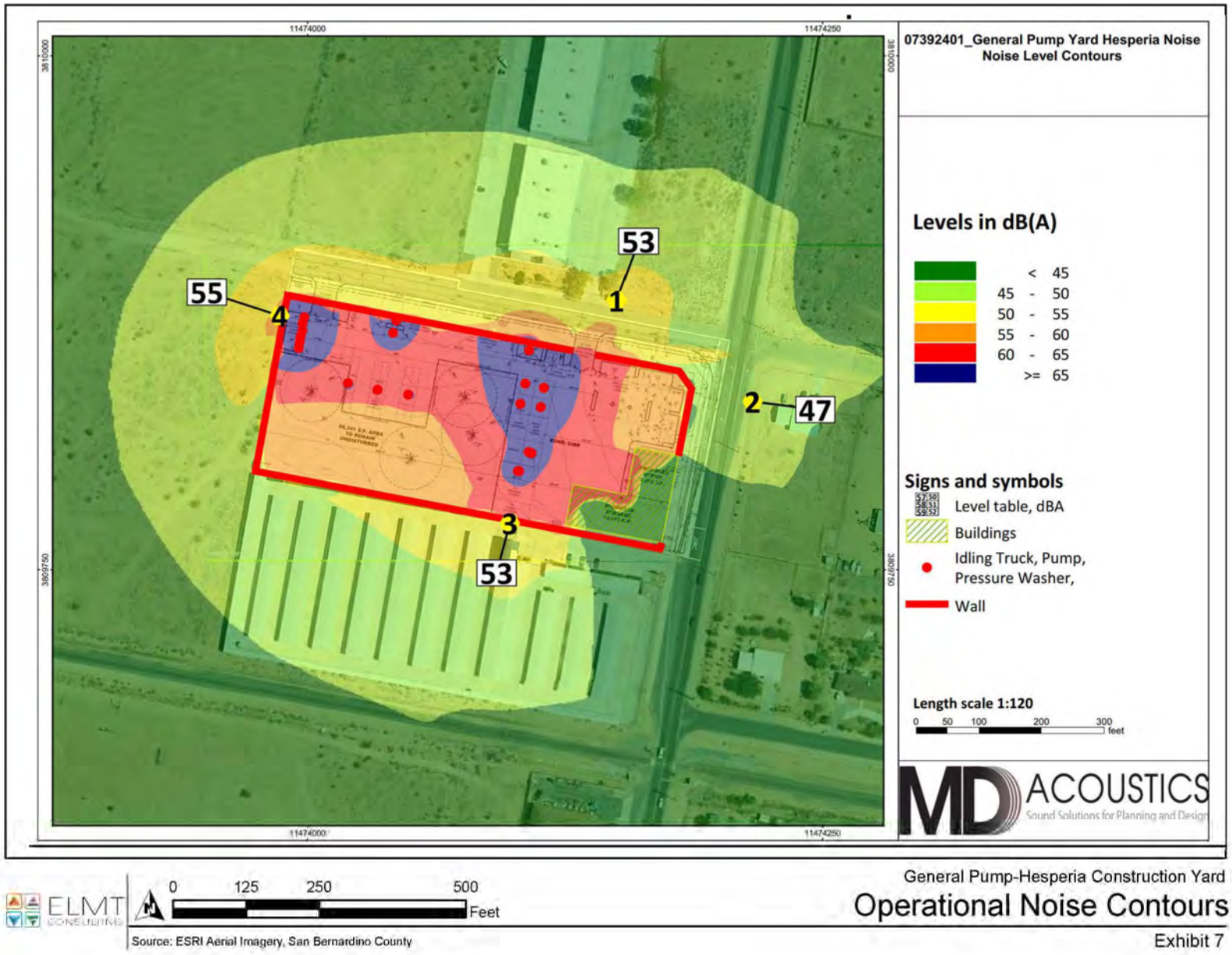
No Impact. The Project site is not located within two miles of an airport. The nearest major airport is the Hesperia Airport, which is a small general aviation airport and is located approximately 4 miles to the southeast of the Project site. As such, the Project site is also located well outside the existing and projected 65-dBA CNEL noise contour of any airport. Therefore, there would be no impact related to aircraft noise

4.13.4 Mitigation Measures

No mitigation measures associated with impacts to Noise apply to the Proposed Project.

4.13.5 Conclusion

Potential impacts of the Proposed Project associated with Noise would be less than significant, and no mitigation would be required.


11474000
11474250
3810000
3809750
07392401_General Pump Yard Hesperia Noise
Noise Level Contours
Levels in dB(A)
< 45
45 - 50
50 - 55
55 - 60
60 - 65
>= 65
Signs and symbols
Level table, dBA
Buildings
Idling Truck, Pump, Pressure Washer,
Wall
Length scale 1:120
0 50 100 200 300 feet
MD ACOUSTICS
Sound Solutions for Planning and Design
53
55
4
1
2
47
3
53
ELMT CONSULTING
0 125 250 500 Feet
Source: ESRI Aerial Imagery, San Bernardino County
General Pump-Hesperia Construction Yard
Operational Noise Contours
Exhibit 7

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

During the past decades, Hesperia has grown rapidly. From 1990 to 2000, Hesperia's population increased by 24.1 percent, or from 50,418 in 1990 to 62,582 in 2000, according to the City of Hesperia's General Plan, Economic Conditions Report. The 2020 Census identified that the population of Hesperia is currently 99,838, consisting of 28,687 households with an average of 3.48 person per household.

General Pump, the applicant, serves municipal water districts which requires their field crews to go to specific sites that have well pump issues. The Proposed Project would construct an equipment and maintenance yard in the City of Hesperia. The facility would be similar to its facilities in Camarillo and San Dimas, CA and allow General Pump to service water well customers in the High Desert area of San Bernardino County from a local yard.

4.14.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Proposed Project may create jobs both during construction and operation, potentially contributing to population growth within the City. However, it is anticipated that most new jobs will be filled by current residents, meaning the Project is unlikely to attract a significant number of new residents. As General Pump has several other existing similar facilities,

its intent is to serve the High Desert with this facility. Some staff may move to the Hesperia facility, but the few employees that may relocate is minimal and does not constitute substantial population growth. Other than the few employees that may relocate from other facilities, new employees are anticipated to come from the local area. Job creation and the necessary infrastructure to support the proposed land uses have already been addressed in the City's General Plan EIR.

Additionally, because the applicant's business is to service water wells that supply domestic water, this activity would not induce substantial growth because they service municipalities' existing well infrastructure.

The subject property is currently vacant and undeveloped. The Project will expand water and sewer infrastructure to only serve the Project's needs and will not cause additional unplanned growth. Road improvements that include sidewalks and pavement to Project frontages of Hercules Street and I Avenue would enhance pedestrian and vehicular connectivity between the Project Site and the adjacent businesses and rural residential. The roadway improvements are consistent with the General Plan's Circulation Element.

Therefore, the Project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The impact would be less than significant, and no mitigation would be required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is currently vacant, lacking any structures, meaning the Proposed Project will not displace any existing housing or necessitate the construction of replacement housing. Neither the construction nor the operation of the Proposed Project will displace existing homes or a substantial number of people, thus avoiding the need for replacement housing. Consequently, there are no potential impacts associated with the displacement of existing people or housing, and no mitigation would be required.

4.14.3 Mitigation Measures:

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

4.14.4 Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant, and no mitigation would be required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Police and fire services are provided by contract with the County of San Bernardino. The Hesperia Unified School District (HUSD) provides the school services within the Project vicinity. Recreation services are provided by the City of Hesperia.

4.15.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection

Less Than Significant Impact. The closest fire station to the Project Site is San Bernardino County Fire Station 302 at 17288 Olive St. Hesperia, approximately 1 mile south of the Project site. This station would be the first to respond to calls for service from the site. San Bernardino County Fire Station 303 at 17443 Lemon St. Hesperia, approximately 1.25 miles north of the Project site houses the Fire Department's Hazmat division. This station would be the first to respond in the event of fuel spills and/or other hazardous conditions that may occur on site.

The Site is currently vacant with a self-storage facility on the south, a light industrial/commercial business park and vacant land to the north, vacant lands to the west, and rural residential to the

east. Development of the Proposed Project consists of a 13,548 SF machine shop/office, a paved open yard for well drilling equipment repair, a fueling area with a 1,000 gallon above-ground fuel storage tank, an 800 SF power wash area for commercial pump and well drilling equipment, and a 1.56 acre area to remain fenced and undisturbed for western Joshua Tree protection on 4.5 (net) acres of vacant land within the CIBP zone of the Hesperia Main Street and Freeway Corridor Specific Plan As such, the facility may increase the number of fire or emergency services calls. Additionally, with the 1,000 gallon fuel tank, the Project may increase the need for Hazmat services.

Additionally, the Proposed Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards. Compliance with these codes and standards would be enforced through the City's building plan check process.

The development of this Project will be offset by the payment of the City of Hesperia's Development Impact Fee for Fire facilities which would also assist the City in mitigating potential Project impacts. Therefore, potential impacts associated with fire protection would be less than significant and no mitigation would be required.

Therefore, potential impacts associated with fire protection and the need for new facilities would be less than significant, and no mitigation would be required.

Police Protection

Less Than Significant Impact. The San Bernardino Sheriff's Department at 15840 Smoke Tree Street, Hesperia, CA 92345, approximately 3.1 mile west of the Project Site is the closest police station to the Project Site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. The Project is a commercial/industrial land use and would not increase residents. Additionally, the Project Site would be surrounded by an 8-foot-high concrete wall, and the driveway entrances would be controlled by a gate

The Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances, however, development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

Schools

Less Than Significant Impact. The Proposed Project is located within Hesperia Unified School District (HUSD) service boundaries. Several charter schools and other private schools also provide educational opportunities within the City of Hesperia. Enrollment information within the public schools for the 2023-2024 school year was identified in the General Plan as 22,945 students, which was more than the capacity of 17,073 students. The City's General Plan identified that Construction of additional schools will be necessary to meet the number of students currently

enrolled in the district, as well as future increases in student population. The Proposed Project is a commercial/industrial land use which would not generate additional residents or students. The Project may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, the Proposed Project would be required to pay State mandated development impact fees to off-set impacts to schools . Therefore, potential impacts associated with schools would be less than significant, and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project may affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities Developer Impact Fees (DIFs) would be assessed and paid the City for parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level.

4.15.3 Mitigation Measures:

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

4.15.4 Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant, and no mitigation would be required.

4.16 RECREATION

The Hesperia Recreation and Park District is an independent special district within the City of Hesperia. The Hesperia Recreation and Park District maintains retention basins, public landscaping, streetlights, and parks within the City. There are a total of 14 parks and recreational facilities throughout the City. There are no parks or recreational facilities within the Project vicinity.

4.16.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

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?

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from residential developments. Since the Proposed Project is to construct an equipment yard in a commercial/industrial zone, the Proposed Project does not include any residential development or permanent residents. Although the proposed project may indirectly affect recreational facilities by creating new jobs in the area, which may attract new residents, it is anticipated that most jobs will be filled by individuals already residing near the Project vicinity. Indirect impacts on park facilities would be offset through the payment of applicable Recreational Facilities Development Impact Fees (DIFs). Therefore, with the payment of these fees, potential impacts on parks and other public recreational facilities would be less than significant, and no mitigation would be required.

The development of this Project will be offset by the payment of the City of Hesperia's Development Impact Fee for Park Facilities which would also assist the City in mitigating potential Project impacts. With the proposed Project being required to pay a development impact fee for parks, impacts recreational facilities will be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project consists of the construction of a well pump maintenance and repair yard. At full capacity, the Project would have approximately 20 employees onsite during a typical work day. The majority of the employees (approximately 12) would be field crews who would spend the majority of the day at client sites, while the remaining employees would be in the machine shop, or administrative staff such as a general manager, project managers, and administrative staff who would work in the office. As this is an industrial/commercial use where the majority of the employees would be off-site during work hours, no on-site recreational facilities are planned or required. Therefore, because the Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, there are no impacts, and no mitigation is required.

4.16.2 Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

4.16.3 Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant, and no mitigation would be required.

4.17 TRANSPORTATION

This analysis is based on technical studies that were prepared for the proposed Project, included as **Appendix G - *Project Scoping Form and Trip Generation Assessment for Hesperia General Pump Yard Project,* Integrated Engineering Group, June 12, 2025**.

The Trip Generation Analysis identified that the proposed Project would generate a total of 10 AM peak hour trips, 9 PM peak hour trips, and 66 average daily trips (ADT).

4.17.1 Traffic Impacts Terminology

Level of Service Evaluation

The Level of Service (LOS) is defined in the Highway Capacity Manual 6 and assigns a qualitative letter grade that represents the operations of the intersection, ranging from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-Capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 14: *Level of Service Descriptors***. The City of Hesperia's General Plan Circulation Element identifies that the City strives to achieve and maintain a LOS D or better on all roadways and intersections: LOS E during peak hours is considered acceptable through freeway interchanges and major corridors (Bear Valley Road, Main Street/Phelan Road, Highway 395,refer to Circulation Element, Implementation Policy CI-2.1).

Table 14: Level of Service Descriptors

LOS	Description	Intersection Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or shortcycle length.	≤ 10	≤ 10
B	Operations with low delay occurring with good progression and/or short cyclelengths.	>10 and < 20	>10 and < 15
C	Operations with average delays resulting from fair progression and/or longer cyclelengths. Individual cycle failures begin to appear.	>20 and < 35	>15 and < 25
D	Operations with longer delays due to a combination of unfavorable progression,long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	>35 and < 55	>25 and < 35
E	Operations with high delay values indicating poor progression, long cycle lengths,and high V/C ratios. Individual cycle failures are frequent occurrences.	>55 and < 80	>35 and < 50
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80	> 50

Vehicle Miles Traveled (VMT) Evaluation Method

The City TIA Guidelines (City of Hesperia 2020) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis.

The State OPR also set forth guidance for agencies to use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (refer to CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.). The types of projects that are exempt from preparing a detailed VMT analysis are based on project size, maps, transit availability, and provision of affordable housing.

The City of Hesperia uses screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. If a project meets one of the criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required. The screening criteria are:

- Screening Criteria–1 - Transit Priority Area Screening: (TPA) (e.g., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- Screening Criteria–2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. A low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the County of San Bernardino VMT/Service Population (noted to be 32.7 in the guidelines).

- Screening Criteria 3 –Project Type: According to the City's guidelines, projects which generate fewer than 110 daily vehicle trips, propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT.

4.17.2 Regulatory Setting

Senate Bill 743

Senate Bill 743, adopted in 2013, added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. The law also directed the Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected vehicle miles traveled (VMT) as the preferred transportation impact metric and applied its discretion to require use of VMT statewide, beginning in July 2020. Accordingly, jurisdictions must now use the VMT methodology as the metric for evaluating the environmental impacts on transportation under CEQA instead of the traditional level of service (LOS) methodology. Essentially a

project's environmental impacts can no longer focus on vehicle delay at street intersections or on roadway segments but must use the miles a vehicle must travel between a dwelling and commerce, recreation and/or work. The intent of this shift in methodology is to encourage different land use and transportation decisions to reduce greenhouse gas emission, support in-fill development and improve public health through active transportation.

Regional Transportation Plan

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of Hesperia

The City of Hesperia's Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the City. To meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The City's Circulation Element and the Final General Plan sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, ensuring easy and convenient access to the regional facilities, bicycle routes and pedestrian facilities, among other things.

4.17.3 Environmental Setting

The Hesperia General Pump Yard project (Project) will be developed on a 5.7 gross acre vacant site located on the southwest corner of I Avenue and Hercules Street in the City of Hesperia, California. The Project includes a 3,498 SF office building and a 10,050 SF shop/storage building on a vacant 4.53-acre parcel.

General Pump serves municipal water districts which requires their field crews to go to specific sites that have well pump issues. They detach the pumps and casings (which are 20 feet long and generally 12 inch diameter piping) and deliver to their yard on 25-foot flatbed trucks. At the yard, they unload, store, disassemble, fix issues generally in their machine shop, re-assemble, test, and deliver the materials back to the pump site.

Typical work hours are 6 am to 4 pm, Mondays through Fridays. Weekend or after hours work would occur if there are client emergencies and cleanup as required.

At full capacity, the Project would have approximately 20 employees onsite during a typical work day. The majority of the employees (approximately 12) would be field crews who would spend the majority of the day at client sites, while the remaining employees would be in the machine shop, or administrative staff such as a general manager, project managers, and administrative staff who would work in the office.

4.17.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact.

Congestion Management Policies

The City of Hesperia's Circulation Element for its General Plan was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The City of Hesperia General Plan Circulation Element, Policy CI-2.1 requires the City to achieve and maintain a LOS D or better on all roadways and intersections: LOS E during peak hours shall be considered acceptable through freeway interchanges and major corridors (Bear Valley Road, Main Street/Phelan Road, Highway 395).

The Proposed Project is located on Hercules Street and I Avenue, local streets primarily serving residential neighborhoods and the adjacent businesses. Based on the trip generation calculated for the project (Appendix G), the operation of the proposed project would result in an additional 117 ADT.

While there is no traffic data for Hercules Street, I Avenue between Lemon Street (approximately 0.8 mile north of the Site) and Main Street (approximately 0.7 mile to the south of the Site) is identified by the 2010 General Plan Update, *Environmental Impact Report,* as a two-lane divided

roadway with a capacity of 17,400 ADT, and the existing ADT as 13,021, and maintains a level of service of D or better.[3] The General Plan designates I Avenue as an Arterial with a 100-foot right of way, but has no designation for Hercules Street, therefore, Hercules Street would be considered a locally-serving road.

Therefore, as the Project would not generate traffic that would cause the LOS of I Avenue to exceed the General Plan standards, the Project would not be inconsistent with the level of service identified in the General Plan. The impact would be less than significant, and no mitigation is required.

Public/Mass Transit

The City is a member of the Victor Valley Transit Authority (VVTA), along with the cities of Adelanto, Victorville, the Town of Apple Valley, and the County of San Bernardino. The VVTA provides multiple occupancy vehicle service to the City with the intent to reduce traffic congestion, vehicle miles traveled, and vehicle trips which improves air quality. Also, the City provides Victor Valley Transit Authority with input and information that can help them to provide service in the areas that best meet the needs of the local community.

VVTA offers Bus 50 (Victorville-Hesperia) along I Avenue, with an existing bus stop along the northbound lane of I Avenue near the Hercules Street intersection and a bus stop along both the northbound and southbound lanes near Mojave Street, which is approximately 0.24 mile north of the Project Site. These stops can serve the Project Site.

Because the Project can be served by the existing bus stops, and no new bus stops would be required to serve the Project, the Project would be consistent with the General Plan.

Trails and Bikeways

The General Plan, Exhibit CI-23 *Non-Motorized Transportation Plan* identifies bike lanes in the City of Hesperia. I Ave is identified as having a Class 3 Bike Path, but no designations are identified for Hercules Street. Road improvements to I Street would be constructed to City standards, including striping or improving roadway width for a bike lane.

Overall, the Project is compliant with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities, potential impacts associated with the circulation system would be less than significant, and no mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

[3] *Hesperia General Plan Update*, *Transportation Technical Report*, September 21, 2009, prepared by Kimley-Horn and Associates.

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA.

The City of Hesperia uses screening criteria to determine if a development project is required to conduct a VMT analysis. If a project satisfies the criteria described below it is considered to have a less than significant impact on VMT and does not require an analysis.

The traffic analysis in Appendix G identified that the Project meets Screening Criteria–2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. A low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the County of San Bernardino VMT/Service Population (noted to be 32.7 in the guidelines). The SBCTA VMT Screening tool identified that the Project is located in a low VMT generating area. Therefore, the Project would satisfy the requirements of Screening Criteria 2 – Low VMT Area Screening.

Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts are less than significant, and no mitigation is required.

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. Project improvements include the following, and would be dedicated for public right-of-way following improvements:

- Hercules Street. Construction of approximately 680 linear feet of concrete sidewalk, curb, and gutter, along with two 35-foot-wide commercial driveways. New asphalt will be laid to the center line of the street to match the existing asphalt on the north side. Additionally, new asphalt will extend 12 feet beyond the center line where there is currently only dirt, up to the end of the property line on the west side. Landscaping will be provided along the entire street improvement area as per city standards.

- I Avenue. Construction of approximately 320 linear feet of concrete sidewalk, curb, and gutter, and a pedestrian accessible ramp on the northeast side of the property transitioning into Hercules Street. New asphalt will be laid to match the existing asphalt on I Avenue. Landscaping will be provided along the entire street improvement area as per city standards.

Each of these improvements would be constructed in accordance with City standards and would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). Therefore, the impact is less than significant, and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project site using the either of the driveways on Hercules Street. The internal circulation includes an ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project site's ingress and egress will be reviewed by the City Engineer for appropriate width and lanes. All access lanes will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.5 Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project.

4.17.6 Conclusion

Potential impacts of the Proposed Project associated with Transportation would be less than significant, and no mitigation would be required.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was performed to determine potential impacts to historic and archaeological resources (Appendix C). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Hesperia.

City of Hesperia AB 52 Tribal Consultation

On December 18, 2024, the City of Hesperia notified via email the following tribal entities of the Project and that the 30-day timeframe in which to request consultation would end within 30 days of receipt of the letter, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Torres Martinez Desert Cahuilla Indians. Result: No comments received. Consultation concluded.

- Yuhaaviatam of San Manuel Nation. Result: Response received December 23, 2024. Although the Tribe had no formal comments, mitigation measures were requested to protect unknown resources. Consultation concluded.

4.18.1 Environmental Setting

The Cultural Resources Report in Appendix C assessed the proposed Project for potentially important cultural resources as required under CEQA. The pedestrian survey identified no cultural resources within the Project area. A Review of the Native American Heritage Commission (NAHC) Sacred Lands File returned positive results for tribal resources within or adjacent to the Project.

4.18.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section		X		

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Discussion

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)?*

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There were no resources that were identified as eligible for listing to the California Register of Historic Places within or near the Project site during the cultural resources assessment Appendix C. Therefore, there would be no impact to known tribal cultural resources. However, on January 16, 2025, the Yuhaaviatam of San Manuel Nation (YSMN) informed the City of Hesperia during the AB52 process that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the YSMN's present state of knowledge, YSMN did not have any concerns with the project's implementation, as planned, at this time. However, the YSMN requested that **Mitigation Measures TCR-1 and TCR-2**, located at the end of this section, be made a part of the project/permit/plan conditions to protect for unidentified resources.

b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less Than Significant Impact With Mitigation Incorporated. The Project has no resources that have been identified as significant within or near the Project site. Ground-disturbing activities, however, do have the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. As discussed above, the Mitigation Measures TCR-1 and TCR-2 would be implemented to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities.

4.18.3 Mitigation Measures

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

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

4.18.4 Conclusion

Implementation of **Mitigation Measure TCR-1** and **Mitigation Measure TCR-2** would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water is supplied to the Project site by the City of Hesperia Water District (HWD). Electricity is provided by Southern California Edison (SCE), and natural gas is provided by Southwest Gas. Public sewer service is served by the HWD and treated by the Victor Valley Wastewater Reclamation Authority (VVWRA).

4.19.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

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 site would be serviced by the existing electric lines, gas lines, wastewater, and water lines within the vicinity of the Project site.

Wastewater Treatment Facilities

The City owns, operates, and maintains a wastewater collection system, including approximately 128 miles of gravity sewer pipe, 2,407 manholes, 704 cleanouts, 1 operational lift station, and 1 force main. The primary sources of wastewater in the City's system include sanitary flow from residential, commercial, and industrial sources. The City's sewer system connects to VVWRA's 3-mile interceptor that runs along the northeast boundary of the City, and ultimately flows to the Regional Wastewater Treatment Plant (RWWTP) that is owned and operated by the VVWRA. The City has a total of six outlets to the VVWRA interceptor. The RWWTP is located outside, and to the north of, Hesperia's service area.

The Project will complete the necessary infrastructure to connect the Project to the City's main line in Hercules Street. Therefore, implementation of the Project would have a less-than-significant impact on the City of Hesperia's ability to service wastewater and would not require construction or expansion of existing wastewater facilities.

The HWD would provide sanitary sewer services to the Project Site. All proposed sewer lines to the Project Site will follow general street slopes. Payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. Payment of these fees would fund improvements and upgrades to surrounding sewer lines as needed and would offset the project's increase in demand for wastewater collection services. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that Project implementation would require construction of new or the expansion of existing wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard, and no mitigation is required.

Stormwater Drainage Facilities

As detailed in Section 4.10, The Project applicant has prepared a WQMP (Appendix E-1) that identifies stormwater management for the Project's post-project conditions. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. The Proposed Project is generally the construction of an equipment yard, an office building and, parking areas, landscaping, and utilities on approximately 4.5 net acres of undeveloped land, to

be constructed in a single phase. The on site drainage systems consist of graded area, concrete swale/ribbon gutter, grate/drop inlets with filter inserts for pre-treatment, and pipes that will convey the flows to the proposed underground chamber collection system. The Project also uses devices to re-route water from rooftop and impervious area into the proposed landscape are/planters prior to draining into the proposed structural BMPs. Stormwater would be retained on site, and flows in excess of the underground chamber would be directed into the street, in accordance with the City's drainage design requirements

The Applicant will contract with a third-party maintenance group or be directly responsible for the long-term maintenance of WQMP stormwater facilities for the privately-owned property.

Compliance with relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the Project's construction-related environmental impacts associated with the proposed storm drain improvements remain less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). At full buildout, the Project's operational phase would require electricity for building operation (welders, various machinery, lighting, etc.). In addition, the Project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the Project would likely be newer technologies, using less electrical power. Implementation of the Project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southwest Gas. Although the Project would require natural gas for building heating, the Project would comply with the most up to date Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the Project would generate a need for natural gas that is consistent with industrial uses. Implementation of the Project would not require new or expanded Southern California Gas Company facilities. Therefore, impacts to natural gas facilities would be less than significant

Telecommunications Facilities

The City is served by various telecommunication companies. Since the Project site is in an urbanized area and is largely surrounded by industrial uses, there are existing telecommunication facilities that would be able to serve the project site. The telephone and cable provider specific to the Project site is Frontier Communications. Once the Project is completed, future employees of the Project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would 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 HWD provides domestic water from 16 active wells within this area. All wells are located in the Mojave River Groundwater Basin (Basin). Water is conveyed from the wells to the consumers via a distribution system with pipe sizes ranging between 4 and 24 inches in diameter. The District currently maintains 14 storage reservoirs within the distribution system with a total capacity of nearly 200 AF, or 64 million gallons. The District supplies more than 10,000 acre-feet annually to nearly 95,000 customers and coordinates with the Mojave Water Agency (MWA) on its delivery.

MWA developed future water demand projections by region as well as by purveyor service area, including HWD. The MWA provided gross water demand projections, in 5-year increments, which were then allocated to individual user types in proportion to the actual user type water demand in 2015. The projections included use for industrial (CIBP) land uses in the City of Hesperia.

Because the Project is consistent with the City's CIBP zoning, the Project's water allocation would have been included in the projections to serve the Project and the City of Hesperia.

Therefore, the Project's water demands would be adequately served by the HWD's projected, current, and future water supplies. Therefore, impacts to water supply as a result of the Project would 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. The VVWRA is responsible for wastewater treatment for a 279 square mile area that includes Apple Valley, Hesperia, Victorville, Spring Valley Lake and Oro Grande. VVWRA treats about 12 million gallons of wastewater per day.

Based upon the 2015 Wastewater Master Plan, the current (2015) wastewater flow volume from the service area is 2.0 million gallons per day (MGD) or 2,240 acre feet per year (AFY).To support the VVWRA plant, the City of Hesperia develops its system of trunk and interceptor sewers in cooperation with the VVWRA capacity . In addition to measures provided in the Municipal Code, with implementation of the City's General Plan policies and objectives for collection of storm drainage fees to support infrastructure expansion, the City is able to support VVWRA's development and expansion of wastewater treatment and delivery for beneficial uses, water conservation and water quality protection. Therefore, the Project has a less than significant impact on wastewater treatment capacity , and no mitigation is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Sanitation services are administered by Advance Disposal, located at 17105 Mesa Street, Hesperia. Advance Disposal is contracted to collect solid waste within the City. Advance Disposal also operates a Materials Recovery Facility (MRF) which has a capacity of 600 tons per day. Non-hazardous solid and liquid waste generated in the City is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. The landfill is located at 18600 Stoddard Wells Road, north of the City of Victorville. The Victorville Landfill has a maximum permitted capacity of 93.4 million cubic yards and a remaining capacity of 79.4 million cubic yards. Overall, the landfill has a maximum permitted throughput of 3,000 tons per day and is expected to remain operational until 2047.

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. As indicated above, the Victorville Landfill has adequate capacity to accommodate such solid waste disposal needs over the short-term. Further, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The contractor would be required to comply with all programs regarding recycling construction waste and debris. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant, and no mitigation is required.

Operations

The Project is a well equipment yard that repairs well equipment including metal and plastic piping. Based on this it is anticipated that much of the material generated could be recycled. Based on CalRecycle's *Estimated Solid Waste Generation Rates*[4], a variety of baseline rates have been used to determine the potential waste stream for a general industrial use such as the Proposed Project. Based one methodology, an industrial use may generate 3 pounds er employee/1,000 SF per day. Assuming a total of 20 employees, and a Project Site of approximately 2.9 acres (128,937 SF) where employees would be (office, shop and non-storage portion of the yard), the Project could generate approximately 2,578 pounds (1.2 tons) of waste per day or approximately 312 tons per year. As described above, the Victor Valley Landfill has ample capacity to service the Project. The impact would be less than significant, and no mitigation is required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

[4] https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

Less than Significant Impact. All collection, transportation, and disposal of solid waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state had set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each City in the County. Waste generated by the Project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the Project's waste generation would represent a nominal percentage of the waste created within the City. The Project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

4.19.3 Mitigation Measures:

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

4.19.4 Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant, and no mitigation would be required.

4.20 WILDFIRE

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant.

4.20.1 Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires. As discussed in Section 4.9 of this document, The City of Hesperia's *Draft Hazard Mitigation Plan* (2017), identifies on Figure 4-7 that the Proposed Project is located within an area designated as "Moderate Wildfire Hazard Severity Zone." Additionally, the Project would be required to comply with the City's current building and planning codes including but not limited to fire access, building sprinklers, fire wall separations, and property weed abatement.

4.20.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the City of Hesperia. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the City of Hesperia. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the City of Hesperia. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the City of Hesperia. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

4.20.3 Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

4.20.4 Conclusion

The Proposed Project would have no impact associated with Wildfire risk, and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

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?

Less Than Significant With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the Project Site is vacant disturbed land. Four live western Joshua tree and one dead Joshua tree were observed inside the boundaries of the Project Site. Mitigation Measures **BIO-1** is required to reduce impacts to western Joshua tree. Additionally, no burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) was observed during the field investigation. Based on the results of the field investigation, it was determined that the Project Site has a low potential to support burrowing owls and focused surveys are not recommended. However, to ensure burrowing owls have not moved into the site prior to construction, **Mitigation Measure BIO-2** to provide a site survey prior to construction is required to reduce potential impacts to less

than significant The Project Site and limited adjacent undeveloped land are generally isolated from other open space nearby. As such, the site is not expected to contribute meaningfully to local wildlife movement through the area However, the vegetation on site may attract birds and other mammal species that are protected by the MBTA. As such, implementation of **Mitigation Measure BIO-3** to perform a pre-construction nesting bird survey is required to reduce potential impacts to nesting birds protected by the MBTA.

As indicated in Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, no cultural or tribal resources are anticipated, although unanticipated discoveries may occur during Project construction. As such, implementation of **Mitigation Measures CUL-1, CUL-2, and CUL-3,** as well as **TCR-1** and **TCR-2** would reduce the Project's potential environmental impacts to cultural and tribal cultural resources to less than significant.

As indicated in Section 4.7 *Geology and Soils,* the Project Site exists in previously disturbed surface and near-surface soils in the Project Site which have a relatively low potential to contain significant paleontological resources. The undisturbed soils below the recent and disturbed soils, however, which consist of alluvial fan deposits of sand and gravel from the Pleistocene epoch, are considered to have a high potential to contain significant, nonrenewable paleontological resources. Thus, the Project's potential to impact significant, nonrenewable paleontological resources is high when construction activities extend into these older subsurface sediments. As such, implementation of **Mitigation Measure GEO-1** that requires a Paleontological Resources management Plan (PRMP) to be prepared prior to grading is required to reduce impacts to less than significant.

Therefore, with mitigation incorporated, Proposed Project would not potentially 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, 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. Impacts would be less than significant with mitigation incorporated.

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)?

Less Than Significant With Mitigation Incorporated. The Proposed Project is being developed according to the General Plan and is an allowed use under the Main Street and Freeway Corridor Specific Plan of the City of Hesperia's General Plan. Project Site zoning of Commercial/Industrial Business Park.

However, as demonstrated by the analysis in this IS, the Proposed Project would not result in any significant and unavoidable environmental impacts in any environmental category with implementation of Project-specific mitigation measures. Implementation of mitigation measures

at the Project-level would reduce the potential for incremental environmental effects of the Proposed Project to be considered when viewed in conjunction with the effects of past projects, current projects, or probably future projects. Project impacts would be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation Incorporated. The Project is required to comply with a number of local, State and federal regulations that are identified throughout this document. Implementation of these regulations will ensure that Project-specific impacts will be less than significant. No Project-specific impacts that would cause substantial effects on human beings, either directly or indirectly, were identified in this analysis.

Therefore, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

5 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of a Mitigated Negative Declaration to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program identifies the mitigation and when in the process it should be implemented. The **City of Hesperia** is the implementing responsible party for all measures. A record of the MMRP will be maintained at the City of Hesperia Development Services Department, 9700 7th Avenue, Hesperia, California 92345.

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
BIOLOGICAL RESOURCES							
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	**BIO-1:** For any Western Joshua Trees that would be removed or impacted, the Project applicant shall either obtain an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) either under CDFW under Section 2081 of the California Endangered Species Act (CESA) or through the Western Joshua Tree Conservation Act. Proof of the permit is required prior to the City issuance of grading permits.	Prior to issuance of a grading permit	City of Hesperia Development Services Department	Contract or Letter of Intent with Qualified Biologist			
	BIO-2: Pre-construction surveys for burrowing owl occupation shall be conducted by a qualified biologist(s) prior to the start of Project-related activities. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). Pre-construction surveys shall be conducted no less than 14 days before the initial ground disturbance (e.g., grading, grubbing,	Prior to grading	Applicant/ Contractor and City of Hesperia Development Services Department	Monitoring report submitted to City of Hesperia Development Services Department			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
	construction). Burrowing owls may re-colonize a site after only a few days. Time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance. If burrowing owls or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the pre-construction clearance surveys or during construction, Project activities shall be immediately halted. The Project Proponent shall consult with CDFW on the next steps, including obtaining an Incidental Take Permit (ITP) for burrowing owl prior to the start of Project activities (revised August 2025 per CDFW comments)						
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**BIO-3:** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. Regardless of the time of year, a pre-construction survey shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity survey within the Project areas (including access routes) and a 500-foot buffer surrounding the Project areas, no more than three (3) days prior to the initiation of Project activities, including, but not limited to clearing, grubbing, and/or	Prior to grading	Applicant/ Contractor	Monitoring report submitted to City of Hesperia Development Services Department			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
	rough grading to prevent impacts to birds and their nests. The survey shall focus on all suitable nesting areas such as but not limited to: trees, shrubs, bare ground, burrows, cavities, and structures. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist shall make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests or nesting bird activity are identified within the work area or the Project's zone of influence (generally 100-300 feet), a no disturbance buffer zone shall be established by the qualified biologist to be marked on the ground around each nest. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Active nest(s) and an established buffer distance(s) shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If there is no nesting activity, then no further action is needed for this measure. If an active nest is encountered during the Project construction, construction shall stop immediately						

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
	until a qualified biologist can determine (1) the status of the nest, and (2) when work can proceed without risking violation to state or federal laws (revised August 2025 per CDFW)						
CULTURAL RESOURCES							
Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	**CUL-1** In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation, shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Prior to issuance of a grading permit and during subsurface excavation	Applicant/ Contractor And City of Hesperia Development Services Department	Confirmation of professional archeologist retention/on-going monitoring/ submittal of Report of Findings and curate discovered resources, if applicable			
	CUL-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Yuhaaviatam of San Manuel Nation for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.	Prior to grading and during grading/construction	Applicant/ Contractor	Contract or Letter of Intent with Qualified Cultural Resource Specialist			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
Disturb any human remains, including those interred outside of formal cemeteries?	**CUL-3:** If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.	Prior to grading and during grading/construction	City of Hesperia Development Services Department	Complete (Required by code)			
GEOLOGIC RESOURCES							
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	**GEO-1:** Paleontological Resource Management Plan. Prior to the start of construction, a Paleontological Resources Management Plan (PRMP) shall be prepared by a qualified Paleontologist and include the following procedures: • Worker Awareness Training: Prior to the start of the proposed Project activities, all field personnel will receive a worker's paleontological sensitivity training. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made and provide contact information for the Project Paleontologist. • Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or	Prior to Construction	Applicant/ Contractor And City of Hesperia Development Services Department	Contract or Letter of Intent with Qualified Cultural Resource Specialist			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
	paleontological monitor. Starting at the surface, monitoring will be conducted fulltime in areas of grading or excavation in undisturbed alluvial deposits. • Development of an inadvertent discovery plan to expediently address treatment of paleontological resources should any be encountered during development associated with the Project. If these resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified paleontologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as fossil collection and curation, may be warranted and would be discussed in consultation with the appropriate regulatory agency(ies).						
TRIBAL CULTURAL RESOURCES							
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	**TCR-1:** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), shall be contacted, as detailed in CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the	Prior to grading and during grading/ construction	City of Hesperia Development Services Department	Actions as deemed necessary by the City of Hesperia Development Services Department			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN, for the remainder of the project, should YSMN elect to place a monitor on-site.						
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,	**TCR-2:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN, throughout the life of the project.	Prior to grading and during grading/construction	City of Hesperia Development Services Department	Actions as deemed necessary by the City of Hesperia Development Services Department			

Impact/Threshold	Applicable Mitigation Measure / Project Mitigation Measures	Monitoring / Timing Frequency	Monitoring Party	Action Indicating Compliance	Verification		
					Initials	Date	Remarks
place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?							

6 LIST OF PREPARERS

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City Staff

Edgar Gonzalez, Senior Planner, Development Services Department
Various Staff, Public Works Engineering

7 REFERENCES

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

City of Hesperia, *General Plan 2010* (City, 2010)

City of Hesperia, *Hesperia Main Street and Freeway Corridor Specific Plan,* Amended (Last) July 15, 2021.

City of Hesperia, *Hazard Mitigation Plan 2017 Update.*

City of Hesperia, June 7, 2016. *Hesperia Water District, FINAL DRAFT, 2015 Urban Water, Management Plan,* Submitted by: GEI Consultants, Inc.

State of California, Department of Conservation, Farmland Mapping and Monitoring Program. https://maps.conservation.ca.gov/DLRP/CIFF.

United States Dept of Agriculture, Natural Resources Conservation Service (USDA), Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

APPENDICES