Initial Study

Amargosa Road and Palmetto Way Industrial Warehouse Building

Hesperia, California

Lead Agency:

City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345

Prepared By:

Casc Engineering and Consulting, Inc.
1470 E. Cooley Dr.
Colton, CA 92324
(909) 783-0101 Ext. 5370

September 2025

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CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Hesperia ("City") is the lead agency for the Project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As set forth in the State CEQA Guidelines Section 15070, an IS/MND can be prepared when the Initial Study has identified potentially significant environmental impacts, but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and 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.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period of 30 days. During this review, public agency comments related to environmental issues should be addressed to the City. The City will consider the comments received as a part of the Project's environmental review and will include them as part of the Initial Study/Mitigated Negative Declaration documentation for adoption.

1.2 Documents Incorporated by Reference

As permitted by Section 15150 of the CEQA Guidelines, this IS/MND references several technical studies and analyses. Information from the documents incorporated by reference is briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the IS/MND has also been described. The documents and other sources used in the preparation of this IS/MND include, but are not limited to:

- City of Hesperia General Plan 2010
- City of Hesperia General Plan Update Final Environmental Impact Report (December 16, 2010)
- City of Hesperia Municipal Code (Codified through Ordinance No. 2022-13, passed September 6, 2022)
- City of Hesperia Main Street and Freeway Corridor Specific Plan (October 16, 2008; amended July 15, 2021)
- City of Hesperia Climate Action Plan (July 20, 2010)
- General Plan Land Use/Zoning Map (February 7, 2020)
- San Bernardino County Countywide Plan 2020

1.3 Documents Prepared for the Project

The stand-alone technical studies prepared for the Project are appended to the IS/MND as follows:

- Air Quality Impact Analysis
- Mobile Source Health Risk Assessment
- Biological Resources Assessment Report
- Cultural and Paleontological Resources Assessment
- Energy Analysis
- Geotechnical Investigation
- Greenhouse Gas Analysis
- Preliminary Hydrology Report
- Conceptual Water Quality Management Plan
- Noise Impact and Vibration Analysis
- Traffic Impact Analysis
- Trip Generation Comparison Analysis
- Vehicle Miles Travelled Analysis

CHAPTER TWO – PROJECT DESCRIPTION

2.1 Project Location and Existing Project Site

The City of Hesperia ("City") is located within the southwestern portion of San Bernardino County, refer to *Figure 1, Regional Vicinity Map*. On a regional basis, the City is accessible via Interstate 15 (I-15), U.S. Federal Highway 395 (US-395), and State Route 18 (SR-18). Jurisdictions surrounding the City of Hesperia include the City of Adelanto to the northwest, Town of Apple Valley to the northeast, City of Victorville to the north, and unincorporated San Bernardino County to the south, east and west.

The Project site is comprised of three (3) parcels (APNs: 0405-072-52, 53, and 55) that total approximately 30.52 acres. The site consists of vacant land that is characterized by level terrain and a mixture of ruderal/disturbed vegetation and Joshua tree woodland. The site is bounded by Avenal Street to the north, Palmetto Way to the south, and Amargosa Road to the east, refer to *Figure 2, Aerial Imagery Map*. Specifically, the Project site is in Section 14, Township 4 North, Range 5 West, as depicted on the U.S. Geological Survey Baldy Mesa, California 7.5-minute topographic quadrangle map.

2.2 Project Characteristics

Rachamin 5, LLC., ("Applicant") proposes to construct up to a 499,714 square-foot industrial building and associated improvements, including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater facilities, sidewalks, and landscape area. The Project includes approximately 10,000 square feet of office space, 489,714 square feet of industrial/warehouse space, and 255,000 square feet of landscape improvements.

1. Project Trip Generation Comparison

The Project site has a General Plan land use designation of Main Street and Freeway Corridor Specific Plan – Regional Commercial (RC). Project implementation requires a Specific Plan Amendment to modify the Project site's Main Street and Freeway Corridor Specific Plan land use designation from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP). Ganddini Group, Inc. prepared a Trip Generation Comparison Analysis for the proposed Amargosa Road and Palmetto Way Industrial Warehouse Building Project, dated September 6, 2023 (Appendix L). The purpose of the Trip Generation Comparison Analysis is to evaluate the difference in trips generated by the proposed Project under the Commercial/Industrial Business Park (CIBP) land use designation in comparison to an alternative use that is permitted under the existing Regional Commercial (RC) land use designation.

The Trip Generation Comparison Analysis forecasts the proposed Project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). ITE land use code 155 (High-Cube Fulfillment Center Non-Sort) has been used to estimate the site-specific trip generation estimates for up to 499,700 square feet of high-cube fulfillment center (non-sort) use. Comparatively, the Trip Generation Comparison Analysis forecasts an alternative commercial retail land use trip generation based on regression equations from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). ITE land use code 820 (Shopping Center

(>150k)) has been used to estimate the site-specific trip generation estimates for up to 499,850 square feet of commercial retail use. Which resulted in more trips than the warehousing alternative.

The proposed Project vehicle trips are converted to Passenger Car Equivalent (PCE) trips based on truck rates (as a percentage of a total vehicle trips) from the ITE Trip Generation Manual and truck axle mix data recommended by the South Coast Air Quality Management District (SCAQMD). For the alternative commercial retail land use, it should be noted that commercial retail land uses will often locate next to busy roadways to attract motorists already on the street. Therefore, Ganddini reduced the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. However, pass-by trip adjustments were not applied to the alternative commercial retail land use trip generation in accordance with pass-by rates noted in the ITE Trip Generation Manual (11th Edition, 2021) since Amargosa Road adjacent to the Project site is a low volume roadway and pass-by trips would be minimal.

The proposed Project is forecast to generate approximately 1,083 daily Passenger Car Equivalent (PCE) trips, including 90 PCE trips during the AM peak hour and 81 PCE trips during the PM peak hour. Truck trips would amount to 293 total daily trips, 26 am trips and 6 pm trips. The alternative commercial retail land use is forecast to generate a total of approximately 27,280 daily trips, including 1,007 PCE trips during the AM peak hour and 2,149 PCE trips during the PM peak hour without a pass-by trips reduction. Therefore, the proposed Project is forecast to generate approximately 25,505 fewer daily trips compared to a commercial retail land use of equivalent size, including 870 fewer trips during the AM peak hour and 2,035 fewer trips during the PM peak hour.

Based on the Trip Generation Comparison Analysis, the proposed Project consisting of a 499,714 square foot high-cube fulfillment center warehouse building is forecast to generate substantially fewer trips (up to 659% fewer daily trips) compared to an alternative land use composed of 499,850 square feet of commercial retail.

In addition to trip generation forecasts, Ganddini calculated directional distribution patterns for the Project generated trips and the alternative commercial retail land use generated trips. One hundred percent (100%) of the Project inbound, and outbound truck traffic will be distributed from and towards Main Street. Additionally, seventy-five percent (75%) of the Project inbound, and outbound car traffic will be distributed from and towards Main Street and only twenty-five percent (25%) of the Project inbound and outbound car traffic will be distributed from and towards Bear Valley Road. Comparatively, sixty percent (60%) of the alternative commercial retail land use traffic will be distributed towards Main Street and forty percent (40%) of the alternative commercial retail land use traffic will be distributed towards Bear Valley Road.

The Trip Generation Comparison Analysis also includes comparison of the intersection turning movement volumes for the proposed Project and the alternative commercial land use. The alternative commercial retail land use is expected to generate significantly more AM and PM peak hour intersection turning movement volumes compared to the proposed Project for all turning movements at each study area intersection where peak hour trips are expected to be added.

2. On-Site and Off-Site Improvements

The Project includes improvements along Palmetto Way and Avenal Street, including frontage landscaping and pedestrian improvements. Project landscape conforms to City requirements for industrial uses (Main Street and Freeway Corridor Specific Plan Chapter 11: *Industrial Design Standards and Guidelines*, Section D). Frontage landscaping includes a variety of trees, shrubs, plants, and land covers within the Project frontage's landscape setback area, as well as within the landscape areas found around the proposed industrial/warehouse building to comprise 19.1% (255,000 SF) of the Project site.

3. Site Access, Circulation, and Parking

Regional access to the Project site is provided via I-15 and Amargosa Road. The proposed Project includes three (3) driveways off Palmetto Way. Direct access to the paved tractor-trailer parking area is provided by a 45-foot truck only driveway at the southwest corner of the site and a 50-foot driveway on the south side of the site for both autos and trucks. Direct access to the paved passenger vehicle parking area is provided by a 50-foot driveway at the southeast corner of the site for both autos and trucks. In total, the proposed Project includes 72 loading dock positions, 256 tractor-trailer stalls, and 251 passenger vehicle parking spaces.

4. Utility Improvements

The proposed Project includes a combination of an at grade detention basin and underground infiltration basin to treat stormwater runoff for water quality purposes. Additionally, due to the vacant, undeveloped nature of the Project site, both dry and wet utilities, including domestic water, sanitary sewer, and electricity, need to be extended onto the Project site.

5. Operations

A tenant for the Project has not been identified at this time; however, the facility is designed to accommodate approximately 500 to 600 employees. Hours of operation are anticipated to be 24 hours a day, 7 days a week.

6. Specific Plan Amendment and Zone Change and Development Code Amendment

The General Plan land use designation of the Project site is Main Street and Freeway Corridor Specific Plan – Regional Commercial (RC) and the zoning designation is Regional Commercial (RC). Implementation of the Project requires a Specific Plan Amendment to modify the Project site's Main Street and Freeway Corridor Specific Plan land use designation from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP), refer to *Figure 3, Existing and Proposed Land Use Designation*. Additionally, the Project involves a Zone Change to modify the Project site's zoning from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP), refer to *Figure 4, Existing and Proposed Zoning*.

Additionally, the Project is required to submit a Development Code Amendment application to amend the approved truck route to designate Amargosa Road as a new truck route from Avenal Street to Main Street, in compliance with AB 98. This amendment ensures consistency with City truck route requirements and state regulations for industrial, and warehouse uses.

2.3 Project Approvals

As part of the Project, the Project Applicant is requesting approval of the following entitlements:

- **Specific Plan Amendment** to modify the Project site's Main Street and Freeway Corridor Specific Plan land use designation from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP).
- **Conditional Use Permit** to permit the construction and operation of a warehousing and distribution center of a size greater than 200,000 square feet in the Commercial/Industrial Business Park zone.
- **Development Code Amendment** to designate Amargosa Road as a new truck route from Avenal Street to Main Street in compliance with AB 98.

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a grading permit, building permits, and occupancy permits.

CHAPTER THREE – ENVIRONMENTAL CHECKLIST

3.1 Project Summary

1. Project Title:
Amargosa Road and Palmetto Way Industrial Warehouse Building

2. Lead Agency Name and Address:
City of Hesperia,
9700 Seventh Avenue
Hesperia, CA 92345

3. Contact Person and Phone Number:
Edgar Gonzalez, Senior Planner
Planning Division
P: (760) 947-1330
E: egonzalez@hesperiaca.gov

4. Project Location:
The City of Hesperia ("City") is located within the southwestern portion of San Bernardino County, refer to *Figure 1, Regional Vicinity Map*. On a regional basis, the City is accessible via Interstate 15 (I-15), U.S. Federal Highway 395 (US-395), and State Route 18 (SR-18). Jurisdictions surrounding the City of Hesperia include the City of Adelanto to the northwest, Town of Apple Valley to the northeast, City of Victorville to the north, and unincorporated San Bernardino County to the south, east and west.

The Project site is comprised of three (3) parcels (APNs: 0405-072-52, 53, and 55) that total approximately 30.52 acres. The site consists of vacant land that is characterized by level terrain and a mixture of ruderal/disturbed vegetation and Joshua tree woodland. The site is bounded by Avenal Street to the north and west, Palmetto Way to the south, and Amargosa Road to the east, refer to *Figure 2, Aerial Imagery Map*. Specifically, the Project site is in Section 14, Township 4 North, Range 5 West, as depicted on the U.S. Geological Survey Baldy Mesa, California 7.5-minute topographic quadrangle map.

5. Project Applicant's Name and Address:
Mr. Ramin Namvar
Rachamim 5, LLC
6001 E. Slauson Avenue
Commerce, CA 90040

6. General Plan Designation:
Existing: Main Street and Freeway Corridor Specific Plan – Regional Commercial (RC)

Proposed: Main Street and Freeway Corridor Specific Plan – Commercial/Industrial Business Park (CIBP)

(see *Figure 3, Existing and Proposed Land Use Designation*)

7. Zoning:

Existing: Regional Commercial (RC)

Proposed: Commercial/Industrial Business Park (CIBP)

(see *Figure 4, Existing and Proposed Zoning)*

8. Project Description:

Rachamin 5, LLC., ("Applicant") proposes to construct up to a 499,714 square-foot industrial building and associated improvements, including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater facilities, sidewalks, and landscape area on approximately 30.52 acres in the City of Hesperia ("City"). The Project includes approximately 10,000 square feet of office space, 489,714 square feet of industrial/warehouse space, and 255,000 square feet of landscape improvements. In total, the proposed Project includes 72 loading dock positions, 256 tractor-trailer stalls, and 251 passenger vehicle parking spaces, refer to *Figure 5, Site Plan* (July 2022). The Project site is comprised of three (3) parcels (APNs: 0405-072-52, 53, and 55) and is located south of Avenal Street, north of Palmetto Way, and west of Amargosa Road. Project implementation involves a Specific Plan Amendment to modify the Project site's Main Street and Freeway Corridor Specific Plan land use designation from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP), and a Zone Change to modify the Project site's zoning from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP). Additionally, the Project requires a Conditional Use Permit to permit the construction and operation of a warehousing and distribution center of a size greater than 200,000 square feet in the Commercial/Industrial Business Park zone.

9. Surrounding Land Uses and Setting:

Land uses surrounding the Project site primarily consist of vacant land, along with some scattered residential, industrial, and utility uses. Specific land uses located in the immediate vicinity of the Project site are provided in the table below.

Location	Existing Land Use	Land Use / Zoning Designation (MSFC-SP)
Project Site	Vacant Land	Regional Commercial (RC)
North	Vacant/Residential	City of Victorville
South	Distribution Warehouse	Commercial Industrial Business Park (CIBP)
East	Amargosa Road/I-15 Freeway	Regional Commercial (RC)
West	Vacant/Utility Building	Regional Commercial (RC)

10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

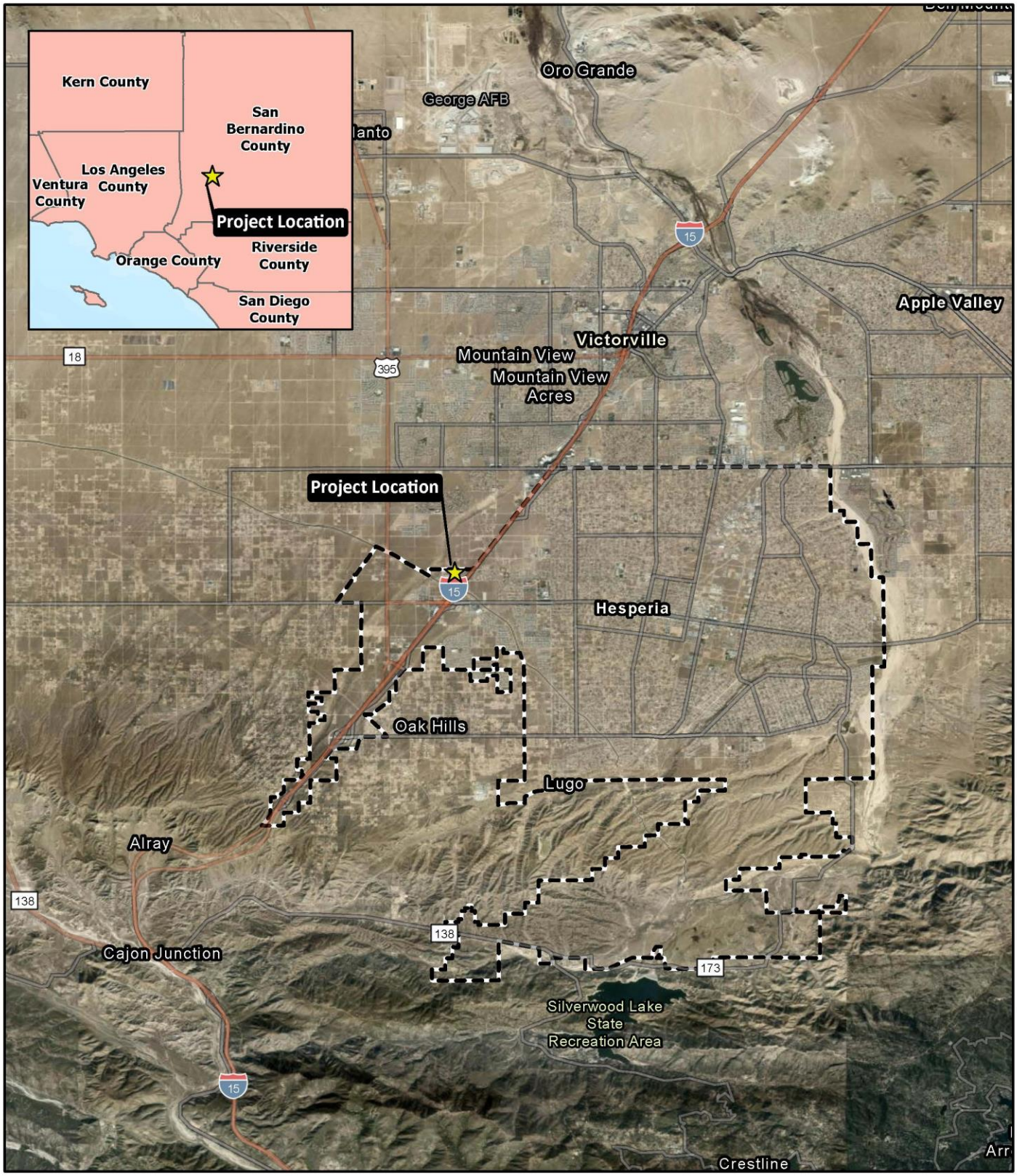
- California Department of Fish and Wildlife

11. California Native American Tribes

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

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City, Lead Agency, has initiated the AB 52 process sending letters the applicable tribes on October 17, 2024. Three tribes were contacted: The Cabazon Band of Mission Indians, Torres Martinez Desert Cahuilla Indians, and the Yuhaaviatam of San Manual Nation. The Yuhaaviatam of San Manual Nation provided mitigation measures. These mitigation measures are incorporated into Section XVIII. Tribal Cultural Resources of this IS/MND. Consultation will continue through grading operations as required by AB 52.



CASC Engineering and Consulting
www.cascinc.com

N

0 1.43 2.85 5.7

1" = 3.95 miles

Figure 1
Regional Vicinity

APN: 0405-072-[52,53,55]

City of Hesperia, California State Parks, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, California State Parks, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Earthstar Geographics, Esri, USGS

AMARGOSA ROAD & PALMETTO WAY SPEC. INDUSTRIAL PROJECT, HESPERIA, CA.

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N

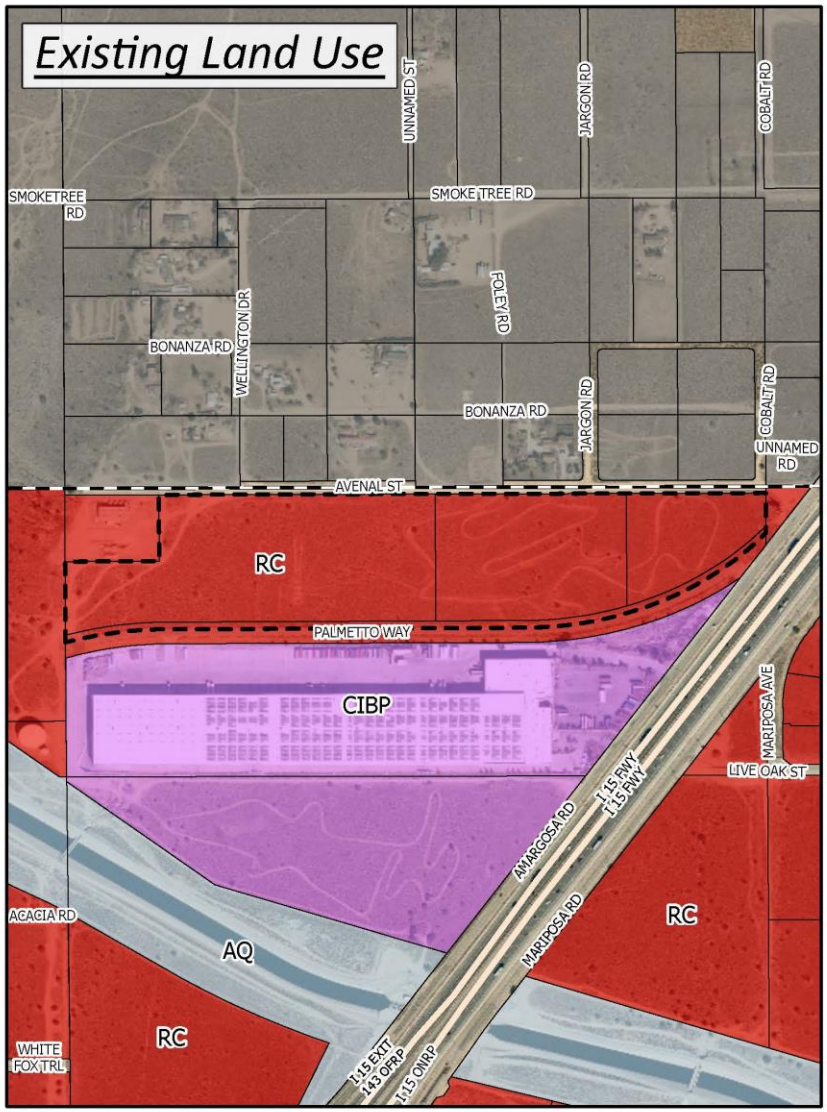
0 0.07 0.13 0.26
1" = 3.95 miles

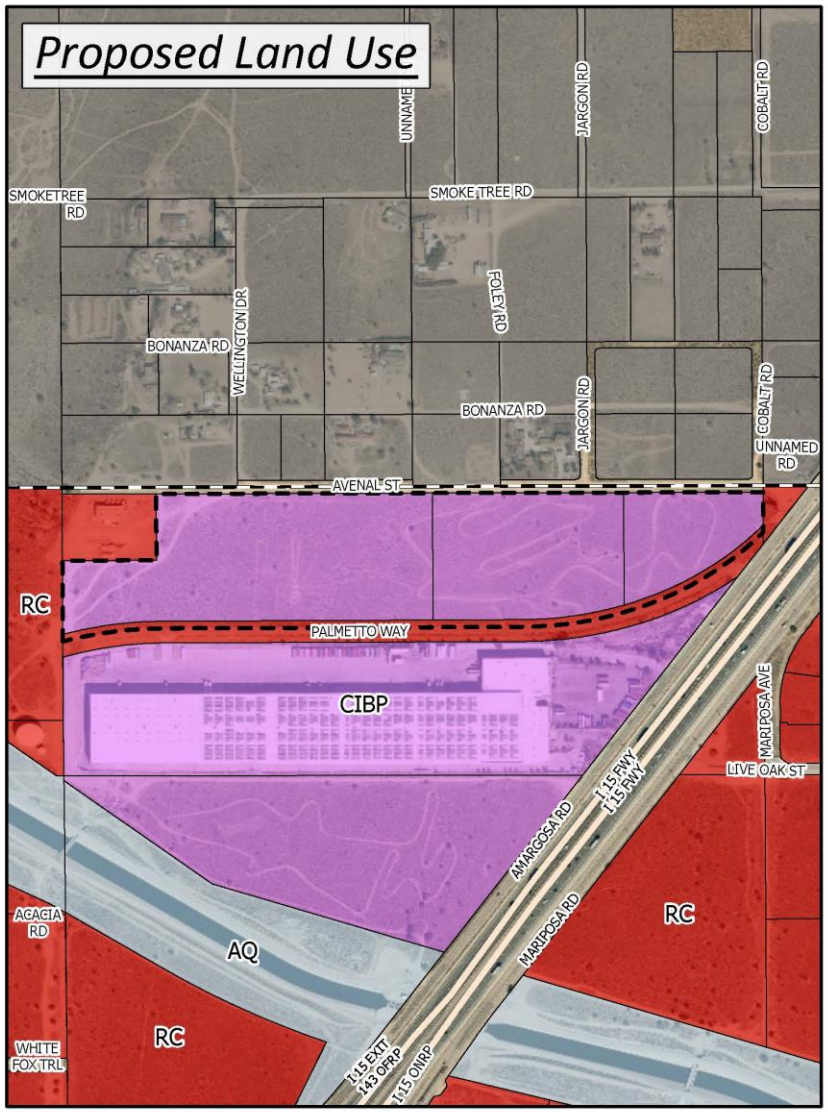
Figure 2
Aerial Imagery Map

APN: 0405-072-[52,53,55]

San Bernardino County, Maxar, Esri Community Maps Contributors, City of Hesperia, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

AMARGOSA ROAD & PALMETTO WAY SPEC. INDUSTRIAL PROJECT, HESPERIA, CA.





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Project Boundary
City Boundary
Land Use
Aqueduct
Com/Ind Business Park
Regional Commercial
City of Victorville

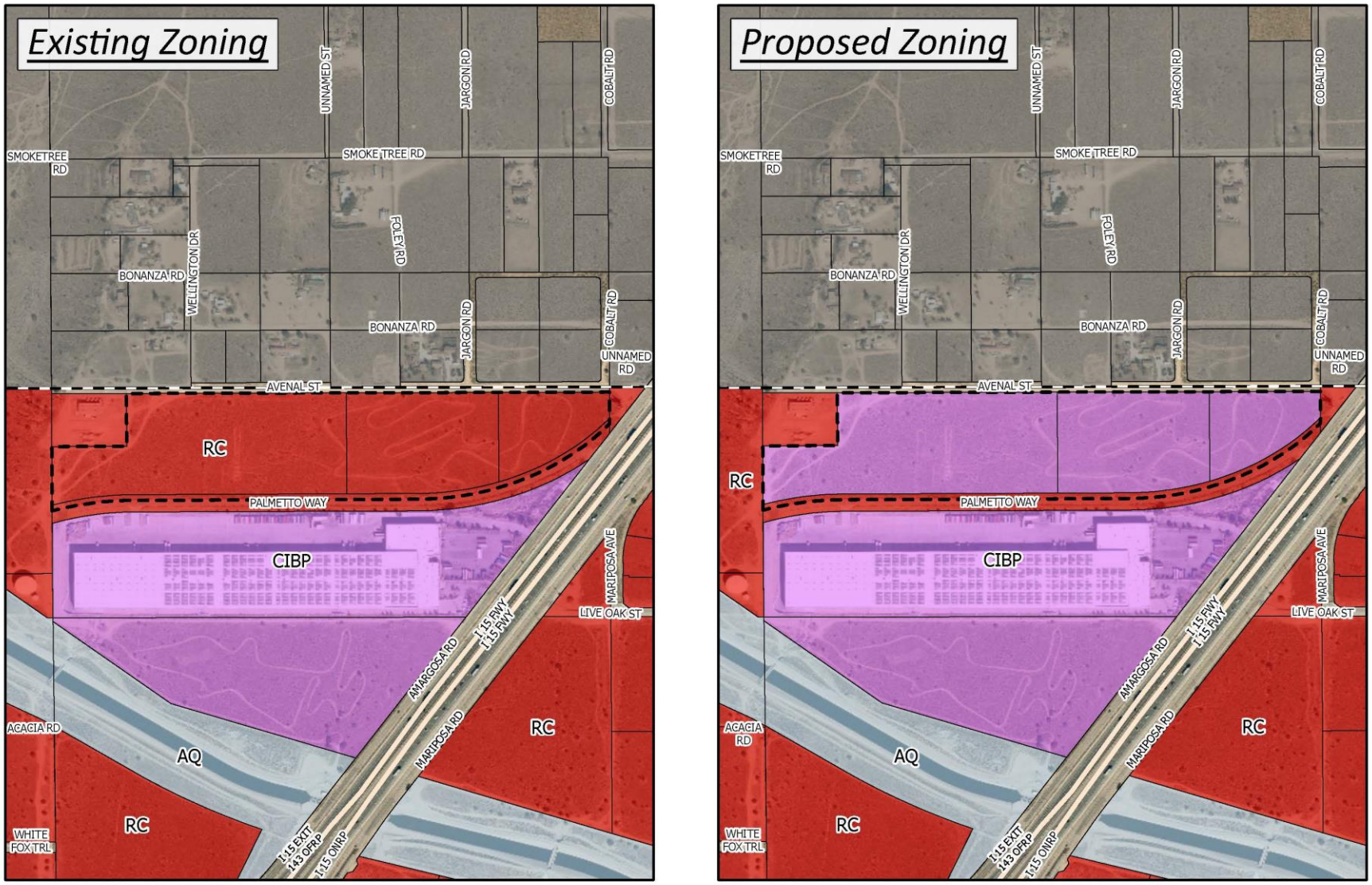
N

0 375 750 1,500
US Feet

San Bernardino County, Maxar

Figure 3

Existing and Proposed Land Use Designation



CASC Engineering and Consulting
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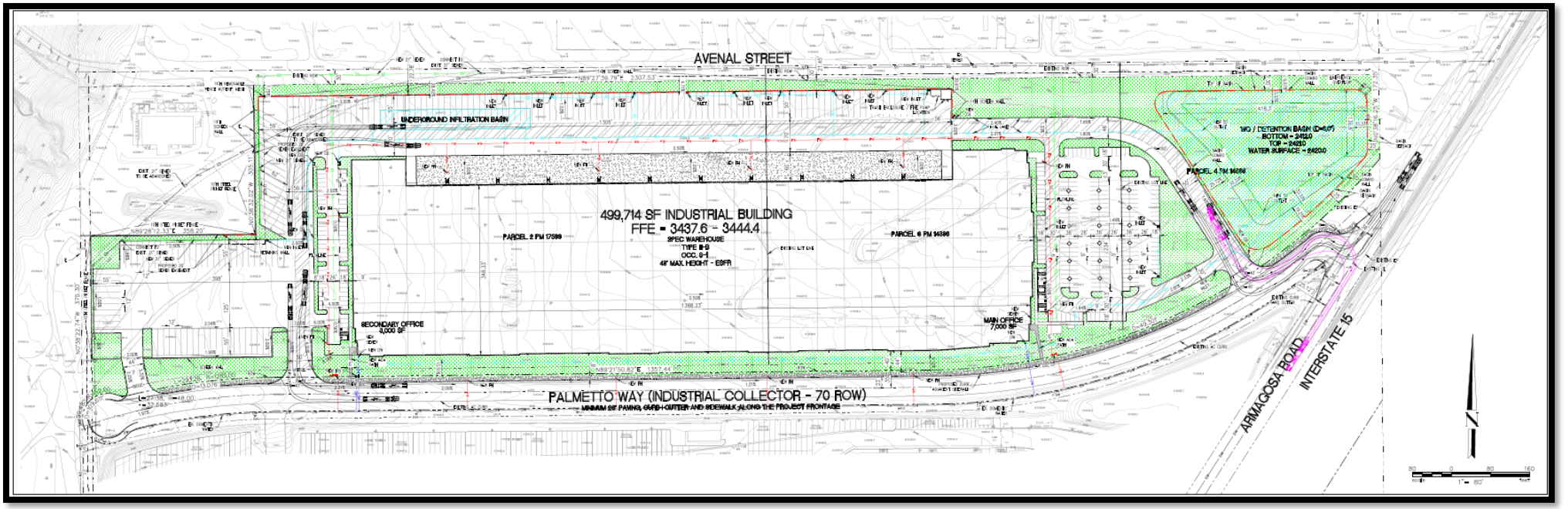
Figure 4

Existing and Proposed Zoning

Figure 5: Site Plan (July 2025)



3.2 Environmental Factors Potentially Affected

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

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

3.3 Determination

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed 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.

_____ _____

Edgar Gonzalez — Date
Senior Planner

3.4 Evaluation of Environmental Impacts

1) 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 projects like the one involved (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 would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) 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.

3) Once the lead agency has determined that a particular physical impact may occur, then 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.

4) "Negative Declaration: Less Than Significant Impact with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).

5) Earlier analyses may be used where, pursuant to the tiering, 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 Analysis Used.** Identify and state where they are available for review.

    b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

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

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and

    b) the mitigation measure identified, if any, to reduce the impact to less than significant.

CHAPTER FOUR – INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Transportation/Traffic – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Circulation Element
    b. Safety Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.
    a. Chapter 13 Circulation Improvements
3. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.15 – Transportation
4. Amargosa and Palmetto High-Cube Warehouse Trip Generation Comparison Analysis. Ganddini Group, Inc. September 6, 2023. (Appendix L)
5. Amargosa and Palmetto High-Cube Warehouse Revised Traffic Impact Analysis. Ganddini Group, Inc. August 21,2025. (Appendix K)
6. Amargosa and Palmetto High-Cube Warehouse Project Vehicle Miles Traveled Analysis, Ganddini Group, Inc. July 8, 2025.

Discussion of Impacts

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact with Mitigation Incorporated: A Traffic Impact Analysis (TIA) was prepared by Ganddini Group, Inc dated August 18, 2022. A revised TIA was completed by Ganddini Group on August 21, 2025. The purpose of the TIA is to assess

potential transportation impacts resulting from development of the proposed Project both in the context of the California Environmental Quality Act (CEQA) and City of Hesperia discretionary authority. In accordance with City of Hesperia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (July 2020), existing and future conditions were analyzed for the proposed Project. Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study intersections within the City of Hesperia and California Department of Transportation jurisdictions:

1. Amargosa Road (NS) at Palmetto Way (EW)
2. Key Pointe Drive (NS) at Amargosa Road (EW)
3. Key Pointe Drive (NS) at Main Street (EW)
4. I-15 SB Offramp (NS) at Main Street (EW)
5. I-15 NB Ramps (NS) at Main Street (EW)
6. Project West Driveway (NS) at Palmetto Way (EW)
7. Project Central Driveway (NS) at Palmetto Way (EW)
8. Project East Driveway (NS) at Palmetto Way (EW)

The following scenarios were analyzed during typical weekday AM and PM peak hour conditions:

- Existing
- Opening Year (2027) Without Project
- Opening Year (2027) With Project
- General Plan Buildout (2040) Without Project
- General Plan Buildout (2040) With Project

All study intersections are forecast to operate within acceptable Levels of Service (D or better) during peak hour conditions for Existing, Opening Year (2027) Without Project, and Opening Year (2027) With Project scenarios. Additionally, all study intersections except for the Key Pointe Drive (NS) at Main Street (EW) intersection are forecast to operate within acceptable Levels of Service (D or better) during peak hour conditions for General Plan Buildout (2040) With Project and General Plan Buildout (2040) Without Project scenarios.

The Key Pointe Drive (NS) at Main Street (EW) intersection is projected to operate at an unacceptable Level of Service (E or F) during the PM peak hour for General Plan Buildout (2040) With Project and General Plan Buildout (2040) Without Project scenarios. Mitigation Measure **TRANS-1** requires that the Project's fair share is contributed, as determined by the City, to construct a second southbound left turn lane at Key Pointe Drive (NS) at Main Street (EW). **TRANS-1** will ensure that the proposed Project will result in no substantial operational deficiencies at the study intersections for General Plan Buildout (2040) With Project conditions, and impacts will be reduced to less than significant.

A Trip Generation Comparison Analysis was prepared by Ganddini Group, Inc dated November 28, 2022, and updated on February 28, 2025, and updated again on July 8, 2025. The Project proposes a Specific Plan Amendment to modify the Project site's Main Street and Freeway Corridor Specific Plan land use designation from Regional Commercial (RC) to Commercial/Industrial Business Park (CIBP). The purpose of the analysis is to evaluate the change in trip generation that can be expected between the proposed Project which is permitted under the CIBP land use designation, and an alternative land use consisting of

commercial retail that is permitted under the existing RC land use designation. The proposed Project is forecast to generate approximately 1,083 daily Passenger Car Equivalent (PCE) trips, including 90 PCE trips during the AM peak hour and 81 PCE trips during the PM peak hour. The alternative land use consisting of commercial retail is forecast to generate a total of approximately 25,505 daily trips, including 870 fewer trips during the AM peak hour and 2,035 trips during the PM peak hour.

For the alternative commercial retail land use, it should be noted that commercial retail land uses will often locate next to busy roadways to attract motorists already on the street. Therefore, Ganddini reduced the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. However, pass-by trip adjustments were not applied to the alternative commercial retail land use trip generation in accordance with pass-by rates noted in the ITE Trip Generation Manual (11th Edition, 2021) since Amargosa Road adjacent to the Project site is a low volume roadway and pass-by trips would be minimal.

The proposed Project is forecast to generate approximately 25,505 fewer daily trips compared to a commercial retail land use of equivalent size, including 870 fewer trips during the AM peak hour and 2,035 fewer trips during the PM peak hour. Based on the trip generation comparison analysis, the proposed Project consisting of a 499,714 square-foot industrial building is forecast to generate substantially fewer trips (up to 659% fewer daily trips) compared to an alternative land use composed of 499,850 square feet of commercial retail. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact: CEQA Guidelines Section 15064.3 subdivision (b) regards Vehicle Miles Traveled (VMT) and whether the land use project will generate vehicle miles traveled in excess of an applicable threshold of significance. Based on the VMT Analysis prepared by Ganddini Group (dated July 8, 2025), the Project is estimated to generate 73.7 vehicle miles traveled (VMT) per service population under baseline conditions and 38.9 VMT per service population under cumulative conditions. Both estimates exceed the City's established VMT significance threshold of 38.3 VMT per service population. Therefore, the Project would result in a significant transportation impact without mitigation. This topic will be further analyzed in an EIR for the Project.

c) 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: The Project would not result in any major modifications to the existing access or circulation features. The proposed Project does not include any sharp curves or traffic intersection crossings. Therefore, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, a less than significant impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact: The proposed Project is compatible with the design and

operation of the street network and would not result in any major modifications to the existing access or circulation features. The Project proposes three (3) driveways off Palmetto Way. Direct access to the paved tractor-trailer parking area is provided by a 45-foot truck only driveway at the southwest corner of the site, and a 50-foot auto and truck driveway on the south side of the site. Direct access to the paved passenger vehicle parking area is provided by a 50-foot auto and truck driveway at the southeast corner of the site. The Project conforms with local, state, and federal regulations regarding circulation and traffic pattern design. The driveways accommodate traditional fire apparatus, allowing for adequate emergency access. The Project would not result in inadequate emergency access to the Project site. Thus, a less than significant impact would occur.

Mitigation Measures

Mitigation:

(a)

TRANS-1: Contribute fair share, as determined by the City, to construct a second southbound left turn lane at Key Pointe Drive (NS) at Main Street (EW).

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    - Open Space Element
    - Conservation Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.
    - Chapter 14 Open Space and Streetscape Improvements
3. Title 16 – Development Code of the Hesperia Municipal Code
    - Section 16.20.135 – Glare
    - Chapter 16.16.405 – Site design standards and guidelines
4. California Department of Transportation, 2018. List of eligible and officially designated State Scenic Highways. 2018. Available on-line at: Scenic Highways | Caltrans

Discussion of Impacts

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact: The Hesperia General Plan identifies scenic resources within the City such as the Mojave River, the San Gabriel and San Bernardino Mountains, the Mojave Desert and other surrounding mountains and valleys. The City also consists of numerous washes and other natural water courses such as the Oro Grande Wash, Antelope Valley Wash, Unnamed Wash #2 (Honda Valley Wash), and Unnamed Wash #1 east of Interstate 15. The designated washes provide physical and visual relief from the urban developments and direct stormwater flow safely through the City.

The Project site is located east of the Oro Grande Wash, adjacent to the Wash Protection Overlay boundary. General Plan Exhibit OS-7 identifies three (3) preservation areas within the Oro Grande Wash and the Unnamed Wash #1 that have minimal disturbance and exemplify natural desert habitat. The designated preservation areas within the Wash Protection Overlay boundary are located approximately one (1) mile south, 3.45 miles southwest, and four (4) miles southwest of the Project site. The portion of the Oro Grande Wash adjacent to the Project site has been extensively used by off-road motorcycles and is designated as Recreational-Commercial. The Recreational-Commercial designation allows a broader range of intensive recreational uses. Although the designation allows a greater range of uses, there are restrictions on buildings and development to preserve general landform and landscape. The Recreational-Commercial designation is also utilized as a buffer between the commercial/industrial land uses located adjacent to the freeway and the residential land uses within Oak Hills.

The proposed Project consists of an industrial building up to 499,714 square feet and associated improvements, including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater facilities, sidewalks, and landscape area. The Project site is not located within the Wash Protection Overlay and the proposed development does not extend into the Wash Protection Overlay boundary. Scenic views from the Project site include distant views of the San Bernardino and San Gabriel Mountains, located south, southwest, and southeast of the site as well as views of the Mojave Desert. The Project site is surrounded by vacant land and residential uses to the north, vacant land and a utility building to the west, Amargosa Road and I-15 Freeway to the east, and a distribution warehouse to the south. The existing distribution warehouse south of the Project site disrupts south, southwest, and southeast views from the Project site. Furthermore, the proposed Project is consistent in scale and character with the existing distribution warehouse. Therefore, Project impacts on a scenic vista would be less than significant.

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

Less than Significant Impact: The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as rock outcroppings or historic buildings. The nearest State-designated scenic highway is a portion of SR-2 located approximately 15.7 miles southwest of the Project site. Additionally, the nearest State-eligible scenic highway is a portion of SR-138 located approximately 8.0 miles south of the Project site. Therefore, Project impacts on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would be less than significant.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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 is located within an urbanized area and is surrounded by vacant land and residential uses to the north, vacant land and a utility

building to the west, Amargosa Road and I-15 Freeway to the east, and a distribution warehouse to the south. The proposed Project complies with the development standards of the CIBP zone and the Industrial Design Standards and Guidelines within the Main Street and Freeway Corridor Specific Plan (MSFC-SP). The design specifications for the Project will be reviewed by the City for compliance with all applicable provisions set forth by the City's Development Code and the Specific Plan. As part of the City's development review process, the Project's architectural plans are reviewed by City staff and the Planning Commission to determine whether Project design conforms to the Development Code and Specific Plan. Furthermore, the proposed Project is consistent in scale and visual character with the existing distribution warehouse south of the Project site. Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality and impacts would be less than significant.

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

Less than Significant Impact: The proposed Project would introduce new sources of light at the Project site including building, parking, and security lighting. Specific Plan Section II, Chapter 11, Item 14 includes design standards for outdoor lighting that apply to industrial development within the MSFC-SP. The MSFC-SP lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding public nuisances (e.g., unusually high intensity or poor directional lighting that intrudes into neighboring properties or public rights-of-way). Although the proposed Project would be required to adhere to the applicable requirements of the Specific Plan, the proposed Project would introduce new sources of light and glare as the Project includes the construction of an industrial building on an undeveloped Project site. Conformance with the Specific Plan would minimize the potential for the Project to result in adverse light and glare impacts. Therefore, additional light sources are not anticipated to be substantial enough to adversely affect day or nighttime views in the area, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Agriculture and Forestry Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including 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 nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    - Open Space Element
    - Conservation Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    - 3.2 – Agricultural Resources

3. California Department of Conservation (CDC), California Important Farmland Finder (CIFF), 2018

Discussion of Impacts

a) Would the project convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

No Impact: The CDC Farmland Mapping and Monitoring Program (FMMP) identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance or Potential, and Grazing Land. The classification of farmland is determined by a soil survey conducted by the Natural Resources Conservations Service (NRCS) which analyses the suitability of soils for agricultural production. Based on the California Important Farmland Finder, the Project site is classified as "Grazing Land". Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact: The Project site is currently zoned as Regional Commercial (RC) and the proposed zoning designation is Commercial/Industrial Business Park (CIBP). According to the Hesperia General Plan Update Environmental Impact Report (EIR) Exhibit 3.2-2 Williamson Act Map, the Project site is not subject to a Williamson Act Contract. Additionally, there are no properties within the Project's vicinity subject to a Williamson Act Contract. Therefore, the proposed Project would have no potential to conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?

No Impact: The Project site is designated Regional Commercial (RC) and the proposed zoning designation is Commercial/Industrial Business Park (CIBP). According to the City's Zoning Map, the Project site is not located within or adjacent to forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact: The Project site is currently vacant and consists of disturbed native vegetation. The site contains sparsely scattered shrubs, trees, and vegetation communities that would not qualify as forest land. Thus, the proposed Project would not result in the conversion of forest land to non-forest use. No impact would occur.

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

No Impact: As previously discussed under Section II (a), the Project site is classified as "Grazing Land" by the California Department of Conservation and does not meet the definition of Farmland (i.e., "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance"). The Project site contains no active agricultural uses under existing conditions. Accordingly, implementation of the Project would not convert areas on the subject property classified as Farmland to non-agricultural use. Additionally, neither the Project site nor its surroundings contain forest land. Therefore, the Project would not result in the conversion of forest land to non-forest use. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    - Conservation Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    - 3.3 – Air Quality
3. Title 16 – Development Code of the Hesperia Municipal Code
    - Chapter 16.16.360 – Additional development standards
4. Amargosa and Palmetto High-Cube Warehouse Air Quality Impact Analysis City of Hesperia. Urban Crossroads, Inc. February 1, 2023. (Appendix A)
5. Amargosa and Palmetto High-Cube Warehouse Mobile Source Health Risk Assessment City of Hesperia. Urban Crossroads, Inc. February 1, 2023 (Appendix B)

Discussion of Impacts

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

Less than Significant Impact: The Project site is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The MDAQMD encompasses approximately 20,000 square miles including San Bernardino County's High Desert and Riverside County's Palo Verde Valley. The MDAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards through the implementation of an Air Quality Management Program (AQMP).

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the MDAB. The attainment

status of criteria pollutants in the MDAB is shown in Table 4-1 below. In response, the MDAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

Table 4-1 Attainment Status of Criteria Pollutants in the MDAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Attainment	Unclassifiable/Attainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb	Attainment	Unclassifiable/Attainment

Note "-" = The national 1-hour O3 standard was revoked effective June 15, 2005.

The Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Mojave Desert set forth a comprehensive set of programs that will lead the MDAB into compliance with federal and state air quality standards. The control measures and related emission reduction estimates within the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with these attainment plans for development projects is determined by demonstrating compliance with the indicators discussed below:

Criterion 1 - Local land use plans and/or population projections

The existing General Plan land use designation of the Project site is Main Street and Freeway Corridor Specific Plan – Regional Commercial (RC) and the proposed designation is Main Street and Freeway Corridor Specific Plan – Commercial/Industrial Business Park (CIBP). The Project uses are allowed under the site's proposed CIBP General Plan land use designation. The Project requires a Specific Plan Amendment and a Zone Change affecting the Project site. The CIBP land use designation allows for a maximum FAR of 0.5 and the proposed Project site has a FAR of 0.376 which is in conformance with the CIBP land use designation. The CIBP land use designation 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.

Criterion 2 - All MDAQMD Rules and Regulations

The Project would be required to comply with all applicable MDAQMD Rules and Regulations, including, but not limited to Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust).

Criterion 3 - Demonstrating that the project will not increase the frequency or severity of a violation in the federal or state ambient air quality standards

Consistency Criterion No. 3 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional significance thresholds were exceeded. As evaluated in the Air Quality Impact Analysis (Appendix A), the Project's regional construction and operational-source emissions would not exceed applicable regional significance thresholds.

The Project would not have the potential to result in or cause NAAQS or CAAQS violations. Additionally, Project construction and operational-source emissions would not exceed the regional significance thresholds. Further, the Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase. The Project is therefore considered to be consistent with the AQMP and a less than significant impact is expected.

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 CAAQS designate the Project site as nonattainment for O3 (1-hour and 8-hour) and PM10, and the NAAQS designates the Project site as nonattainment for O3 (8-hour) and PM10. The AQMD states that individual projects that do not generate operational or construction emissions that exceed the MDAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed MDAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following analysis is based on the Air Quality Impact Analysis prepared by Urban Crossroads (Appendix A).

The MDAQMD has developed regional significance thresholds for criteria pollutants, as summarized in Table 4-2. The MDAQMD's Guidelines indicate that any projects in the MDAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 4-2 Maximum Daily Regional Emissions Thresholds

Pollutant	Daily Threshold (lbs/day)
CO	548 lbs/day
NO_x	137 lbs/day
VOC	137 lbs/day lbs/day
SO_x	137 lbs/day
PM_{10}	82 lbs/day

$PM_{2.5}$	65 lbs/day

*lbs/day – Pounds Per Day

Construction Related Impacts

The Project involves construction activities associated with site preparation, grading, building construction, paving, and architectural coating. Construction activities associated with the Project would result in emissions of VOCs, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Construction is scheduled to occur from January 2023 to December 2023. Table 4-3 presents the results of the Project's regional construction impact assessment.

Table 4-3 Emissions Summary of Construction - Without Mitigation

Year	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	2.70	16.30	36.00	0.04	3.91	1.37
Winter						
2023	70.80	89.00	73.50	0.12	13.50	7.97
Maximum Daily Emissions	**70.80**	**89.00**	**73.50**	**0.12**	**13.50**	**7.97**
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in Tables 4-3 demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operation Related Impacts

Long-term air quality impacts generally involve mobile source emissions generated from project-related traffic and stationary source emissions. Operational emissions would be expected from the following primary sources—mobile source emissions, area source emissions, energy source emissions, and on-site cargo handling equipment emissions. The estimated emissions generated by Project operations are shown in Table 4-4, which presents the results of the Project's regional operation impact assessment. The Project would not exceed the thresholds of significance established by the MDAQMD for emissions of any criteria pollutant. Therefore, operational emissions would be less than significant.

Table 4-4 Summary of Peak Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	4.67	13.60	62.00	0.21	5.55	1.22
Area Source	15.10	0.18	21.70	<0.005	0.03	0.04
Energy Source	0.14	2.55	2.14	0.02	0.19	0.19
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05

Total Max Daily Emissions	**20.14**	**17.08**	**118.73**	**0.23**	**5.83**	**1.50**
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile Source	4.27	14.60	46.70	0.20	5.55	1.22
Area Source	11.50	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.55	2.14	0.02	0.19	0.19
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Total Max Daily Emissions	**16.14**	**17.90**	**81.73**	**0.22**	**5.80**	**1.46**
MDAQMD Regional Threshold	137	137	548	137	82	65
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in an exceedance of regional thresholds. The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated non-attainment under an applicable federal or state ambient air quality standard. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact: Sensitive receptors in the Project study area are listed below. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- Residence at 13030 Avenal Street, approximately 71 feet north of the Project site.
- Residence at 13164 Avenal Road, approximately 76 feet north of the Project site.
- Residence at 10445 Avenal Street, approximately 1,263 feet east of the Project site.
- Residence at 13500 Live Oak Street, approximately 1,071 feet southeast of the Project site.
- Residence at 10376 Wellington Road, approximately 227 feet north of the Project site.
- MGA Entertainment, Inc., located at 10200 Amargosa Road, approximately 201 feet south of the Project site.

The Project would have a potentially significant health risk impact if it results in a maximum incremental cancer risk from emission of Toxic Air Contaminants (TACs) of ≥ 10 in one million and/or a chronic & acute hazard index that is ≥1.0. In the case of the Project, the TAC of concern is diesel particulate matter (DPM) that could be generated by Project construction activities, and on-site and off-site DPM that would result from on-going Project operations. Urban Crossroads, Inc. prepared a Mobile Source Health Risk Assessment (Appendix B), dated February 1, 2023, to evaluate the potential mobile-

source emissions health risk impacts associated with the development of the proposed Project.

The maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 2.13 in one million, and the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.20 in one million, which is less than the MDAQMD significance threshold of 10 in one million. Additionally, non-cancer risks were estimated to be <0.01 for both construction and operational impacts, which would not exceed the applicable threshold of 1.0. Table 4-5 provides a summary of the combined construction and operational cancer and non-cancer risks.

Table 4-5 Summary of Construction and Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	2.22	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	NO

The Project-specific evaluation of mobile-source emissions demonstrates that the Project would not result in any potentially significant health risk impacts from exposure to DPM emissions. Project construction and operation will not cause a significant human health or cancer risk to adjacent land uses, a less than significant impact would occur.

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

Less than Significant Impact: The Project will not involve land uses that are typically associated with odor complaints such as, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with MDAQMD Rule

402 (Nuisance) to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    - Open Space Element
    - Conservation Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.
    - Chapter 14 Open Space and Streetscape Improvements

3. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    - 3.4 – Biological Resources
4. Title 16 – Development Code of the Hesperia Municipal Code
    - Chapter 16.24 Protected Plants – Article III Riparian Plant Conservation
5. Desert Native Plant Protection Ordinance Section 88.01.060, County of San Bernardino Development Code, Chapter 88.01 Plant Protection and Management:
6. Tree or Plant Removal Permits Ordinance Section 88.01.050
7. Desert Native Plants Act (Food and Agricultural Code §§ 80001 et seq.)
8. California Food and Agriculture Code, Division 23, Chapter 3: Regulated Native Plants, Ordinance Section 80073
9. Western Joshua Tree Regulations, San Bernardino County, February 2021. Mojave Desert Land Trust (mdlt.org)
10. Joshua trees are now protected by the State of California as a candidate for listing as an endangered species | EZ Online Permitting (sbcounty.gov). Posted October 15, 2020.
11. California Endangered Species Act (CESA) (Office of Administrative Law's Notice ID #Z2019-1112-01 and Z2020-0924-01 Petition to list Western Joshua Tree (*Yucca brevifolia*) as an Endangered Species).
12. Amargosa Road & Palmetto Way Spec. Industrial Project Biological Resources Assessment Report. Casc Engineering and Consulting, Inc. October 2022. (Appendix C)

Discussion of Impacts

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Less Than Significant Impact with Mitigation Incorporated: Casc Engineering and Consulting (Casc) biologist performed a biological site assessment and species inventory at the Project site from April through July of 2022. Prior to circulation of the Draft EIR, biological surveys will be conducted to confirm potential impacts on biological resources. The results of the assessment are included in the Biological Resource Assessment Report (Appendix C). Prior to the site assessment, Casc's biologists researched readily available information, including previous studies and reports, relevant literature, databases, agency websites, Geographic Information Systems (GIS) data, maps, aerial imagery from public domain sources, and in-house records. Desktop research was performed to assess habitats, special-status plant and wildlife species, identify jurisdictional features that may occur within the Project impact area, identify critical habitat and wildlife corridors that may occur in and near the Project site, and to identify and review local or regional plans, policies, and regulations that may apply to the Project site.

A habitat assessment of the Project site and a 500-foot buffer was assessed for special status species including Joshua tree (*Yucca brevifolia*), western burrowing owl (*Athene cunicularia)*, Mohave ground squirrel (*Xerospermophilus mohavensis*), and desert tortoise (*Gopherus agassizii*). The Biological Resources Assessment Report includes a compendium of all plants and animals observed during the site visits from April through July of 2022.

Focused surveys were conducted during the breeding season for burrowing owl (April, June, July, and August 2022). Burrowing owl was absent from the Survey Area at the time of the

surveys. No additional scat, pellets, or other sign was observed near the burrows or anywhere within the Survey Area to indicate occupation. As suitable habitat does exist at the Project Site a 14-30 day preconstruction survey for this species is required per Mitigation Measure **BIO-3**. Mitigation Measure **BIO-3** will ensure that burrowing owl have not occupied the site since the focused surveys were conducted during the 2022 breeding season.

Focused surveys were conducted for Mohave ground squirrel with a total of three trapping sessions which occurred during April, May, and June 2022. Mohave ground squirrel was not captured during the protocol level sessions and is not expected to occur at the Project site. Implementation of the Project will not result in the loss of individual Mohave ground squirrel, nor will Project development adversely affect local or regional populations of these species.

Focused surveys for desert tortoise were performed during April 2022. During the focused surveys no sign (scat, burrows, etc.) of this species was noted and this species is not expected to occur at the Project Site. Implementation of the Project will not result in the loss of individual desert tortoise, nor will Project development adversely affect local or regional populations of these species.

The Project site is undeveloped and has been disturbed by grading. The vegetation is growing and is of small stature where grading has occurred in the past. The Survey Area is dominated by disturbed native vegetation, ruderal species, and friable soils. Wildlife diversity during the field survey was generally low, likely due to the low diversity of the plant assemblage. The commonly observed species within the Survey Area were mourning dove (*Zenaida macroura*) and common raven (*Corvus corax*).Vegetation on site consists of Larrea tridentata-Ambrosia dumosa Shrubland Alliance with dominant species being white bursage (*Ambrosia dumosa*), creosote bush (*Larrea tridentata*) and Mexican tea (*Ephedra trifurca*), and Joshua tree (*Yucca brevifolia*).

Casc's biologist performed an inventory of all Joshua trees within the Survey Area. A total of fifty-two (52) live Joshua trees and seven (7) dead Joshua trees were recorded during the April 27, 2022 site visit. This data is included in *Table 1. Western Joshua Tree Inventory* within the Biological Resource Assessment Report. Per CDFW requirements, each Joshua tree noted in *Table 1. Wester Joshua Tree Inventory* was photographed, general health assessment (height, branching, clonal, etc.) performed, and a GPS location of each tree was recorded.

Shrubs and Western Joshua tree located within the Survey Area provide nesting habitat for a number of nesting bird species. Several nests of cactus wren (*Campylorhynchus brumeicapillus*) were found during the site survey. Other avian species with potential to nest on the Project Site included mourning dove (*Zenaida macroura Calypte anna*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), and house finch (Carpodacus mexicanus). Turkey vulture (*Cathartes aura*) was also noted during the survey and can utilize the site for foraging and thermoregulation. Black-tailed jackrabbit (*Lepus californicus*) is expected to nest and forage on site. And coyote (*Canis latrans*) was observed foraging as evidenced by the presence of sign (scat and tracks).

With incorporation of Mitigation Measures **BIO-1** through **BIO-5**, direct or indirect impacts 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 Game or U.S. Fish and Wildlife Service would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated: The Joshua tree is a candidate species in the initial stages of consideration for listing as endangered under the California Endangered Species Act (CESA) (Office of Administrative Law's Notice ID #Z2019-1112-01 and Z2020-0924-01 Petition to list Western Joshua Tree (*Yucca brevifolia*) as an Endangered Species). Therefore, the incorporation of Mitigation Measures **BIO-1** (Incidental Take Permit from CDFW) and **BIO-2** (Desert Native Plant Protection and Relocation Plan) will reduce potential impacts to a less-than-significant level.

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

No Impact: The Biological Resource Assessment Report states there is no riparian vegetation within the Project site boundary or in the adjacent buffer areas (see Appendix C). No ephemeral drainage channels, wetlands, or vernal pools were observed on the Project site during the survey. Development of the Project site as proposed would not result in impacts to riparian vegetation community because these resources do not occur on the Project site or within the area of project impacts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact: The Biological Resource Assessment Report states there were no distinct wildlife corridors identified on the Project site or in the immediate area. Additionally, the Project site is not within an area that includes sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.). The proposed Project is not anticipated to 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 since the site does not include disturbances to any sensitive areas. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated: During October 2020, CDFW proposed the Joshua tree as a candidate threatened species. As a candidate species, the Joshua tree must be evaluated as a threatened species. On October 15, 2020, the County of San Bernardino released a statement regarding Joshua tree preservation. Due to the CDFW listing, the County cannot issue a permit to take (by removal of transplanting) any Joshua tree (sbcounty.gov). Therefore, the Project proponent shall apply for an Incidental Take Permit (ITP) through CDFW. The Project shall also comply with the City's Municipal Code (Chapter 16.24) requiring Joshua tree preservation. Thus, with Municipal Code compliance and the incorporation of Mitigation Measures **BIO-1** (Incidental Take Permit from CDFW) and **BIO-2** (Desert Native Plant Protection and Relocation Plan),

Project impacts will be reduced to less than significant.

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

No Impact: The General Plan does not identify the Project site, nor the vicinity to be within a Habitat Conservation Plan (HCP) and will not conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional or State HCP since there is no adopted HCP or NCCP in the Project area or local region. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures

Mitigation:

(a,b,e)

BIO-1: **Incidental Take Permit from CDFW**

Mitigation for direct impacts to the Western Joshua Trees within the Project Site shall be fulfilled through attainment of a Western Joshua Tree Conservation Act (WJTCA) Incidental Take Permit. An Incidental Take Permit (ITP) application and supporting documentation shall be submitted to CDFW for review and approval for removal of Western Joshua trees on the Project site. An ITP establishes a performance standard requiring that the impacts be "minimized and fully mitigated" with "measures that are roughly proportional in extent to the impact of the authorized taking on the species." Therefore, additional mitigation measures, such as the purchase of credits from an approved conservation or mitigation bank, land acquisition, or entry into a conservation easement, will be determined in consultation with CDFW to meet ITP requirements.

A completed application requires a completed CEQA document to accompany the ITP application and fee. CDFW requires the CEQA document to have a state clearing house number, show proof of filing fees, and that the document has been circulated. CDFW will then review the ITP and CEQA document and make a determination of mitigation.

(a,b,e)

BIO-2: **Desert Native Plant Protection and Relocation Plan**

A Desert Native Plant Protection and Relocation Plan (Plan) for the proposed Project shall be composed that will provide detailed specifications for the proposed treatment, avoidance, or relocation of all smoke trees (Cotinus sp.), species in the Agavacea family, mesquite (Prosopis sp.), large creosote bushes (Larrea sp.), Western Joshua trees, and any other plants protected by the State Desert Native Plant Act. Further, the Protected Desert Plant Plan will provide measures to meet the requirements of Chapter 16.24 of the City if Hesperia's (City) Municipal Code to protect, preserves, and mitigate impacts to Western Joshua tree. The City's Protected Plan Policy (HMC 16.24) states the following for commercial and industrial projects:

- The Plan shall be certified by an arborist or registered botanist.
- An application and fee shall be completed and paid to the City of Hesperia.

- Healthy, transplantable Western Joshua trees shall be relocated on-site or may be placed in an adoption program.

The Desert Native Plant Protection and Relocation Plan will address requirements of the City's Protected Plant Policy and provide details from the initial survey of the site's Western Joshua trees and other sensitive desert plant species, detailed specifications for the protection of trees to be preserved on site, and relocation/salvage requirements for those trees or bushes requiring removal and relocation. Specifically, the Plan will include site location and characteristics; relocation requirements including Western Joshua tree and other sensitive desert plant species report and removal/relocation and transplanting specifics; success criteria and associated necessary fees, protective measures prior to, during and after construction, and maintenance after construction.

(a)

BIO-3: Pre-Construction Western Burrowing Owl Clearance Surveys

In accordance with the Staff Report on Burrowing Owl Mitigation (CDFW 2012), two (2) pre-construction clearance surveys shall be conducted 14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities. Once surveys are completed, the qualified biologist shall prepare a final report documenting surveys and findings. If no burrowing owls or occupied burrows are detected, Project construction activities may begin. If an occupied burrow is found within the Project Site during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to the County, which may consult with CDFW for review, prior to initiating Project construction activities.

(a)

BIO-4: Passive and Active Relocation of Western Burrowing Owls

If Western burrowing owls are observed on the Project site during preconstruction surveys, CDFW shall be immediately notified to determine if avoidance of the nest is appropriate until the nest is vacated or to gain concurrence from CDFW on active or passive relocation actions. All passive or relocation activities shall be in concurrence with CDFW guidelines (Staff Report on Burrowing Owl Mitigation 2012).

If burrowing owls are present and nesting on-site the following steps shall be necessary to reduce impacts to less than significant. These steps may be augmented by recommendations from CDFW:

a. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that: (1) owls have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

b. A qualified biologist shall exclude all owls from active burrows using one-way doors. Concurrently, all inactive burrows and other sources of secondary refuge for burrowing owls shall be collapsed and removed from the site.

c. Following and 24 to 48-hour observation period, all vacated burrows shall be collapsed.

d. A qualified biologist shall conduct a post-exclusion survey confirming the absence of burrowing owls on the Project site. Should newly occupied burrows be discovered on the Project site the exclusion activities shall be repeated.

(a)

BIO-5: Nesting Bird Preconstruction Surveys

If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the CFGC, the nesting bird survey shall occur no earlier than seven (7) days prior to the commencement of construction.

In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Cultural Resources – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Conservation Element
    b. Appendix D: Cultural Resources
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.5 – Cultural Resources
3. Title 16 – Development Code of the Hesperia Municipal Code
    a. Section 16.12.150 Application for planned development
4. Cultural and Paleontological Resources Assessment for Palmetto Way Industrial Building Project, City of Hesperia, San Bernardino County, California. Duke Cultural Resources Management, LLC. September 23, 2022. (Appendix D)

Discussion of Impacts

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant in §15064.5 of the CEQA Guidelines?

Less than Significant Impact: A Cultural and Paleontological Resources Assessment was prepared by Duke Cultural Resources Management, LLC (Duke CRM) dated September 23, 2022 (Appendix D). On September 12, 2022, Duke CRM staff performed a records search. The records search included a review of all recorded cultural resources within a ½ mile radius of the Project, as well as a review of known cultural resource survey and excavation reports. The records search identified three (3) cultural resources within ½ mile of the Project, none of which are located within the current Project area. Resource P-36-0021351 is the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR)-eligible California Aqueduct, located 670 feet from the southwest corner of the Project. Resource P-36-021288, located 2,400 feet northeast of the Project area, is a mid-20th century trash deposit consisting primarily of cans for which CRHR eligibility has not been determined. P-36-021366 is a mid-20th century trash scatter for which CRHR eligibility has not been determined.

On July 27, 2022, Duke CRM archaeologist conducted an intensive pedestrian field survey of the Project area. No cultural or paleontological resources were observed during the field survey. The Project site consisted of little to no vegetation with scattered debris and a motocross track established on the eastern half of the Project area. As a result of negative findings during the South Central Coastal Information Center (SCCIC) records search and field survey, Duke CRM finds that the Project has a low potential to impact cultural resources.

The Project site is currently vacant and there are no known historically or culturally significant resources, structures, buildings, or objects located within the Project area. The Project site does not contain any previously recorded cultural and/or paleontological resources. In addition, the property has been disturbed by grading and motor vehicle use on the site. Thus, the Project site would not cause an adverse change in the significance of a historical resource and impacts to historic resources would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Less than Significant Impact with Mitigation Incorporated: As concluded in the Cultural and Paleontological Resources Assessment prepared by Duke CRM (Appendix D), the Project area does not contain previously recorded cultural and/or paleontological resources. In addition, the property has been disturbed by grading and motor vehicle use on the site. Although, it is not anticipated that unknown cultural resources exist on-site, Mitigation Measure **CUL-1** is identified to ensure that in the event that unanticipated resources are encountered during grading activities, potential impacts would remain less than significant. In the event archeological resources are discovered, grading activities must cease, a qualified archeologist must be consulted, and all discoveries must be documented accordingly. Implementation of the Project is not anticipated to result in a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines. A less than significant impact with mitigation incorporated would occur.

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

Less than Significant Impact with Mitigation Incorporated: Duke CRM conducted a review of online historical aerial photographs and historical USGS quad maps utilizing University of California, Santa Barbara Frame Finder, historicaerials.com, and USGS Historical Topographic Map Explorer. Review of the images dating back to 1902 did not identify possible formal or informal cemeteries in the area. Therefore, a low likelihood exists that human remains could be uncovered during ground-disturbing activities. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. As a result, Mitigation Measure **CUL-1** has been identified to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during project implementation to a less than significant level. Consistent with State law, if at any time during grading human remains are found, the Project is to be conditioned to halt work and contact the San Bernardino County Coroner's Office. Based on compliance with existing regulations and the implementation of Mitigation Measure **CUL-1**, the Project's potential to disturb human remains is considered less than significant with mitigation.

Mitigation Measures

Mitigation:

(b,c)

CUL-1: Inadvertent Finds

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. A qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained to assess the significance of the find. Work may continue on other portions of the Project site outside the buffered area during this assessment. If the discovery is determined to be of Native American origin, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as outlined in TCR-1, and provided information following the archaeologist's initial assessment to allow for Tribal input on the significance and recommended treatment of the resource.

CUL-2: Monitoring Plan

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: Human remains discovery

If human remains or funerary objects are encountered, all work shall stop in the area (within a 100-foot buffer of the find) and the County Coroner must be notified immediately in accordance with California Health and Safety Code Section 7050.5. No further disturbance shall occur until the Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which will identify and notify the Most Likely Descendant (MLD). With permission of the landowner or authorized representative, the MLD may inspect the site and shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the remains and any associated items.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Energy – Would the project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Conservation Element
2. City of Hesperia Climate Action Plan, July 20, 2010.
3. Amargosa and Palmetto High-Cube Warehouse Energy Analysis City of Hesperia. Urban Crossroads, Inc. February 1, 2023. (Appendix E)

Discussion of Impacts

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

Less than Significant Impact: The proposed Project would impact energy resources during construction and operation. The construction activities for the Project would include site preparation, grading, building construction, paving, and architectural coating. The Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities);
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Urban Crossroads prepared an Energy Analysis dated February 1, 2023, to quantify anticipated energy usage associated with construction and operation of the Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

Construction Related Impacts

Construction of the Project would result in fuel consumption from construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. Construction activities and corresponding fuel energy consumption would be temporary and localized. Construction equipment used by the Project would result in single event consumption of approximately 41,845 gallons of diesel fuel (Appendix E). There are no unusual Project characteristics that would cause construction equipment to be less energy efficient compared with other similar construction sites in other parts of the State. Additionally, Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

Operational Related Impacts

Project facility operational energy demands are estimated at 9,499,636 kBTU/year of natural gas and 2,457,929 kWh/year of electricity. Natural gas would be supplied to the Project by SoCalGas, and electricity would be supplied by SCE. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

The Project includes the implementation of sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative means of transportation by providing short-term and/or long-term bicycle parking accommodations. Additionally, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

As supported by the preceding, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, based on the results of the Energy Analysis, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities. The Project would not create or otherwise result in a potentially significant impact affecting energy resources or energy delivery systems, a less than significant impact would occur.

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Less Than Significant Impact: The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and California's Renewable Portfolio Standard. Under the California Renewables Portfolio Standard, the State of California is transitioning to renewable energy through the California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-1408, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45

percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. The bill also established 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 SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility company that would provide all electricity needs for the Project. Additionally, the Project would comply with the Building Energy Efficiency Standards (Title 24) and CALGreen. Therefore, implementation of the Project would not conflict or obstruct plans for renewable energy. Thus, a less than significant impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Safety Element

2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.6 – Geology and Soils
3. Cultural and Paleontological Resources Assessment for Palmetto Way Industrial Building Project, City of Hesperia, San Bernardino County, California. Duke Cultural Resources Management, LLC. September 23, 2022. (Appendix D)
4. Geotechnical Investigation Proposed Warehouse NWC Palmetto Way and Amargosa Road Hesperia, California. Southern California Geotechnical, Inc. July 18, 2022. (Appendix F)

Discussion of Impacts

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact: The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

Neither the site nor any area within the jurisdictional boundaries of the City are within an Alquist-Priolo Earthquake Fault Zone. The Project site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act. A Geotechnical Investigation was prepared by Southern California Geotechnical (SCG), dated July 18, 2022. SCG did not identify any evidence of faulting during geotechnical investigations. Additionally, the San Andreas Fault is the closest identified Alquist-Priolo Earthquake Fault Zone to the Project site, approximately 12 miles southeast of the site. As there are no known faults located on the Project site and there is no evidence of faulting, the potential for the proposed Project to expose people or structures to adverse effects related to ground rupture is nil. Therefore, a less than significant impact would occur.

ii. Strong seismic ground shaking?

Less than Significant Impact: The Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. However, as stated under section (i) above, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The ground shaking risk is not considered substantially different than that of other properties within the City. As a mandatory condition of Project approval, the City will require that the proposed structures be constructed in accordance with the 2019 California Building Code (CBC), Title 24, and the City Building Code, which are

designed to preclude significant adverse effects associated with strong seismic ground shaking. The future buildings and workers on the Project site have the potential to be exposed to strong seismic ground shaking associated with seismic events. Adherence to the recommendations outlined in the City's General Plan and Municipal Code, as well as conditions of approval and the 2019 California Building Code (CBC) Guidelines that are currently adopted by the City, will ensure potential impacts related to strong seismic shaking are less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact: Liquefaction is a phenomenon associated with shallow groundwater combined with the presence of loose, fine sands, and/or silts within a depth of 50-feet below grade or less. Liquefaction occurs when saturated, loose, fine sands and/or silts are subjected to strong ground shaking resulting from an earthquake event. Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. Increasing duration of the ground shaking during a seismic event can also increase the potential for liquefaction.

Based on review of the City's General Plan Seismic Hazard Zones map, the Project site is not located within a designated zone of liquefaction susceptibility. Additionally, the site is underlain by moderate to high strength alluvium, and the lack of a historic high groundwater table within the upper 50± feet. Therefore, liquefaction is not considered to be a design concern for the Project (Appendix F), a less than significant impact would occur.

iv. Landslides?

Less than Significant impact: Seismically induced landslides and slope failures are common occurrences during or soon after large earthquakes. According to City's General Plan Seismic Hazard Zones map, the Project site is not located within an area that has potential for earthquake-induced landslides. Additionally, the Project site and surrounding areas are relatively flat. Project implementation would not directly or indirectly induce risk of landslide, a less than significant impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact: Construction activities associated with the Project would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. In the long-term, development of the subject property would increase impervious surface cover and permanent landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil that currently occurs. The Project would be required to adhere to standard regulatory requirements, including, but not limited to, requirements of the City's National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which requires adoption of an appropriate Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to reduce erosion from storm water runoff. Based on the preceding, potential impacts associated with erosion or changes in topography, including loss of topsoil are considered less than significant.

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

Less than Significant Impact with Mitigation Incorporated: Based on a lack of documentation regarding the placement and compaction of the existing fill materials, the soils of the Project site are considered to consist of undocumented fill. Therefore, the fill soils in their present condition are not suitable for the support of the foundation loads of the proposed building. The fill soils are underlain by native alluvium which possesses varying strengths and densities. The results of laboratory testing indicate that the near-surface soils within the upper 5 to 6± feet possess a potential for moderate to severe collapse when exposed to moisture infiltration as well as moderate consolidation when exposed to load increases in the range of those that will be exerted by the new foundations (Appendix F).

The Project will be required to comply with all requirements and recommendations outlined in the Geotechnical Investigation prepared by Southern California Geotechnical, as required by Mitigation Measure **GEO-1**. Furthermore, the Project will comply with all applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any unstable soils or unstable geologic units that may be encountered. On this basis, the potential for the Project to be located on a geologic units or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse is less than significant with mitigation incorporated.

d) Would the project 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 soils contain significant amounts of clay particles that swell considerably when wet and shrink when dry. Foundations constructed on these soils are subject to uplifting forces caused by swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. Laboratory testing performed on a representative sample of the near surface soils indicates that these materials are considered to be non-expansive. Therefore, no design considerations related to expansive soils are considered warranted for the Project site (Appendix F). The subsurface soils at the site are considered non-expansive and a less than significant impact would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste-water disposal systems where sewers are not available for the disposal of waste water?

No Impact: The Project site is serviced by the City of Hesperia Water District for potable water and sewage. The Project does not propose to utilize a septic tank or alternative wastewater disposal system. Therefore, no impact will occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated: A Cultural and Paleontological Resources Assessment was prepared by Duke Cultural Resources Management, LLC (Duke CRM) dated September 23, 2022 (Appendix D). Duke CRM requested that the Western

Science Center (WSC) perform a paleontological records search for known fossil localities within, and in the vicinity of, the Project site. On May 27, 2022, the WSC found that there have been no paleontological resources discovered within the Project area or within a one (1) mile search radius. However, significant fossils have been discovered in similar sediments in other areas of southern California.

The Project is located on Pleistocene age (Qa) sediments. Research indicates that there is a high sensitivity for paleontological resources in the old alluvial deposits that underlie the Project site. Therefore, significant and unique paleontological resources may be impacted by the Project during earth disturbing activities in this area. Mitigation Measure **GEO-2** will ensure that paleontological monitoring is conducted where ground disturbance exceeds four (4) feet below surface within the Project site, which reduces the potential for impacts to paleontological resources to a level that is less than significant under CEQA.

Mitigation Measures

Mitigation:

VII. (c)

GEO-1: **Grading and Construction**
The Project shall incorporate the recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated July 18, 2022 (Appendix F). The recommendations are presented in the following sections of the report: Site Grading Recommendations, Construction Considerations, Foundation Design and Construction, Floor Slab Design and Construction, Retaining Wall Design and Construction, and Pavement Design Parameters.

(f)

GEO-2: **Paleontological Monitoring**
A paleontological monitor shall be present during ground disturbing activities below four (4) feet in depth within the Project. The monitor shall work under the direct supervision of a qualified paleontologist (B.S./B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated competence in paleontological research, fieldwork, reporting, and curation).

1. The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols.
2. The paleontological monitor shall be present full-time during ground disturbance below 4 feet in depth within the Project, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced.
3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered.
4. In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.

5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly mapped, documented, removed, and the area cleared.
6. If the discovery is significant the qualified paleontologist shall notify the CLIENT and CITY immediately.
7. In consultation with the CLIENT and CITY the qualified paleontologist shall develop a plan of mitigation which will likely include full-time monitoring, salvage excavation, scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Greenhouse Gas Emissions – Would the project:				
a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Conservation Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.17 – Greenhouse Gases
3. California's 2017 Climate Change Scoping Plan, prepared by the California Air Resources Board, November 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf
4. City of Hesperia Climate Action Plan, July 20, 2010. Accessed online at Microsoft Word - 23660023 Hesperia CAP.doc (cityofhesperia.us)
5. Amargosa and Palmetto High-Cube Warehouse Greenhouse Gas Analysis City of Hesperia. Urban Crossroads, Inc. February 1, 2023. (Appendix G)

Discussion of Impacts

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

Potentially Significant Impact: Urban Crossroads conducted a Greenhous Gas Analysis for the proposed Project, dated February 1, 2023. The analysis provides the estimated GHG emissions that will result from Project construction and operation. Construction related GHG emissions are quantified and amortized over the life of the Project, which is identified as a 30-year period, in accordance with the MDAQMD which follows the South Coast Air Quality Management District (SCAQMD) recommendation. Project operational emissions would consist of mobile source emissions, area source emissions, energy source emissions, on-site cargo handling equipment emissions, solid waste management, and water supply, treatment, and distribution.

On July 20, 2010, the City of Hesperia adopted the Climate Action Plan (CAP), which provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets.

Prior to the implementation of current regulatory requirements, Project GHG emissions would total approximately 5,793.17 MTCO2e per year. However, after implementation of current regulatory requirements, Project GHG emissions would total approximately 4,894.17 MTCO2e per year. The Project GHG emissions estimates presented in Table 8-1 reflect contemporary GHG emissions regulatory actions enacted subsequent to adoption of the City's 2010 CAP. These regulatory actions (notably implementation of the Renewables Portfolio Standard) would yield an approximate 9% reduction in Project GHG emissions from sources other than vehicles. An additional 7% reduction in GHG emissions (primarily from vehicular/mobile sources) would be achieved through on-going implementation of the Pavley Fuel Efficiency Standards. These measures, which are not reflected in the CAP, would reduce Project GHG emissions by approximately 16% (Appendix G).

Table 9-1 Project Net Greenhouse Gas Emissions with Implementation of Current Regulatory Requirements

Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	R	Total CO_2E
Annual construction-related emissions amortized over 30 years	28.93	1.00E-03	1.33E-03	2.50E-02	29.37
Mobile Source	2,895.00	0.06	0.25	4.43	2,975.00
Area Source	7.30	< 0.005	< 0.005	0.00	7.51
Energy Source	893.00	0.08	0.01	0.00	896.00
Water Source	146.00	3.77	0.09	0.00	267.00
Waste Source	41.91	4.19	0.00	0.00	147.00
On-Site Equipment Source	0.00	0.00	0.00	0.00	572.30
Total CO_2E (All Sources)	**4,894.17**				

The Project has the potential to generate a total of approximately 4,894.17 MTCO2e/yr, after control measures as summarized on Table 8-1, and meets the City's CAP target of a 12% reduction. While the City has not formally adopted a numeric significance threshold, it has previously relied on the SCAQMD-recommended threshold of 3,000 MTCO2e per year to evaluate whether a project may result in a significant GHG impact under CEQA. The SCAQMD, as the expert air quality agency in Southern California, provides substantial evidence that this threshold is consistent with State policy goals and 2050 GHG reduction targets, capturing approximately 90% of emissions from similar land uses, consistent with Executive Order S-3-05's goal of reducing GHG emissions to 80% below 1990 levels by 2050. This threshold applies to residential, commercial, and industrial projects, including warehouses and industrial parks (SCAQMD 2008).

Because the Project's estimated GHG emissions (4,894.17 MTCO2e per year) exceed the SCAQMD 3,000 MTCO2e/year threshold, the Project would be considered to have the potential to result in a significant GHG impact. This impact will be further analyzed in the Draft Environmental Impact Report (DEIR), and Appendix G will be updated to include detailed SCAQMD threshold analyses. Compliance with the CAP, while reducing emissions, does not eliminate the need for this additional analysis.

An individual project cannot generate enough GHG emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change... The project exceeds the SCAQMD thresholds and therefore impacts are potentially significant and will be studied further in the Project's EIR.

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

Potentially Significant Impact: The Project exceeds the SCAQMD-recommended threshold of 3,000 MTCO2e per year. Therefore, the Project has the potential to result in a significant GHG impact. This impact will be further analyzed in the Draft Environmental Impact Report (DEIR), and the Greenhouse Gas Analysis (Appendix G), will be updated to include a detailed analysis of the Project relative to the SCAQMD threshold.

Mitigation Measures

Mitigation:

Mitigation measures will be evaluated in the Project's DEIR.

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Safety Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.

a. 3.7 – Hazards and Hazardous Materials

3. Hazard Mitigation Plan, City of Hesperia, 2017. Accessed online at 2017-Hazard-Mitigation-Plan (cityofhesperia.us)
4. City of Hesperia Emergency Plan, September 12, 2008. Accessed online at Microsoft Word - 2008 EOP.docx (cityofhesperia.us)
5. Envirostor, Department of Toxic Substances Control, 2019. https://www.envirostor.dtsc.ca.gov/public/
6. Heliports in California, United States of America. Accessed online on January 11, 2023 https://www.airnav.com/airports/us/CA?type=H&use=R
7. FHSZ Viewer, The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP), accessed January 11, 2023. https://egis.fire.ca.gov/FHSZ/

Discussion of Impacts

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: Project implementation would not cause routine transport, use, or disposal of hazardous materials. However, equipment used and stored at the site during Project construction and operation will utilize substances considered to be hazardous by regulatory bodies, such as diesel fuel and gasoline. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements. Project construction and operational activities are required to strictly adhere to federal and state requirements. The use, transport, storage, and disposal of hazardous materials must comply with existing regulations established by several agencies, including the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA), the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. The amount of hazardous material discharge during construction is expected to be less than significant, and the Project would be required to comply with applicable laws, ordinances, and procedures. Thus, Project impacts would be less than significant.

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: As discussed in Section IX(a), any handling activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations. Both short-term construction and long-term operation of the proposed Project would comply with all applicable federal, State, and local agencies and regulations with the policies and programs established by agencies such as the EPA, Department of Transportation, Department of Toxic Substances Control, Cal/OSHA, Resource Conservation and Recovery Act (RCRA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. Adherence to the applicable policies and programs of these agencies would

ensure that any transport or interaction with hazardous materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment. Any handling of hazardous materials would be limited in both quantities and concentrations. Based on the preceding, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact: The closest schools to the Project site are Topaz Preparatory Academy approximately 1.0 mile east of the site, Mirus Secondary School approximately 1.3 miles southeast of the site, and Maple Elementary School approximately 1.5 miles northeast of the site. As previously discussed, handling activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations. Project construction and operation is anticipated to handle and use diesel fuel and gasoline. Any handling of hazardous materials would be limited in both quantities and concentrations. Given that there are no schools within one-quarter mile of the proposed Project, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact: Government Code Section 65962.5 describes that before an application for a development project is completed, the Applicant and/or Lead Agency shall indicate whether the site is included on any of the lists compiled pursuant to that section and identify which list(s). According to the Cortese List (DTSC, EnviroStor 2019), the Project site is not included on a list of hazardous materials sites. Nor are there any hazardous materials sites listed in the vicinity of the Project site. Therefore, the proposed Project would not create a significant hazard and no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or 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 nearest airport is Hesperia Airport approximately 5.3 miles southeast of the site. The Project site is not within an airport influence area or safety zone. Given the Project site's distance from any airport, the Project will not create a safety hazard or excessive noise for people residing or working in the Project area. Thus, no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact: The City adopted its Hazard Mitigation Plan (HMP) in 2017. The HMP requires the proposed Project to comply with the City's Emergency Operations Plan. The Project site and immediate surroundings do not contain emergency shelters or facilities. Additionally, the Project does not involve construction or operational

characteristics which would interfere or impact emergency response or evacuation of the Project site or immediate surrounding area. Egress and ingress to the Project site will be maintained and circulation on-site is provided to comply with County and City requirements. Therefore, potential impacts to the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be 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: Impacts associated with wildland fires are also addressed in Section XX, *Wildfire,* of this Initial Study. The potential for wildland fires represents a hazard, particularly within areas adjacent to open space or within close proximity to wildland fuels. The proposed Project would remove the sparse desert vegetation that currently occupies the Project site. Additionally, the Project would comply with the California Fire Code. The San Bernardino County Fire Station 305 is located approximately 2.7 southwest of the Project site. Compliance with the San Bernardino County Fire Department's regulations and policies would ensure that the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Conservation Element
    b. Open Space Element
    c. Safety Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.

a. Chapter 14 Open Space and Streetscape Improvements
3. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.8 – Hydrology and Water Quality
4. Title 16 – Development Code of the Hesperia Municipal Code
    a. Section 16.40.050 Drainage and runoff control
5. FEMA Flood map Service Center, Federal Emergency Management Agency. Accessed January 13, 2023.
6. Hesperia Spec. Industrial, Industrial Buildings City of Hesperia, CA Preliminary Hydrology Report. WestLAND Group, Inc. July 2022. (Appendix H)
7. Conceptual Water Quality Management Plan for Hesperia Spec Industrial. WestLAND Group, Inc. July 13, 2022. (Appendix I)

Discussion of Impacts

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

Less than Significant Impact: In order to comply with the New Development and Redevelopment Standards of the Mojave River Watershed NPDES Permit (Phase II Small MS4 General Permit), a Conceptual Water Quality Management Plan (WQMP) was prepared by WestLAND Group, dated July 13, 2022 to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff. With the implementation of the Stormwater Quality Control Measures outlined in the WQMP as approved by the City, the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the maximum extent possible. The WQMP describes spill prevention, control and cleanup BMPs which reduce the potential for soil contamination and/or groundwater contamination.

Additionally, WestLAND Group prepared a Hydrology Report dated July 2022. The purpose of the Hydrology Report is to identify the mitigation measures that must be implemented during final design in order to ensure that the project does not have adverse impacts to downstream properties. Based on the report, the Project includes a combination of an at grade detention basin and underground infiltration basin to treat stormwater runoff. The proposed development provides enough volume to capture the entire runoff volume generated from a 100-year storm event and does not release any runoff off-site for up to a 100-year storm event. The Project conforms with conditions related to water quality standards and waste discharge requirements to reduce the potential to substantially degrade surface or groundwater quality. Thus, a less than significant impact would occur.

b) 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: The Project site is serviced by the Hesperia Water District. Water supply is obtained entirely from groundwater located in the Alto Sub-Basin of the Mojave River Watershed and groundwater aquifer. The City's municipal water system extracts its water supply from the underground aquifers through 18 active groundwater wells located throughout the City. According to the Hesperia Water District 2020 Urban Water Management Plan (UWMP), Hesperia has reliable supplies to meet its retail customer demands in normal, single dry years, and five consecutive dry year conditions through 2045.

Development of the proposed Project would increase the amount of impervious surface on-site which could reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, the Project's proposed drainage system implements the BMPs provided in the Hydrology Report and WQMP to ensure that Project impacts are 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:

i) result in substantial erosion or siltation on- or off-site;

Less than Significant Impact: The proposed Project would not alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site. Project flows are collected through the nearest catch basin which is conveyed to infiltration/retention basins via a storm drain system. The storm drain system is designed to efficiently direct flow into infiltration/detention basins, as well as a single underground infiltration basin. The proposed Project conveys flows into the underground infiltration system and when filled, flows will be conveyed into the infiltration/retention basin. The proposed development provides enough volume to capture the entire runoff volume generated from a 100-year storm event and does not release any runoff off-site for up to a 100-year storm event (Appendix I). Therefore, a less than significant impact would occur.

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

Less than Significant Impact: As indicated in section i) above, the proposed Project includes a combination of above ground and underground infiltration/retention basins to capture Project runoff. Therefore, Project implementation would have a less than significant impact on surface runoff both on- and offsite.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact: The Project proposes enough volume to capture the entire runoff volume generated from a 100-year storm event and will not release any runoff off-site for up to a 100-year storm event. To store the volume, the development proposes a combination of above ground and underground infiltration/retention basins. Since the development will not release runoff off-site, the development will not negatively impact downstream conditions (Appendix H). Therefore, Project impacts would be less than significant.

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

No Impact: The Project site is not located in a flood hazard, tsunami, or seiche zone. The Pacific Ocean is located over 70 miles southwest of the Project site. Consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. According to the City's General Plan, the Project site is not located within a dam inundation area and there is

no levee located within the vicinity of the Project site. There is no potential for inundation. Accordingly, the Project site has no potential to be impacted by seiches, mudflows, and/or tsunamis. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact: A WQMP and Hydrology Report were prepared by WestLAND Group to determine the best capability of the Project to use BMPs to manage and capture stormwater runoff. With the implementation of the Stormwater Quality Control Measures outlined in the WQMP and Hydrology Report as approved by the City, the volume of stormwater runoff and potential pollution loads in stormwater runoff will be reduced to the maximum extent possible. The Project is designed to meet City regulations regarding construction and operation for the Project. Thus, the Project will comply with City water quality control plans and sustainable groundwater management plans to reduce impact to a less than significant impact level.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Land Use and Planning – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Land Use Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.
    a. Chapter 5 Land Use Districts
3. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.9 – Land Use Planning

Discussion of Impacts

Would the project:

a) Physically divide an established community?

No Impact: According to the City's General Plan, the Project site is designated as Regional Commercial (RC) and the proposed land use designation is Commercial/Industrial Business Park (CIBP). The Project site is currently vacant, and the surrounding areas include vacant land and residential uses to the north, vacant land and a utility building to the west, Amargosa Road and I-15 Freeway to the east, and a distribution warehouse to the south. Therefore, no established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community and no impact would occur.

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?

Less Than Significant Impact: The General Plan land use designation for the Project site is Regional Commercial (RC) and the proposed land use designation is Commercial/Industrial Business Park (CIBP). The Project is consistent with the land use designation of CIBP (with approval of a Conditional Use Permit, as discussed below). Approval of the proposed Specific Plan Amendment would eliminate any potential inconsistency between the proposed Project and the site's existing land use designation.

As the City's General Plan Land Use Map and the Zoning Map are the same, the existing zoning designation for the Project site is Regional Commercial (RC) and the proposed zoning designation is Commercial/Industrial Business Park (CIBP). Therefore, approval of the proposed Zone Change would eliminate any potential inconsistency between the proposed Project and the site's existing zoning (with approval of a Conditional Use Permit, as discussed below).

Among the permitted uses in the CIBP zone, warehousing and wholesale distribution centers are permitted at 200,000 square feet or less. Warehouses and wholesale distribution centers over 200,000 square feet are conditionally permitted. The Specific Plan states that the maximum gross floor area ratio in CIBP zone is 0.50. Additionally, maximum building height within the zone is 60 feet with the exception that building heights shall be limited to 45 feet within the portion of the site that falls within 100 feet of an adjacent residential zone. For properties that are located west of the Interstate 15, building height is limited to 60 feet at the front setback line, thereafter, height may be increased at the rate of 1 foot in height for every additional 3-foot increase in the front yard setback, up to a maximum building height of 150 feet (City of Hesperia 2021).

The Applicant proposes to construct up to a 499,714 square-foot industrial building and associated improvements, including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater facilities, sidewalks, and landscape area, which would require a Conditional Use Permit. As part of the Project approvals, the Project Applicant is requesting approval of a Conditional Use Permit. Assuming that the City's decisionmakers approve the Conditional Use Permit, the Project would be an allowable use within the CIBP zone. Additionally, the Project plans would be reviewed by City staff to ensure consistency with all applicable development standards and regulations. Therefore, implementation of the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Mineral Resources – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Open Space Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    b. 3.10 – Mineral Resources
3. California Department of Conservation, Mineral Land Use Classification. Accessed January 16, 2023.

Discussion of Impacts

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a-b) No Impact: According to the California Department of Conservation, Mineral Land Classification map, the Project site is part of the 1993 Open File Report (OFR) 92-06 and the 1994 OFR 94-07. However, the Project site is not located within an area known to be underlain by regionally- or locally-important mineral resources, as disclosed by the City's General Plan and the associated General Plan DEIR (City of Hesperia, 2010, p. 3.10-3). Furthermore, the Project site is not located in a Significant Mineral Aggregate Resource Area (SMARA). Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. Additionally, there are no resource recovery sites delineated within the City boundaries, Project vicinity, or surrounding areas. Therefore, the proposed Project would not result in the loss of availability of locally important mineral resources and no impact would occur.

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Noise Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.11 – Noise
3. Title 16 – Development Code of the Hesperia Municipal Code
    a. Section 16.20.125 Noise
4. Amargosa and Palmetto High-Cube Warehouse Noise Impact and Vibration Analysis City of Hesperia. Urban Crossroads, Inc. January 27, 2023. (Appendix J)

Discussion of Impacts

Would the project result in:

a) Generation of a substantial, temporary, or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact: The Project includes approximately 10,000 square feet of office space, 489,714 square feet of industrial/warehouse space, and 255,000 square feet of landscape improvements. In total, the proposed Project includes 72 loading dock positions, 256 tractor-trailer stalls, and 251 passenger vehicle parking spaces. The Project will produce noise levels that are associated with construction and industrial activities. Urban Crossroads prepared a Noise Impact and Vibration Analysis dated January 27, 2023

(Appendix J). The Noise Impact and Vibration Analysis was prepared to satisfy applicable City of Hesperia standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Construction Related Impacts:
The City's Municipal Code Section 16.20.125, *Noise,* states that construction activities are limited to the hours of 7:00 a.m. to 7:00 p.m. on any day and at any time on Sundays and federal holidays. Neither the City of Hesperia General Plan or County Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use (Appendix J).

Construction noise levels will vary due to each stage of construction requiring a specific equipment mix, depending on the work to be completed. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Project construction activities are expected to occur in the following stages: site preparation, grading, building construction, paving, and architectural coating. Table 14-1 presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time.

Table 14-1 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eg})	Combined Noise Level (dBA L_{eg})	Combined Sound Power Level (PWL)
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	115
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

As shown in Table 14-1 above, modeled unmitigated construction noise levels reached up 83 dBA Leq, assuming all equipment for the stage is utilized at the same time. To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is

used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities with a maximum noise level of 59.7 dBA Leq, as shown on Table 14-2. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

Table 14-2 Construction Level Compliance

Receiver Location	Construction Noise Levels (dBA L_{eg})		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	59.7	80	No
R2	59.5	80	No
R3	45.1	80	No
R4	47.1	80	No
R5	55.9	80	No

It is anticipated that nighttime concrete pouring activities will occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Since the nighttime concrete pours will take place outside the permitted City of Hesperia Municipal Code, Section 16.20.125.E.3 hours of 7:00 a.m. to 7:00 p.m. on any day and at any time on Sundays and federal holidays, the Project Applicant will be required to obtain authorization for nighttime work from the City of Hesperia.

As shown on Table 14-3, the noise levels associated with the nighttime concrete pour activities are estimated to range from 29.9 to 47.3 dBA Leq at the nearest noise sensitive receiver locations and will satisfy the City of Hesperia 55 dBA Leq nighttime stationary-source exterior hourly average Leq residential noise level threshold at all the receiver locations. Based on the results of this analysis, all nearest noise receiver locations will experience less than significant impacts due to the Project related nighttime concrete pour activities.

Table 14-3 Nighttime Concrete Pour Noise Level Compliance

Receiver Location	Use	Construction Noise Levels (dBA Leq)		
		Paving Construction	Nighttime Threshold	Threshold Exceeded?
R1	Residence	47.3	55	No
R2	Residence	47.2	55	No
R3	Residence	29.9	55	No
R4	Residence	31.7	55	No
R5	Residence	40.3	55	No

Operation Related Impacts:

Potential noise impacts associated with the operations of the Project are a result of loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. To present the potential worst-case noise conditions, this analysis provided below assumes the Project would be operational 24

hours per day, seven days per week. Consistent with similar warehouse and industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays.

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 14-4 presents the projected noise levels assuming the worst-case noise environment for loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time.

Table 14-4 Operational Reference Noise Level Measurements

Noise Source	Noise Source Height (Feet)	Min./Hour		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)
		Day	Night		
Loading Dock Activity	8’	60	60	65.7	111.5
Trailer Parking Activity	8’	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5’	39	28	57.2	88.9
Trash Enclosure Activity	5’	10	10	57.3	89.0
Parking Lot Vehicle Movements	5’	60	60	52.6	81.1
Truck Movements	8’	60	60	59.8	93.2

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the receiver locations. To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Hesperia exterior noise level standards at nearby noise-sensitive receiver locations. Table 14-5 shows the operational noise levels associated with the Project will satisfy the City of Hesperia exterior noise level standards. Therefore, operational impacts are less than significant.

Table 14-5 Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.9	45.9	60	55	No	No
R2	41.2	41.2	60	55	No	No
R3	37.6	37.5	60	55	No	No
R4	43.6	43.6	60	55	No	No
R5	47.7	47.7	60	55	No	No

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. As indicated

on Table 14-6, the Project will generate daytime operational noise level increases ranging from 0.0 to 1.3 dBA Leq at the nearest receiver locations. Table 14-7 shows that the Project will generate a nighttime operational noise level increase ranging from 0.0 to 1.5 dBA Leq at the nearest receiver locations. The Project-related operational noise level increases will satisfy the operational noise level increase significance criteria. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Table 14-6 Daytime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	45.9	L1	61.0	61.1	0.1	5.0	No
R2	41.2	L2	55.6	55.8	0.2	5.0	No
R3	37.6	L3	58.6	58.6	0.0	5.0	No
R4	43.6	L4	62.7	62.8	0.1	5.0	No
R5	47.7	L5	52.3	53.6	1.3	5.0	No

Table 14-7 Nighttime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	37.9	L1	65.7	65.7	0.0	1.5	No
R2	36.1	L2	55.2	55.3	0.1	5.0	No
R3	39.9	L3	43.2	44.9	1.7	5.0	No
R4	45.5	L4	45.8	48.7	2.9	5.0	No
R5	42.4	L5	50.8	51.4	0.6	5.0	No

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas and at the Project site. To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, Urban Crossroads developed noise contours based on the Amargosa and Palmetto High-Cube Warehouse Traffic Impact Analysis prepared by the Ganddini Group, Inc. (Appendix K). Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels.

Opening Year (2024) without Project conditions exterior noise levels range from 60.9 to 78.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Opening Year (2024) with Project conditions will range from 65.0 to 78.2 dBA CNEL. Therefore, the Project off-site traffic noise level increases range from 0.0 to 4.1 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to the Project-related traffic.

Additionally, General Plan Buildout (2040) without Project exterior noise levels range from 67.6 to 78.6 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. General Plan Buildout (2040) with Project conditions will range from

77.1 to 80.5 dBA CNEL. Therefore, Project off-site traffic noise level increases range from 0.0 to 1.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to the Project-related traffic. Therefore, Project operational impacts would be less than significant.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact:

Construction Effects:
Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and dimmish in amplitude with distance from the source. The effect on buildings located in the vicinity depends on soil type, ground strata, and construction characteristics of receiver buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at high levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

At distances ranging from 71 to 1,263 feet from Project construction activities, construction vibration velocity levels range from 0.000 to 0.0.19 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site (Appendix J).

Ground-borne vibration decreases rapidly with distance. The vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. The potential impacts associated with construction vibration would be less than significant. Operation of the Project would not create significant groundborne vibration or groundborne noise. Thus, impacts are less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact: The Project site is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The nearest airport is Hesperia Airport approximately 5.3 miles southeast of the site. The Project site is not within an airport influence area or safety zone. Given the Project site's distance from the private airport, the Project would not expose people residing or working in the Project Area to excessive noise levels. No impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Population and Housing – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Land Use Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.12 – Population and Housing

Discussion of Impacts

Would the project:

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

Less than Significant Impact: The CEQA Guidelines Section 15126.2(e) states growth-inducing impacts are not assumed to be beneficial, detrimental, or of little significance to the environment, but that a proposed project should be assessed in how it could foster economic growth or population growth, or the construction of additional housing, either directly or indirectly. The most immediate presence of potential growth related to the proposed Project would be the labor force associated with the construction and operation of the industrial building. The Project does not propose new residential development and would not directly contribute to population growth within the City.

Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities, with little or no measurable increase in the City's resident population. Significant population growth is therefore not anticipated to result from Project implementation. The Project is consistent with the goals of the Main Street and Freeway Corridor Specific Plan to facilitate and encourage development in the areas surrounding Main Street and the freeway. Although the Project may include infrastructure improvements such as paving along the Project

frontage or constructing a new curb, gutter, and sidewalk, these improvements would be concentrated to the immediate surroundings of the Project site and are unlikely to encourage unanticipated population growth. Based on the preceding, the potential for the Project to induce substantial growth directly or indirectly is considered less than significant.

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

No Impact: No houses currently exist within the Project site. Additionally, the Project does not propose uses or activities that would otherwise displace housing assets or persons. Based on the preceding, the proposed Project would have no impact related to displacement of housing or people.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Public Services – Would the project:				
a) 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 rations, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Land Use Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.13 – Public Services

Discussion of Impacts

Would the project:

a) 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 rations, response times or other performance objectives for any of the public services:

i) Fire protection?

Less than Significant Impact: Fire protection services to the Project site are provided by the San Bernardino County Fire Department. The Project site is served by the San Bernardino County Fire Station 305, located at 8331 Caliente Road, approximately 2.7 miles southwest of the Project site. There are two additional fire stations in the City,

Station 304 located at 15660 Eucalyptus Street and Station 302 located at 17288 Olive Street. The proposed Project does not include the construction or modification of fire protection facilities.

The Project will be constructed to current building code requirements regarding fire suppression and access. Furthermore, the Project will be subject to the review and approval of the San Bernardino County Fire Department. According to the Hesperia General Plan EIR, there are adequate firefighting resources in the region to serve the proposed Project. Therefore, construction of a new or expanded fire station would not be required.

Incremental fire protection service demands generated by the Project are offset through Project payment of City of Hesperia Development Impact Fees. A portion of the City's Development Impact Fees are allocated for fire protection services. The Project Applicant would pay incumbent City Development Impact Fees at issuance of building permit(s). Based on the foregoing, the proposed Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be less than significant.

ii) Police protection?

Less than Significant Impact: Police protection services to the Project site are provided by the San Bernardino County Sheriff's Department. The Project site is served by the Hesperia Police Department, located at 15840 Smoke Tree Street, approximately 3.2 miles southeast of the site. The Project would introduce a new industrial facility and employees to the Project site, which would result in an incremental increase in demand for police protection services. However, the Project is not anticipated to require or result in the construction of new or physically altered police facilities. Additionally, incremental police protection service demands generated by the Project are offset through Project payment of City of Hesperia Development Impact Fees. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts on police protection facilities would be less than significant.

iii) Schools?

Less than Significant Impact: The Project site is located within the Hesperia Unified School District. Nearby schools include Topaz Preparatory Academy approximately 1.0 mile east of the site, Mirus Secondary School approximately 1.3 miles southeast of the site, and Maple Elementary School approximately 1.5 miles northeast of the site. The proposed Project would not create a direct demand for public school services, as the Project does not include residential uses. However, the Project may contribute indirectly to the demand for public school services if Project employees and their school age children relocate to school districts serving the City. Project impacts would be incremental and would be offset through Project payment of City of Hesperia Development Impact Fees. As the Project would not directly generate students and indirect impacts would be incremental, the Project would not cause or contribute to a need to construct new or physically altered public school facilities, and Project impacts on schools would be less than significant.

iv) Parks?

Less than Significant Impact: The proposed Project would not increase the demand for public park facilities and would not result in the need to modify existing or construct new park facilities. As discussed in the *XVI. Recreation* section of this Initial Study, the Project does not include any type of residential use or other land use that may generate a population that would increase the demand for public park facilities. As such, implementation of the proposed Project would not adversely affect parks and public facilities or require the construction of new or modified public facilities, a less than significant impact would occur.

v) Other public facilities

Less than Significant Impact: Demand for public facilities is generated by the population within a facility's service area. The Project would not induce population growth and therefore would not create a demand for public facilities/services, including libraries, community recreation centers, post offices, and animal shelters. As such, implementation of the proposed Project would not adversely affect or require the construction of new or modified public facilities, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Land Use Element
2. Hesperia Main Street and Freeway Corridor Specific Plan, amended July 15, 2021.
    a. Chapter 14 Open Space and Streetscape Improvements
3. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.14 – Recreation
4. California Government Code § 66477

Discussion of Impacts

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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?

a-b) No Impact: The Applicant proposes to construct an industrial building up to 499,714 square feet and associated improvements. The Project does not include any type of residential use or other land use that may generate a population that would increase the utilization of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in substantial physical deterioration of an existing neighborhood or regional park. The Project does not include any new on- or off-site recreation facilities, nor the expansion of any existing off-site recreational facilities. Thus, environmental effects related to the use, construction, or expansion of recreational facilities would not occur with implementation of the proposed Project. No impact on recreational facilities would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Open Space Element
    b. Conservation Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.5 – Cultural Resources
3. Title 16 – Development Code of the Hesperia Municipal Code
    a. Section 16.20.305 Change of use, alteration or demolition of a registered landmark or historic resource
4. Cultural and Paleontological Resources Assessment for Palmetto Way Industrial Building Project, City of Hesperia, San Bernardino County, California. Duke Cultural Resources Management, LLC. September 23, 2022. (Appendix D)

Discussion of Impacts

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

Less than Significant Impact with Mitigation Incorporated: A Cultural and Paleontological Resources Assessment was prepared by Duke Cultural Resources Management, LLC (Duke CRM) dated September 23, 2022 (Appendix D). On September

12, 2022, Duke CRM staff performed a records search. The records search included a review of all recorded cultural resources within a ½ mile radius of the Project, as well as a review of known cultural resource survey and excavation reports. The records search identified three (3) cultural resources within ½ mile of the Project, none of which are located within the current Project area. Resource P-36-0021351 is the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR)-eligible California Aqueduct, located 670 feet from the southwest corner of the Project. Resource P-36-021288, located 2,400 feet northeast of the Project area, is a mid-20th century trash deposit consisting primarily of cans for which CRHR eligibility has not been determined. P-36-021366 is a mid-20th century trash scatter for which CRHR eligibility has not been determined.

On July 27, 2022, Duke CRM archaeologist conducted an intensive pedestrian field survey of the Project area. No cultural or paleontological resources were observed during the field survey. The Project site consisted of little to no vegetation with scattered debris and a motocross track established on the eastern half of the Project area. As a result of negative findings during the South Central Coastal Information Center (SCCIC) records search and field survey, Duke CRM finds that the Project has a low potential to impact cultural resources.

Duke CRM submitted an inquiry to the State of California Native American Heritage Commission (NAHC) 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. The NAHC response letter dated June 21, 2022, indicated Native American cultural resources have been identified within the general vicinity of the Project location (Appendix D). The letter indicated that the Chemehuevi Indian Tribe and the San Manuel Band of Mission Indians shall be contacted. Mitigation Measure **TCR-1** ensures that the Chemehuevi Indian Tribe and the San Manuel Band of Mission Indians are contacted and reduces project impacts to less than significant.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated: As discussed above in section (a), the NAHC response letter dated June 21, 2022, indicated Native American cultural resources have been identified within the general vicinity of the Project location (Appendix D). The letter indicated that the Chemehuevi Indian Tribe and the San Manuel Band of Mission Indians shall be contacted. The City conducted consultation with 3 tribes starting in October of 2024. The Yuhaaviatam of San Manuel Nation provided mitigation, which has been incorporated into this initial study. Mitigation Measure **TCR-1, and TCR-2** ensures that the San Manuel Band of Mission Indians are contacted and reduces project impacts to less than significant.

Mitigation Measures

Mitigation:

(a, b)

TCR-1: Tribal Notification and Monitoring Plan

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: Tribal Coordination and Documentation Sharing with YSMN

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

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

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Land Use Element
2. Draft Environmental Impact Report for the City of Hesperia General Plan Update, May 26, 2010.
    a. 3.16 – Utilities and Service Systems

Discussion of Impacts

Would the project:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact: Water and sewer services will be provided to the Project site by the City of Hesperia Water District. The City will require payment of applicable water and sewer connection and service fees for the Project. Fee payment will provide funds for water and wastewater system maintenance and future expansion, acting to offset the Project's incremental demands for water and wastewater collection and treatment services. The proposed Project includes a combination of an above ground infiltration basin and underground CMP infiltration basin to treat stormwater runoff for water quality purposes. Electrical services will be provided to the Project by Southern California Edison and gas will be provided by the Southwest Gas Corporation. Due to the vacant, undeveloped nature of the Project site, both dry and wet utilities, including domestic water, sanitary sewer, and electricity, need to be extended onto the Project site. However, the proposed Project will not require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, environmental impacts related to the construction and relocation of utility facilities would be less than significant.

b) 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 City of Hesperia 2020 Draft Urban Water Management Plan (UWMP) and 2008 Water Master Plan provide a framework that accommodate for future growth within the City. According to the 2020 UWMP from the Hesperia Water District, the District has not experienced water supply constraints or deficiencies. Table 19-1 describes data from the 2020 Draft UWMP which shows that the District's base years for average, single dry, and multiple dry years are sufficient in meeting historical water demands.

Table 19-1 Five Consecutive Dry Years Water Supply and Demand through 2045 (acre-feet per year)

		2025	2030	2035	2040	2045
First Year	Supply Totals	15,250	16,290	16,990	17,740	18,420
	Demand Totals	15,250	16,290	16,990	17,740	18,420
	Difference	0	0	0	0	0
Second Year	Supply Totals	15,460	16,430	17,140	17,880	18,540
	Demand Totals	15,460	16,430	17,140	17,880	18,540
	Difference	0	0	0	0	0
Third Year	Supply Totals	15,670	16,570	17,290	18,020	18,660
	Demand Totals	15,670	16,570	17,290	18,020	18,660
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	15,880	16,710	17,440	18,160	18,780
	Demand Totals	15,880	16,710	17,440	18,160	18,780
	Difference	0	0	0	0	0

Fifth Year	Supply Totals	16,090	16,850	17,590	18,300	18,900
	Demand Totals	16,090	16,850	17,590	18,300	18,900
	Difference	0	0	0	0	0

As illustrated in Table 19-1, the City's water demands can be met under multiple dry years. Future water supply will meet projected demand due to diversified supply and conservation measures. The Hesperia Water District has sufficient water resources available to supply water service to the Project. Sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts associated with water supply availability would be less than significant.

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?

Less than Significant Impact: Wastewater services are provided by the Victor Valley Wastewater Reclamation Authority (VVWRA). VVWRA owns and operates the Hesperia Subregional Water Recycling Facility. Currently, this facility is capable of treating up to 1.0 million gallons per day (mgd) of wastewater that is expandable to 4.0 mgd. The Hesperia Subregional Water Recycling Facility is connected to an interceptor system that extends approximately 15 miles from the regional treatment facility (Victorville) south to I Avenue and Hercules in the City of Hesperia. No solid waste is treated at the Hesperia Subregional Water Recycling Facility. Solid waste is returned to the sewer line where it continues via VVWRA's 3-mile interceptor to the VVWRA Regional Wastewater Treatment Plant (RWWTP) in Victorville. When measured in 2016, the RWWTP treated on average 12.5 mgd of wastewater and had a maximum treatment capacity of 18.0 mgd. (City of Hesperia 2016, 2021; Hesperia Water District 2016, 2021). According to the wastewater generation rates used in the Project's air quality, greenhouse gas emissions, and energy analyses, the Project would generate approximately 0.332057 mgd of wastewater. Wastewater from the proposed Project is not anticipated to exceed the capacity to the wastewater treatment provider, even when considering existing and cumulative demand. Project impacts are expected to be less than significant.

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: Approximately 75% or more of solid waste generated by the City is being recycled (Advance Disposal 2021), exceeding the 50 percent requirement pursuant to the California Integrated Waste Management Act of 1989 (AB939). Sanitation services are administered by Advance Disposal, located at 17105 Mesa Street, Hesperia. Any remaining waste is collected and hauled to the Victorville Sanitary Landfill at 18600 Stoddard Wells Road in Victorville, owned and operated by the County of San Bernardino. The Victorville Landfill has a maximum permitted daily throughput of 3,000 tons, has a maximum capacity of 93,400,000 cubic yards, and has a remaining capacity of 79,400,000 cubic yards. As of 2020, this landfill was expected to remain open for another 27 years. Based on the CalRecycle Industrial Section

Generation Rates chart, the Project would generate approximately 30,675 pounds of solid waste per day.

Table 19-2 Estimated Solid Waste Generation

Waste Generation Source	Square Feet	Generation Rate, pounds per day	
		Per square foot	Total
Industrial	489,850	.0625 pounds	30,615 (lbs/day)
Office	10 ,000	0.006 pounds	60 (lbs/day)
Source: CalRecycle, 2019b, Estimated Solid Waste Generation Rates (ca.gov)			

Industrial waste, defined in Section 17225.35 of Title 14 of the California Code of Regulations, is not subject to the requirements of the AB 341 regulation (CalRecycle, 2019b). The industrial uses proposed by the Project, and solid waste generated by those uses, would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to 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 is less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact: The Project would be implemented and operated in compliance with applicable City General Plan Goals and Policies, and would comport with City Zoning regulations—specifically, the Project would comply with local, state, and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams. As described in section (d) above, the Project would comply with the California Integrated Waste Management Act of 1989 (AB 939) and AB 341 as implemented by the City. The proposed Project is required to comply with all applicable federal, state, County, and City statues and regulations related to solid waste as a standard project condition of approval. Therefore, a less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire – If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

1. City of Hesperia General Plan, 2010.
    a. Safety Element
2. California Department of Forestry and Fire Protection. Very High Fire Hazard Severity Zones in LRA – Western Riverside County. December 2009.

Discussion of Impacts

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

Less than Significant Impact: Wildland fire protection in California is the responsibility of the state, local government, or the federal government. The Project site is located within a Local Responsibility Area (LRA), as identified on the latest Fire Hazard Severity Zone (FHSZ) map prepared by the California Department of Forestry and Fire Protection (CALFIRE). The Project site is not located in a State Responsibility Area (SRA) or classified as a Very High Fire Severity Zone (VHFSZ) within a LRA. The proposed Project does not block access to the Project site or to surrounding properties and does not impede the City's evacuation program. Furthermore, the Project will be subject to the review and approval of

the San Bernardino County Fire Department. Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan is less than significant.

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?

Less than Significant Impact: As discussed above in section (a), the Project site is not located within a SRA fire hazard zone. The Project site is relatively flat and does not contain considerable slopes that would exacerbate wildfire risk. Additionally, the Project site currently consists of sparse desert vegetation that would be removed with Project implementation. Prevailing winds are a concern throughout the desert region. However, the proposed Project does not cause greater wildfire risks than other developments throughout the City of Hesperia. Therefore, a less than significant impact would occur.

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?

Less than Significant Impact: The Project does not require the installation or maintenance of associated infrastructure that would exacerbate fire risks or result in temporary or ongoing impacts to the environment. Although the Project may include infrastructure improvements such as paving along the Project frontage or constructing a new curb, gutter, and sidewalk, these improvements would be concentrated to the immediate surroundings of the Project site and are unlikely to exacerbate fire risk, a less than significant impact would occur.

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?

Less than Significant Impact: According to General Plan Exhibit SF-2, the Project site is identified within FEMA Zone X, which designates areas that are outside of the 100-year flood or are protected from the 100-year flood by levees. Additionally, the Project site and the site's surroundings are relatively flat. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, a less than significant impact would occur.

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

Discussion of Impacts

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 Impact with Mitigation Incorporated: The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare. The Project site is located within an area that contains vacant land, residential uses, and light industrial/warehouse uses. The proposed Project would not significantly impact any sensitive species, plant communities, fish, wildlife, or habitat for any sensitive species with incorporation of Mitigation Measures **BIO-1** through **BIO-5**.

As described in Section VI and Section XVIII, adverse impacts to historical resources would be less than significant with incorporation of Mitigation Measures **CUL-1** and **TCR-1**. Based on the preceding analysis of potential impacts in the responses to Sections I through XX, no evidence is presented that the proposed Project would degrade the quality of the environment.

Impacts related to degradation of biological resources and cultural resources 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)?

Potentially Significant Impact: Cumulative impacts can result from the interactions of environmental changes resulting from one proposed Project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public systems, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long-term, due to the permanent land use changes and operational characteristics involved with the proposed Project.

The Project's estimated greenhouse gas emissions exceed the SCAQMD-recommended threshold of 3,000 MTCO2e per year. As such, the Project could contribute incrementally to cumulatively significant GHG impacts in combination with other past, present, and reasonably foreseeable projects. These cumulative impacts will be fully analyzed in the Draft Environmental Impact Report (DEIR).

Where appropriate, the environmental checklist questions above include discussion regarding cumulative impacts of the Project when developed in conjunction with related projects. Adherence to applicable regulations would reduce certain environmental impacts; however, because the Project exceeds the SCAQMD GHG threshold, its contribution to cumulative GHG emissions may be significant. Therefore, GHG-related cumulative impacts are considered potentially significant and will be further evaluated in the DEIR.

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

Potentially Significant Impact: Based on the analysis of the Project's impacts in this Initial Study, there are no significant long-term effects related to noise, hazardous materials, , increased demand for water use, wastewater disposal, and electricity use, or increased demand on emergency response services; however the Project's estimated greenhouse gas emissions and VMT exceed applicable thresholds and therefore have the potential to cause adverse effects on human beings directly or indirectly.

While temporary construction-related effects remain less than significant, and the Project is generally consistent with applicable plans, GHG and VMT-related impacts are considered potentially significant and will be addressed in the forthcoming DEIR.

CHAPTER FIVE – MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. Table 5-: Mitigation Monitoring and Reporting Program outlines the potential impacts and mitigation measures of the proposed Project and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the Project development.

Table 5-1. Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Transportation/Traffic				
I. Transportation/ Traffic	**TRANS-1:** Contribute fair share as determined by the City to construct a second southbound left turn lane at Key Pointe Drive (NS) at Main Street (EW).	Applicant and City of Hesperia	Prior to issuance of occupancy permit	Less than Significant
Biological Resources				
V. Biological Resources	**BIO-1 Incidental Take Permit from CDFW** Mitigation for direct impacts to the Western Joshua Trees within the Project Site shall be fulfilled through attainment of a Western Joshua Tree Conservation Act (WJTCA) Incidental Take Permit. An Incidental Take Permit (ITP) application and supporting documentation shall be submitted to CDFW for review and approval for removal of Western Joshua trees on the Project site. An ITP establishes a performance standard requiring that the impacts be "minimized and fully mitigated" with "measures that are roughly proportional in extent to the impact of the authorized taking on the species." Therefore,	Applicant and City of Hesperia	Prior to issuance of grading permit	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	additional mitigation measures, such as the purchase of credits from an approved conservation or mitigation bank, land acquisition, or entry into a conservation easement, will be determined in consultation with CDFW to meet ITP requirements. A completed application requires a completed CEQA document to accompany the ITP application and fee. CDFW requires the CEQA document to have a state clearing house number, show proof of filing fees, and that the document has been circulated. CDFW will then review the ITP and CEQA document and make a determination of mitigation.			
V. Biological Resources	**BIO-2 Desert Native Plant Protection and Relocation Plan** A Desert Native Plant Protection and Relocation Plan (Plan) for the proposed Project shall be composed that will provide detailed specifications for the proposed treatment, avoidance, or relocation of all smoke trees (Cotinus sp.), species in the Agavacea family, mesquite (Prosopis sp.), large creosote bushes (Larrea sp.), Western Joshua trees, and any other plants protected by the State Desert Native Plant Act. Further, the Protected Desert Plant Plan will provide measures to meet the requirements of Chapter 16.24 of the City if Hesperia's (City) Municipal Code to protect, preserves, and mitigate impacts to Western Joshua tree. The	Applicant and City of Hesperia	Prior to issuance of grading permit	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	City's Protected Plan Policy (HMC 16.24) states the following for commercial and industrial projects: • The Plan shall be certified by an arborist or registered botanist. • An application and fee shall be completed and paid to the City of Hesperia. • Healthy, transplantable Western Joshua trees shall be relocated on-site or may be placed in an adoption program. The Desert Native Plant Protection and Relocation Plan will address requirements of the City's Protected Plant Policy and provide details from the initial survey of the site's Western Joshua trees and other sensitive desert plant species, detailed specifications for the protection of trees to be preserved on site, and relocation/salvage requirements for those trees or bushes requiring removal and relocation. Specifically, the Plan will include site location and characteristics; relocation requirements including Western Joshua tree and other sensitive desert plant species report and removal/relocation and transplanting specifics; success criteria and associated necessary fees, protective measures prior to, during and after construction, and maintenance after construction.			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
V. Biological Resources	**BIO-3 Pre-Construction Western Burrowing Owl Clearance Surveys** In accordance with the Staff Report on Burrowing Owl Mitigation (CDFW 2012), two (2) pre-construction clearance surveys shall be conducted 14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities. Once surveys are completed, the qualified biologist shall prepare a final report documenting surveys and findings. If no burrowing owls or occupied burrows are detected, Project construction activities may begin. If an occupied burrow is found within the Project Site during pre-construction clearance surveys, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to the County, which may consult with CDFW for review, prior to initiating Project construction activities.	Applicant and City of Hesperia	14-30 days and 24 hours prior to any vegetation removal or ground disturbing activities.	Less than Significant
V. Biological Resources	**BIO-4 Passive and Active Relocation of Western Burrowing Owls** If Western burrowing owls are observed on the Project site during preconstruction surveys, CDFW shall be immediately notified to determine if avoidance of the nest is appropriate until the nest is vacated or to gain concurrence from CDFW on active or passive relocation actions. All passive or relocation activities shall be in concurrence with CDFW guidelines (Staff Report on Burrowing Owl Mitigation 2012).	Applicant and City of Hesperia	If Western burrowing owls are observed on the Project site during preconstruction surveys	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	If burrowing owl are present and nesting on-site the following steps shall be necessary to reduce impacts to less than significant. These steps may be augmented by recommendations from CDFW: a. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that: (1) owls have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. b. A qualified biologist shall exclude all owls from active burrows using one-way doors. Concurrently, all inactive burrows and other sources of secondary refuge for burrowing owls shall be collapsed and removed from the site. c. Following and 24 to 48-hour observation period, all vacated burrows shall be collapsed. d. A qualified biologist shall conduct a post-exclusion survey confirming the absence of burrowing owls on the Project site. Should newly occupied burrows be discovered on the Project			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	site the exclusion activities shall be repeated.			
V. Biological Resources	**BIO-5 Nesting Bird Preconstruction Surveys** If it is not feasible to avoid the nesting bird season (typically January through July for raptors and February through August for other avian species), a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or directly adjacent to the Project site. If active nests are located, the extent of the survey buffer area surrounding the nest should be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and the CFGC, the nesting bird survey shall occur no earlier than seven (7) days prior to the commencement of construction. In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such	Applicant and City of Hesperia	Within 7-days of the commencement of construction activities (if construction activities commence during the nesting/breeding season of native bird species – February through August).	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).			
Cultural Resources				
VI. Cultural Resources	**CUL-1 Inadvertent Finds** 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. A qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained to assess the significance of the find. Work may continue on other portions of the Project site outside the buffered area during this assessment. If the discovery is determined to be of Native American origin, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as outlined in TCR-1, and provided information following the archaeologist's initial assessment to allow for Tribal input on the significance and recommended treatment of the resource.	Applicant and City of Hesperia	If previously unidentified cultural materials are unearthed during construction	Less than Significant
VI. Cultural Resources	**CUL-2: Monitoring Plan** 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	Applicant and City of Hesperia	If previously unidentified cultural materials are unearthed during construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	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.			
VI. Cultural Resources	**CUL-3: Human remains discovery** If human remains or funerary objects are encountered, all work shall stop in the area (within an 100-foot buffer of the find) and the County Coroner must be notified immediately in accordance with California Health and Safety Code Section 7050.5. No further disturbance shall occur until the Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which will identify and notify the Most Likely Descendant (MLD). With permission of the landowner or authorized representative, the MLD may inspect the site and shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the remains and any associated items.	Applicant and City of Hesperia	If previously unidentified human remains are unearthed during construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Geology and Soils				
VIII. Geology and Soils	**GEO-1 Grading and Construction** The Project shall incorporate the recommendations provided in the Geotechnical Investigation prepared by Southern California Geotechnical, dated July 18, 2022 (Appendix F). The recommendations are presented in the following sections of the report: Site Grading Recommendations, Construction Considerations, Foundation Design and Construction, Floor Slab Design and Construction, Retaining Wall Design and Construction, and Pavement Design Parameters.	Applicant and City of Hesperia	Prior to start of construction	Less than Significant
VIII. Geology and Soils	**GEO-2 Paleontological Monitoring** A paleontological monitor shall be present during ground disturbing activities below four (4) feet in depth within the Project. The monitor shall work under the direct supervision of a qualified paleontologist (B.S./B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated competence in paleontological research, fieldwork, reporting, and curation). 1. The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols. 2. The paleontological monitor shall be present full-time during ground	Applicant and City of Hesperia	During ground disturbing activities below four (4) feet in depth within the Project	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	disturbance below 4 feet in depth within the Project, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced. 3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered. 4. In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area. 5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly mapped, documented, removed, and the area cleared. 6. If the discovery is significant the qualified paleontologist shall notify the CLIENT and CITY immediately. 7. In consultation with the CLIENT and CITY the qualified paleontologist shall develop a plan of mitigation which will likely include full-time monitoring, salvage excavation,			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.			
Tribal Cultural Resources				
XVIII. Tribal Cultural Resources	**TCR-1: Tribal Notification and Monitoring Plan** 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.	Applicant and City of Hesperia	If previously unidentified cultural materials are unearthed during construction	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
XVIII. Tribal Cultural Resources	**TCR-2: Tribal Coordination and Documentation Sharing with YSMN** 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	Applicant and City of Hesperia	If previously unidentified cultural materials are unearthed during construction	Less than Significant

CHAPTER SIX– REFERENCES AND PREPARERS

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6.2 List of Preparers

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APPENDIX A
Amargosa and Palmetto High-Cube Warehouse Air Quality Impact Analysis

APPENDIX B
Amargosa and Palmetto High-Cube Warehouse Mobile Source Health Risk Assessment

APPENDIX C
Amargosa Road & Palmetto Way Spec. Industrial Project Biological Resources Assessment Report

APPENDIX D
Cultural and Paleontological Resources Assessment for Palmetto Way Industrial Building Project

APPENDIX E
Amargosa and Palmetto High-Cube Warehouse Energy Analysis

APPENDIX F
Geotechnical Investigation Proposed Warehouse

APPENDIX G
Amargosa and Palmetto High-Cube Warehouse Greenhouse Gas Analysis

APPENDIX H
Hesperia Spec. Industrial Preliminary Hydrology Report

APPENDIX I
Conceptual Water Quality Management Plan for Hesperia Spec Industrial

APPENDIX J
Amargosa and Palmetto High-Cube Warehouse Noise Impact and Vibration Analysis

APPENDIX K
Amargosa and Palmetto High-Cube Warehouse
Traffic Impact Analysis

APPENDIX L
Amargosa and Palmetto High-Cube Warehouse Trip Generation Comparison Analysis

APPENDIX M
VMT Analysis