Attachment 5

CARGO SOLUTIONS TRUCK WAREHOUSES HESPERIA PROJECT
Initial Study and Mitigated Negative Declaration (IS/MND)

CEQA Analysis Prepared for:

City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345
Attn: Ryan Leonard, Senior Planner

Prepared by:

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June 2025

Project No. 7187

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PROJECT INFORMATION SHEET

1. Project Title	Cargo Solutions Truck Warehouses Hesperia Project
2. CEQA Lead Agency	**City of Hesperia** 9700 Seventh Avenue Hesperia, CA 92345 Ryan Leonard, Senior Planner (760) 947-1651 E: rleonard@cityofhesperia.us
3. Project Applicant	Bobby Kang, Owner **Cargo Solutions Express** 14587 Valley Boulevard Fontana, CA 92335 T: 909/263-6902 E: bobby@cargosolutionexpress.com
4. Project Location	
5. Assessor's Parcel Numbers	APNs 3064-591-17, 3064-591-18, and 3064-591-12
6. Project Site General Plan Designation(s)	Current: Com/Ind Business Park (CIBP)
7. Project Site Zoning Designation(s)	Current: Main Street and Freeway Corridor Specific Plan
8. Surrounding Land Uses and Setting	The project site is located in a semi-rural, lightly developed portion of the city with undeveloped land to the north and east; industrial, commercial, and undeveloped land uses to the south; and commercial and undeveloped land uses to the west.
9. Description of Project	The project proposes development of two truck warehouse buildings with associated surface parking lots.
10. Selected Agencies whose Approval is Required	City of Hesperia
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	Letters were sent by the City of Hesperia (the Lead Agency) per Public Resources Code § 21074 to three local Native American tribes asking if they wished to participate in AB 52 consultation concerning the proposed project in the City of Hesperia. Native American Tribes have up to 30 days in which to respond to notification relating to

this proposed project. The San Manuel Band of Mission Indians (Yuhaaviatam of San Manuel) was the only tribe requesting consultation. This was conducted October and November 2022, and concluded November 3, 2022.

12. Other Public Agencies

Agencies that will review the proposed project include the following:

- California Regional Water Quality Control Board – Lahontan
- South Coast Air Quality Management District
- San Bernardino County Fire Department

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
AAQS	ambient air quality standards
AB 32	California Global Warming Solutions Act of 2006 (Assembly Bill 32)
AB 52	Assembly Bill 52
ACM(s)	Asbestos-Containing Material(s)
ADA	Americans with Disabilities Act
AFY	Acre-feet per year
AIA	Airport Influence Area
AMI	Area Median Income
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQA	Air Quality Analysis
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
ARB	California Air Resources Board
BAU	business as usual
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CAL Green	California Green Building Standards
Caltrans	California Department of Transportation
CAO(s)	Cleanup and Abatement Order(s)
CAPCOA	California Air Pollution Control Officers Association
CASGEM	California Statewide Groundwater Elevation Monitoring
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDO(s)	Cease and Desist Order(s)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
cfs	cubic feet per second
CGS	California Geological Survey
CH4	methane
CHRIS	California Historic Resources Inventory System
City	City of Hesperia
CMP	Congestion Management Program
CMP	corrugated metal pipe

Acronym/Abbreviation	Term
CMPHS	CMP Highway System
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
CRC	California Residential Code
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel scale
DOC	California Department of Conservation
DOSH	California Division of Safety and Health
DTSC	Department of Toxic Substances Control
du/ac	Dwellling units per acre
DWR	Department of Water Resources
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmental Site Assessment
ESRL	Earth System Research Laboratory
EV	electric vehicle
EVCS	electric vehicle charging station
°F	degrees Fahrenheit
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gases
GIS	Geographic Information System
GPCD	gallons per capita per day
gpd	gallons per day
GWP	global warming potential
HABS	Historic American Building Survey
HCP	Habitat Conservation Plan
HFCs	hydroflourocarbons
HU	Hydrologic Unit
HVAC	heating, ventiliation and air conditioning
IPCC	Intergovernmental Panel on Climate Change
ISA	International Society of Arboriculture
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
L90	noise level that is exceeded 90% of the time

Acronym/Abbreviation	Term
Leq	equivalent noise level
LBP	Lead-Based Paint
LID	Low Impact Development
Lmax	root mean square maximum noise level
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MM(s)	mitigation measure(s)
MMRP	Mitigation Monitoring and Reporting Program
MMTCO2e	million metric tons of CO2e
MND	Mitigated Negative Declaration
MPAH	Master Plan of Arterial Highways
MRZ	Mineral Resource Zone
MS4	Municiple Separate Storm Sewer permit
MT	Metric tons
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Core	National Community Renaissance
NASA	National Aeronautics and Space Administration
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO	nitric oxide
NOx	nitrogen oxides
NO2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O3	Ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyl
PFCs	perfluorocarbons
PM	particulate matter
PM10	respirable particulate matter
PM2.5	fine particulate matter
ppm	parts per million
PPV	peak particle velocity
R-1	Single-family Residential zoning designation
R-3	High Density Residential zoning designation
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Condition(s)
R-G	Medium Density Residential zoning designation

Acronym/Abbreviation	Term
RHNA	Regional Housing Needs Allocation
RMS	root mean square
ROG	Reactive organic gases
ROW	Right-of-way
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
§	section
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SF6	sulfur hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO2	sulfur dioxide
SoCalGas	Southern California Gas Company
SR-55	State Route 55
SR-91	State Route 91
SRA	State Responsibility Area
SRAs	source receptor areas
SRRE	Source Reduction and Recycling Element
STIP	Statewide Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAPs	Transportation Assembly Points
T-C	Town Center zoning designation
TCRs	Tribal Cultural Resources
TMP	Traffic Management Plan
UFPO	Urban Forest Protection Ordinance
UEI	Ultrasystems Environmental, Inc.
U.S.	United States
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
VdB	vibration decibels
VCP	vitrified clay pipe
VHFHSZ(s)	very high fire hazard severity zone(s)
VMT	vehicle miles traveled
VOC	volatile organic compound
WEG	wind erodibility group
WQMP	Water Quality Management Plan
WRI	World Resources Institute
ybp	years before present

1.0 INTRODUCTION

1.1 Proposed Project

The City of Hesperia (City) is processing a request to implement a series of discretionary actions that would ultimately allow for the development of two truck warehouses with associated parking lots (project) at the southeast intersection of Poplar Street and Three Flags Avenue in the City of Hesperia in San Bernardino County, California (APNs: 3064-591-17, -18, -12, -13, and 3064-631-01). The project proposes development of two truck warehouse buildings with an associated surface parking lot on an approximately 20.32-acre site.

1.1.1 Project Components

The proposed project would develop two truck warehouse buildings with associated surface parking lots. Refer to **Section 3.0**, Project Description, of this document for additional details.

1.1.2 Estimated Construction Schedule

Construction of the proposed project would be conducted in one phase. Construction is estimated to be from June 2025 to July 2026. Refer to **Section 3.0** for details.

1.2 Lead Agencies – Environmental Review Implementation

The City of Hesperia is the Lead Agency for the proposed project. Pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations,[1] the Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

> An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.
>
> An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies. An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

1 Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

> Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
>
> Identify the ways that environmental damage can be avoided or significantly reduced.
>
> Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures (MMs) when the governmental agency finds the changes to be feasible.
>
> Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency making a determination as to whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any farther. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be

2 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

3 The mitigation measure must be "roughly proportional" to the impacts of the Project.

significant, and identifying whether a program EIR, or other process, can be used to analyze adverse environmental effects of the project.

Facilitate an environmental assessment early during project design.

Provide documentation in the ND or MND that a project would not have a significant effect on the environment.

Eliminate unnecessary EIRs.

Determine if a previously prepared EIR could be used for the Project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue a ND, and no MMs would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that MMs would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare a MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the Project, such as permit issuance or plan approval authority.

A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.

Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project when the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.

An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.

An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment

4 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

with the inclusion of environmental commitments, or other enforceable measures, that would be adopted by the lead agency.

An impact is considered potentially significant if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This document is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

Section 1.0 - Introduction, which identifies the purpose and scope of the IS/MND.

Section 2.0 - Environmental Setting, which describes location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surroundings.

Section 3.0 - Project Description, which provides an overview of the project, a description of the proposed development, project phasing during construction, and discretionary actions for project approval.

Section 4.0 - Environmental Checklist, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes MMs, as needed, to reduce potential environmental impacts to less than significant.

Section 5.0 - References, which includes a list of documents cited in the IS/MND.

Section 6.0 - List of Preparers, which identifies the primary authors and technical experts that prepared the IS/MND.

Technical studies and other documents, which include supporting information or analyses used to prepare the IS/MND, are included in the following appendices:

Appendix A	Project Plans
Appendix B	CalEEMod Input and Results for Air Quality Analysis and Greenhouse Gas Emissions Analysis
Appendix C1	Biological Resources Evaluation
Appendix C2	Species Occurrence Potential Evaluation
Appendix D1	Cultural Resources Report
Appendix D2	Paleontological Records Search
Appendix E	Custom Soils Report
Appendix F	Rec Check Report
Appendix G	Water Quality Management Plan
Appendix H	Noise Data
Appendix I	Traffic Impact Analysis
Appendix J	Fuel Consumption

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

Based on IS findings, the project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

Aesthetics
Agriculture and Forestry Resources
Air Quality
Greenhouse Gas Emissions
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Noise
Population and Housing
Public Services
Recreation
Utilities and Service Systems
Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on IS findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when proposed MMs are implemented.

Biological Resources
Cultural Resources
Geology and Soils
Hazards and Hazardous Materials
Transportation and Traffic
Tribal Cultural Resources
Mandatory Findings of Significance

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The proposed Cargo Solutions Truck Warehouses Hesperia Project is located at the southeast intersection of Poplar Street and Three Flags Avenue in the City of Hesperia in San Bernardino County, California (APNs: 3064-591-17, -18, -12, -13, and 3064-631-01). Refer to **Figure 2.1-1,** which shows the project's location in a regional context. **Figure 2.1-2** depicts an aerial photo of the project site and the surrounding land.

2.2 Project Setting

The project site is currently undeveloped (Google Earth Pro, 2024). The project proposes two truck warehouse buildings with associated surface parking lots. See **Figure 2.2-1**, which depicts the topography of the site and surrounding area. Topography within the project site is relatively flat (Google Earth, 2024). Site photographs are provided in **Figure 2.2-2**.

2.2.1 Land Use and Zoning

The land use and zoning designations and existing development of the project site and its immediate vicinity are listed in **Table 2.2-1**. The City's General Plan Land Use and Zoning designations for the project site are Com/Ind Business Park (CIBP) under the Main Street and Freeway Corridor Specific Plan (City of Hesperia, 2023; City of Hesperia, 2010).

Table 2.2-1
SUMMARY OF EXISTING LAND USE, ZONING AND SPECIFIC PLAN DESIGNATIONS

Location	General Plan Designation	Zoning Designation	Existing Development
Project Site	Com/Ind Business Park (CIBP) under the Main Street and Freeway Corridor Specific Plan (MSFCSP)	Com/Ind Business Park (CIBP) under the Main Street and Freeway Corridor Specific Plan (MSFCSP)	Undeveloped land
North	CIBP under the MSFCSP	CIBP under the MSFCSP	Undeveloped land
South	CIBP under the MSFCSP	CIBP under the MSFCSP	Industrial and commercial land uses, and undeveloped land
East	CIBP under the MSFCSP	CIBP under the MSFCSP	Interstate-15 freeway, undeveloped land
West	CIBP under the MSFCSP	CIBP under the MSFCSP	Commercial and undeveloped land

Source: City of Hesperia, 2023; City of Hesperia, 2010; Google Earth Pro, 2024.

Figure 2.1-1
REGIONAL LOCATION

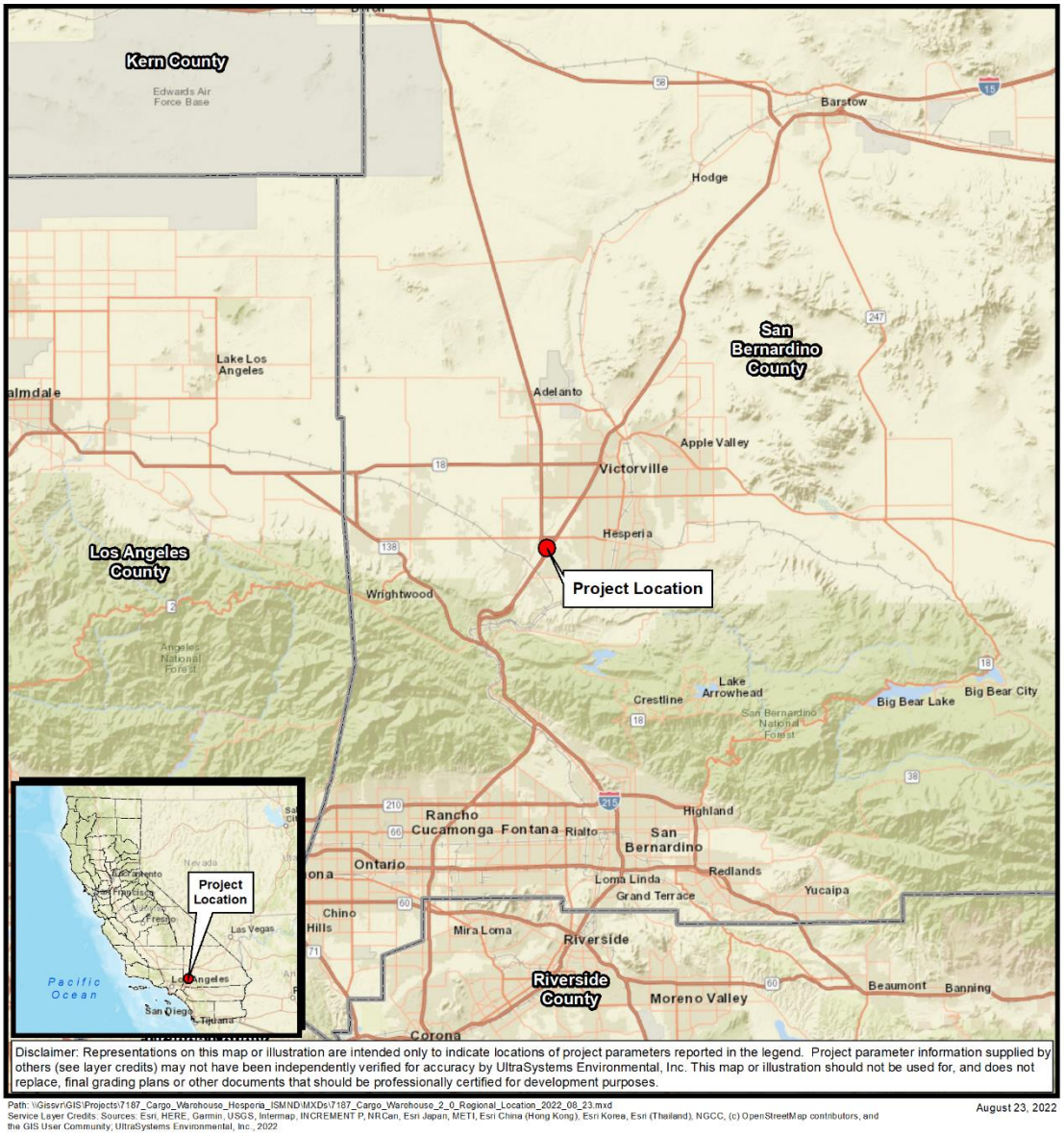


Figure 2.1-2
PROJECT LOCATION

Figure 2.2-1
TOPOGRAPHIC MAP

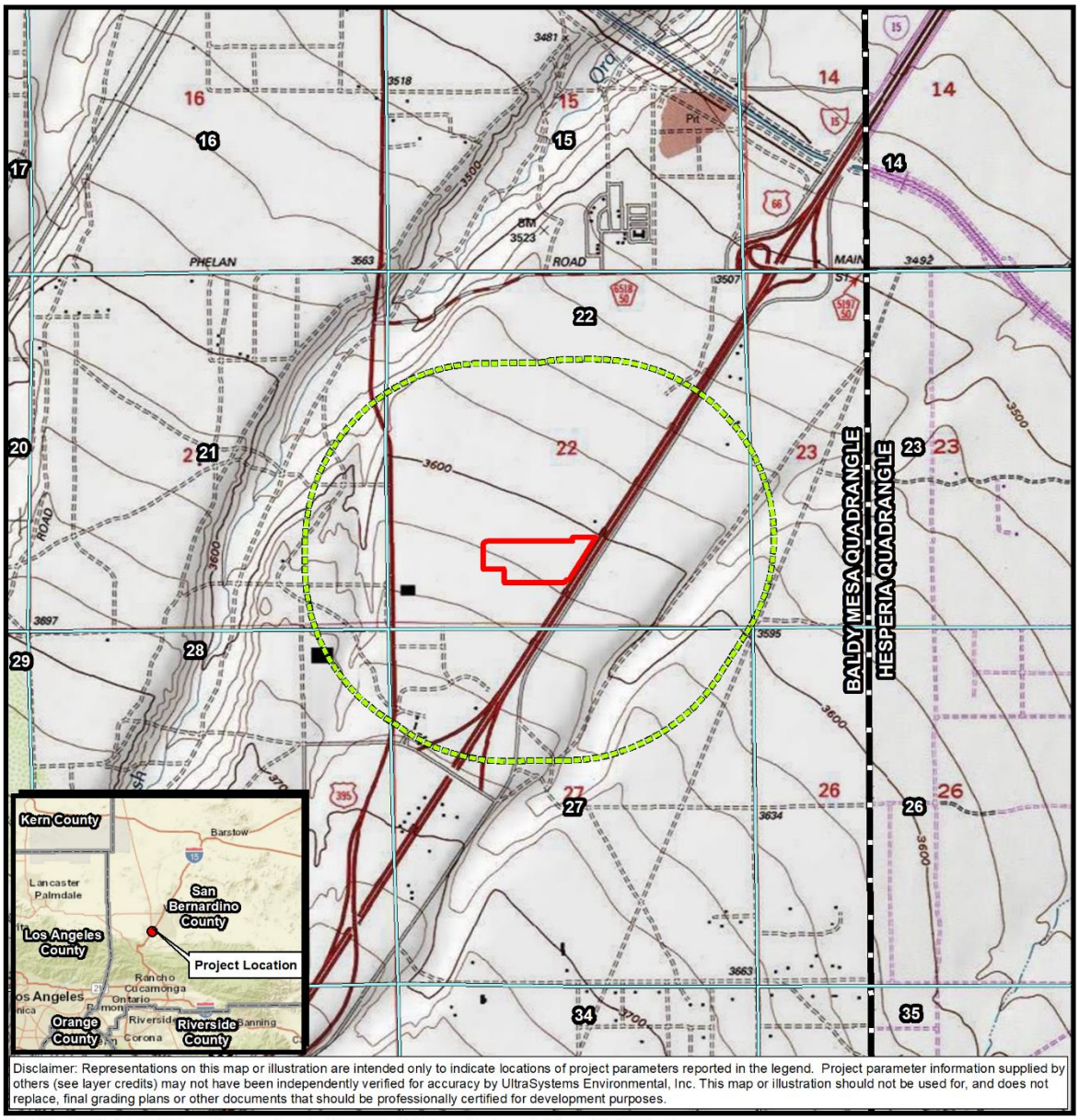


Figure 2.2-2
PROJECT SITE PHOTOGRAPHS

PHOTO 1: View looking at the southern portion of the project site along Poplar Street

PHOTO 2: View looking at the northern portion of project site from Three Sisters Truck Wash

PHOTO 3: View looking at the western portion of the project site along Three Flags Avenue

PHOTO 4: View looking at the southwestern portion of the project site along Poplar Street

Source: UltraSystems Environmental, 2022

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The project site is located within the Mojave Desert Air Basin (MDAB), which encompasses the desert portions of Kern, Los Angeles, Riverside and San Bernardino counties. The MDAB is classified as a dry-hot desert (BWh), with portions classified as dry-very hot desert (BWhh), to indicate that at least three months have maximum average temperatures over 100.4°F (MDAQMD, 2020a, p. 6-7). The MDAB is currently in federal nonattainment for ozone and $PM_{2.5}$ and state nonattainment for ozone and $PM_{10.}$

2.3.2 Geology and Soils

Topography within the project site is relatively flat. The existing surface elevation at the proposed project site ranges from approximately 3,267 feet to 3,297 feet above mean sea level. Surface topography is generally flat to slightly sloping with the highest elevations in the southwest corner of the site and the lowest surface elevations across the northeast corner of the site (Google Earth Pro, 2024). The project site is not located within an Alquist-Priolo Earthquake Fault Zone (A-P Fault Zone). The closest active fault system to the project site, the North Frontal fault system (within the Ord Mountain A-P fault zone), is approximately eight miles to the east.

2.3.3 Hydrology

The project is located within the Mojave River Watershed (USGS HU code 18090208), which encompasses approximately 4,500 square miles. The Mojave River Watershed drains the northern areas of the San Bernardino Mountains (USEPA, 2022; Google Earth Pro, 2024). The project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Bernardino County, California and Incorporated Areas (Map Number 06071C6495H, effective August 28, 2008); the site is located in Flood Hazard Zone X, defined on this FIRM as *Areas of minimal flood hazard* (FEMA, 2008).

2.3.4 Biology

The climate of Hesperia is arid and characteristic of the regional Mojave Desert. In the vicinity of Hesperia, the Mojave Desert receives on average 8.5 inches per year. Summers are typically dry with occasional and scattered monsoon rain events that originate in the Gulf of California, whereas winter precipitation events are more significant and originate from the jet stream off the Pacific Ocean. The Mojave Desert exhibits a dry season extending from April through October, with an average of 0.1 inch of rain per month, and a wetter season between November through March, with an average of 0.5 inch of rain per month. Summers (June through September) are very hot, with an average high of 94 degrees Fahrenheit (°F) and low of 65°F. Winters (November through March) are cooler, with an average high of 57°F and low of 35°F (WRCC, 2022a).

The project site is currently undeveloped and contains disturbed California juniper woodlands. However, there is evidence that the project site has seen frequent disturbances resulting from grading, vehicle use, and other events. Therefore, the project site does not offer optimal habitat to support a diverse array of special-status species. Due to development and disturbances in the area, just a small diversity of native and non-native plant species were observed within the BSA. Species observed included non-native, ornamental species in developed areas, non-native, weedy species in disturbed areas, and remnants of California juniper woodland community including one California

juniper and several western Joshua trees. During the field survey, five wildlife species were observed; no special-status plants or wildlife were observed during the field survey. There were also suitable burrows observed that were likely created by fossorial mammals such as ground squirrels, which were also observed. Further details about biology on the project site are in **Section 4.4**.

2.3.5 Public Services

Police

The San Bernardino County Sheriff's Department provides police protection and crime prevention services for the City of Hesperia and its sphere of influence on a contractual basis (Michael Brandman Associates, 2010, p. 3.13-1). The Hesperia Police Department is comprised of 58 sworn law enforcement personnel including one captain, one lieutenant, seven sergeants, five detectives, and 44 deputy sheriffs (City of Hesperia, 2022a).

Fire

The City of Hesperia and the sphere of influence are served by the San Bernardino County Fire Department (Michael Brandman Associates, 2010, p. 3.13-1). The city has three fire stations within city boundaries – Fire Stations 302, 304, and 305 (City of Hesperia, 2022b).

Schools

The Hesperia Unified School District (HUSD) provides school services to the City of Hesperia (Michael Brandman Associates, 2010, p. 3.13-2). The HUSD has 15 elementary schools, three middle schools, and six high schools (HUSD, 2022).

Libraries

The County of San Bernardino Library operates the Hesperia Branch Library located in Civic Center Plaza, at 9650 Seventh Avenue in the City of Hesperia. This state-of-the-art 20,000 square foot facility, constructed in 2006, provides library services for the City of Hesperia and its Sphere of Influence (Michael Brandman Associates, 2010a, p. 3.13-5).

Parks

The Hesperia Recreation and Park District (HRPD) provides park and recreational amenities to the city (Michael Brandman Associates, 2010a, p. 3.13-5). HRPD has 15 different parks and recreational centers to serve the city (HRPD, 2022).

2.3.6 Utilities

Water

The City of Hesperia is served by the Hesperia Water District (HWD), which manages the City's potable water system (Michael Brandman Associates, 2010a, p. 3.16-2).

Water Reclamation

The Victor Valley Wastewater Reclamation Authority (VVWRA) provides the treatment and distribution of reclaimed water within the City of Hesperia. During peak demand, recycled water is used to irrigate landscaping, offsetting potable water demands. During low water demand, the recycled water is used to recharge the groundwater basin (Michael Brandman Associates, 2010a, p. 3.16-4 to 3.16-5).

Sewer

Wastewater services are also provided by the VVWRA (Michael Brandman Associates, 2010a, p. 3.16-6).

Solid Waste

Advance Disposal Company currently provides residential and commercial waste collection and recycling programs under a franchise agreement with the City (Michael Brandman Associates, 2010a, p. 3.16-8).

Electricity

Electrical power is provided by Southern California Edison (SCE) (Michael Brandman Associates, 2010a, p. 3.16-9).

Natural Gas

Natural gas services to the City would be provided by SoCalGas (SoCalGas, 2022).

3.0 PROJECT DESCRIPTION

3.1 Project Background

The City of Hesperia (City) is processing a request to implement a series of discretionary actions that would ultimately allow for the development of two truck warehouses (project) on an approximately 20.32-acre site located at the southeast intersection of Poplar Street and Three Flags Avenue in the City of Hesperia in San Bernardino County, California (APNs: 3064-591-17, -18, -12, -13, and 3064-631-01). The project proposes to develop Truck Warehouse Building 1 with an associated parking lot on the western portion of the project site on an approximately 10.52-acre lot, and Truck Warehouse Building 2 with an associated parking lot on the eastern portion of the project site on an approximately 9.8-acre lot. The City is the Lead Agency for the purposes of the CEQA.

The entire approximately 20.32-acre project site is currently undeveloped land. The project site is located in a semi-rural, lightly developed portion of the city with undeveloped land to the north and east; industrial, commercial, and undeveloped land uses to the south; and commercial and undeveloped land uses to the west (Google Earth Pro, 2024).

The City's General Plan Land Use and zoning designation for the project site is Com/Ind Business Park (CIBP) within the Main Street and Freeway Corridor Specific Plan (City of Hesperia, 2023; City of Hesperia, 2010). The CIBP zoning designation is to create employment-generating uses in a business park setting. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, which will produce only a small environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Permitted uses include commercial storage facilities, manufacturing, offices, repair shops, warehousing and wholesale distribution centers, and other similar uses (The Arroyo Group, 2021, p. 196-197). Additional details on the land use and planning can be found in **Section 4.11** of this document.

3.2 Project Overview

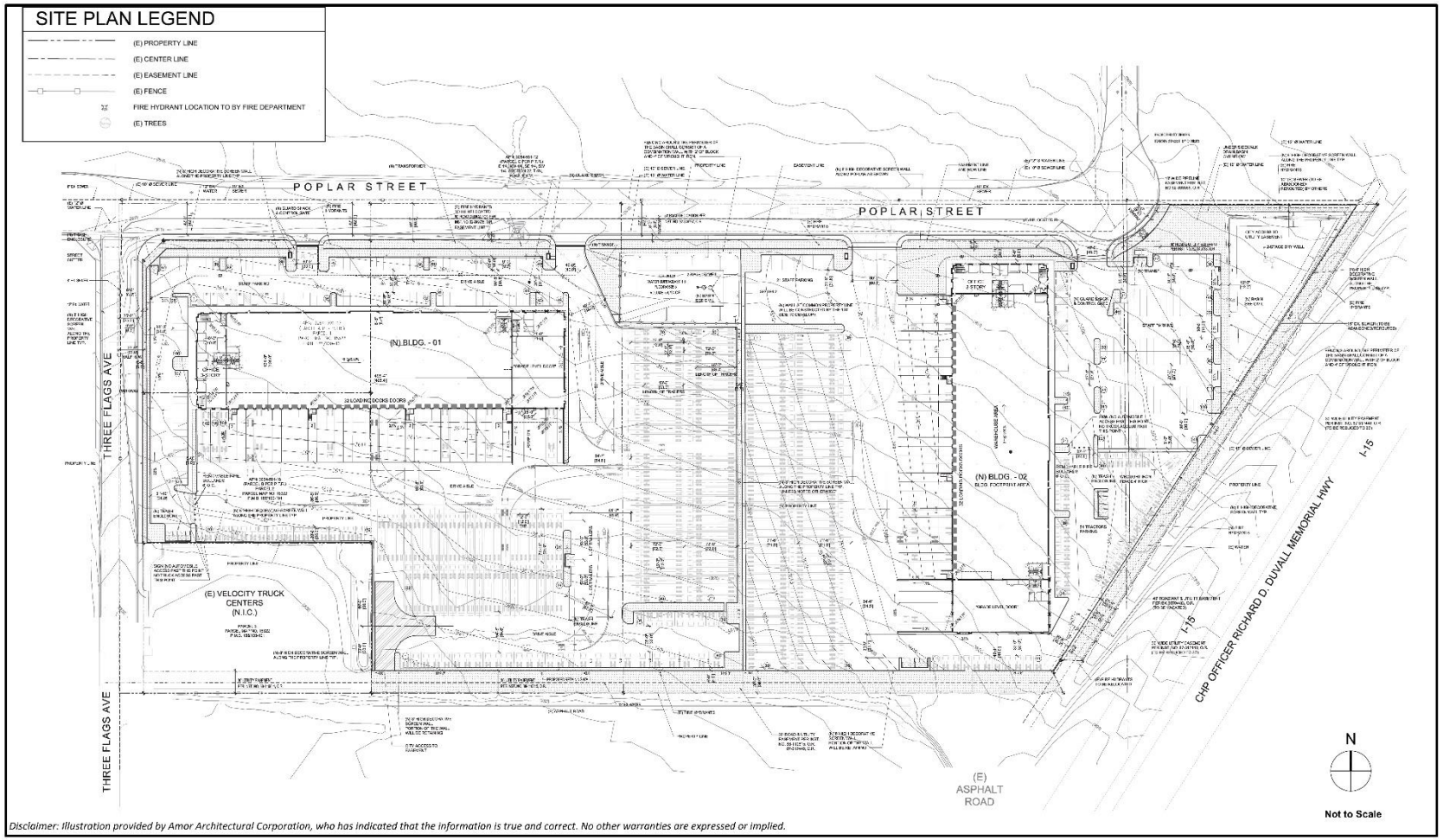
The project would consist of: (1) utility improvements; (2) construction of both truck warehouse buildings; (3) construction of a surface parking lot; and (4) landscaping. **Figure 3.2-1** is a site plan depicting the layout of the proposed project. **Table 3.2-1** summarizes the proposed project features.

Table 3.2-1
PROJECT SUMMARY

New Construction	Proposed Uses/Features	Square Feet	No. of Stories	Approximate Building Height (feet)
Truck Warehouse Building 1	Warehouse, office, and grade level doors	75,894	3	42
Surface Parking Lot for Truck Warehouse Building 1	Passenger vehicle and truck/trailer parking	121,975	N/A	N/A
Landscaping	Landscaping	26,864	N/A	N/A
Total Developed Area for Truck Warehouse 1		**224,733**	**N/A**	**N/A**
Truck Warehouse Building 2	Warehouse, office, and grade level warehouse space	75,894	3	42
Surface Parking Lot for Truck Warehouse Building 2	Passenger vehicle and truck/trailer parking	143,708	N/A	N/A
Landscaping	Landscaping	58,389	N/A	N/A
Total Developed Area for Truck Warehouse 2		**277,991**	**N/A**	**N/A**

Source: Amor Architectural Corporation, 2024

Figure 3.2-1
SITE PLAN



Disclaimer: Illustration provided by Amor Architectural Corporation, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Amor Architectural Corporation, July 24, 2024.

Cargo Solutions
Truck Warehouse
Site Plan

UltraSystems
environmental • management • planning

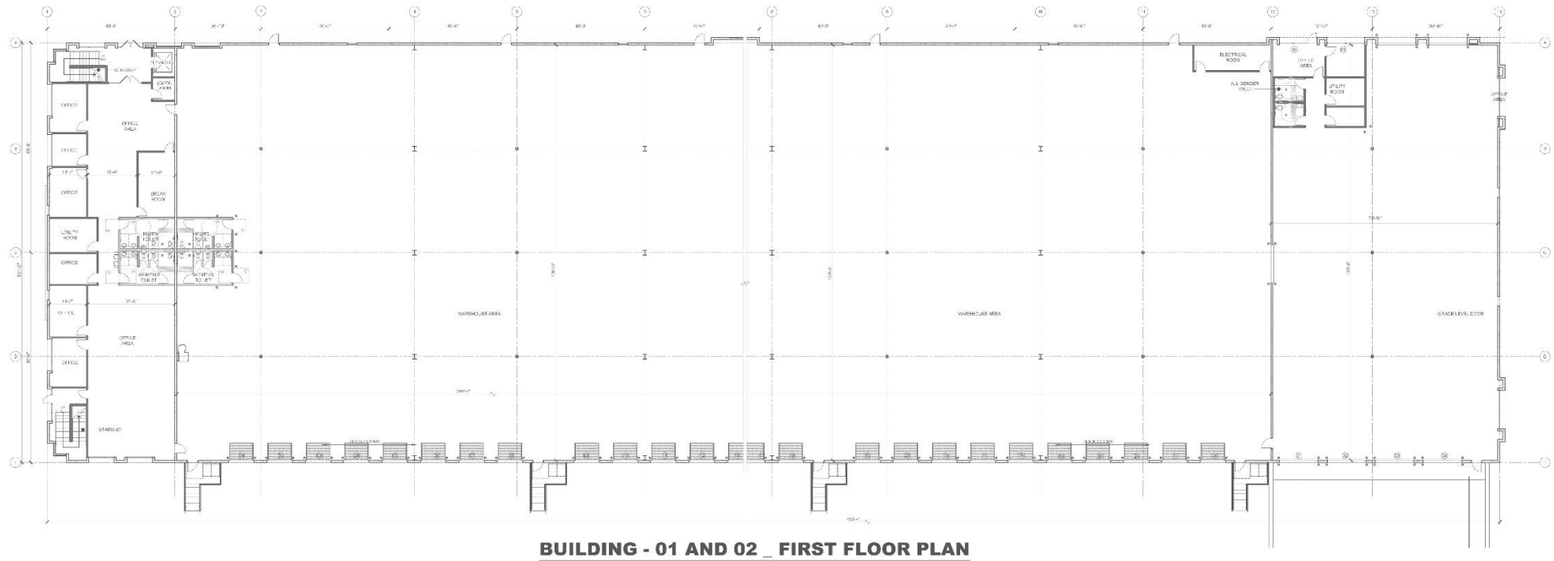
3.3 Proposed Project Features

3.3.1 New Construction

3.3.1.1 Truck Warehouse Buildings

The proposed truck warehouse buildings would be identical. Each truck warehouse building would be approximately 42 feet tall with three stories of office space overlooking an open warehouse floor and grade level warehouse space. Truck Warehouse Building 1 would be located on the west side of the project site and Truck Warehouse Building 2 would be located on the east side of the project site. **Figures 3.3-1** to **3.3-2** depict floor plans and elevations of the proposed truck warehouse buildings. Complete plans of the project can be found in **Appendix A**.

Figure 3.3-1
TRUCK WAREHOUSE BUILDINGS FLOOR PLAN



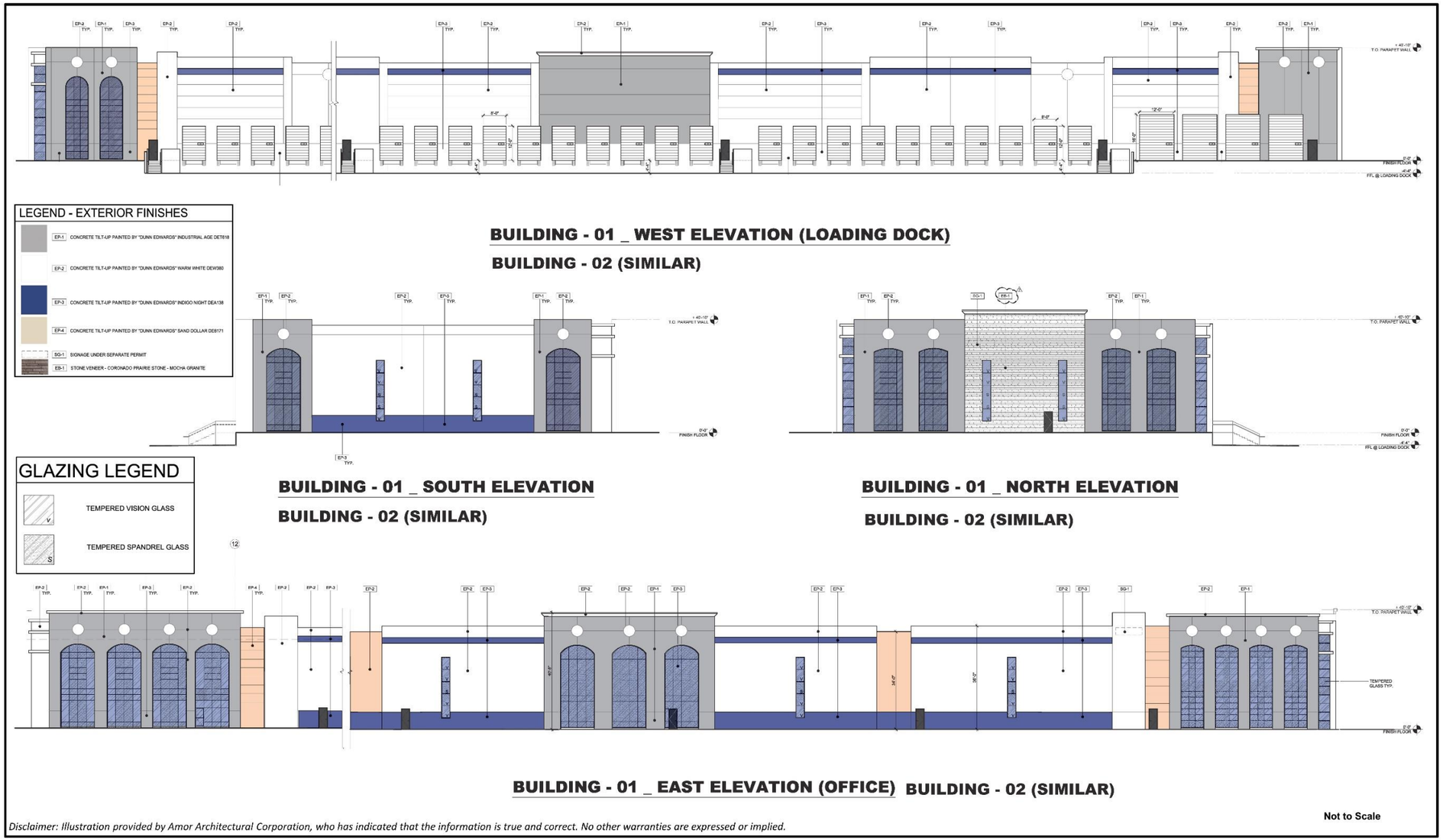
Disclaimer: Illustration provided by Amor Architectural Corporation, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Amor Architectural Corporation, July 24, 2024.

Cargo Solutions
Truck Warehouse
Buildings 1 and 2 Floor Plans

UltraSystems
environmental • management • planning

Figure 3.3-2
TRUCK WAREHOUSE BUILDINGS ELEVATIONS



Source: Amor Architectural Corporation, July 24, 2024.

Cargo Solutions
Truck Warehouse
Buildings 1 and 2 Elevations

3.3.2 Parking

Based on the § 16.20.080, Parking Requirements of the City's Municipal Code, the proposed truck warehouses would be required to have 238 auto parking stalls (City of Hesperia Municipal Code, 2024). The project proposes to develop 264 auto parking stalls that would consist of 123 auto parking stalls for Truck Warehouse Building 1 and 141 auto parking stalls for Truck Warehouse Building 2. Additionally, the project would provide tractor/trailer, tractor only parking, and dock door parking for each proposed building. Parking for each proposed building is detailed in **Table 3.3-1**.

Table 3.3-1
PROJECT PARKING SUMMARY

Proposed Building	Type of Parking	Number of Parking Stalls
Truck Warehouse Building 1	Auto parking	123
	Tractor/trailer parking	101
	Tractor only parking	59
	Dock door parking	32
	Total Parking	**315**
Truck Warehouse Building 2	Auto parking	141
	Tractor/trailer parking	76
	Tractor only parking	51
	Dock door parking	32
	Total Parking	**300**

3.3.3 Site Access and Circulation

The project site would have four driveways along Poplar Street for project ingress and egress. Each of the buildings would have two driveways. Circulation within the project site would be along the surface parking lot shown in the project site plan, **Figure 3.2-1**.

3.3.4 Exterior Lighting

The project proposes lighting throughout the site for safety and security purposes. Lighting for the project would comply with the requirements of the City's Municipal Code. Specifically, the project would be required to comply with § 16.16.410, Industrial Design Standards and Guidelines, which would ensure exterior lighting would not cause significant lighting and glare impacts (City of Hesperia Municipal Code, 2024).

3.3.5 Perimeter Fencing and Exterior Walls

The project site would be surrounded by an eight-foot-tall decorative screen wall with gates at entry ways. An approximately eight-foot-tall wrought iron fence would separate both truck warehouse buildings one and two.

3.3.6 Utilities

The project would require a sewer, domestic water, fire water, irrigation, gas and dry utilities connections to existing utility infrastructure in Poplar Street and Three Flags Avenue.

Sanitary Sewer - The project proposes two eight-inch sewer lateral connecting to an existing sewer in Poplar Street.

Domestic Water - The City of Hesperia is served by the Hesperia Water District (HWD), which manages the City's potable water system. New domestic water meters would be installed as required to meet project demands in compliance with the requirements of the city's Public Works Department. Construction would need to occur in the public right-of-way during installation of domestic water lines from the an existing main in Poplar Street to the project site.

Fire Water - The project proposes construction of a new six-inch fire water line from Poplar Street to the project site.

Dry Utilities - Southern California Edison (SCE) would provide electricity to the project site. Electrical utilities would be underground. Construction would need to occur in the public right-of-way during installation of a new utility connections to the project site.

Stormwater - The proposed site development and its drainage system would be comprised of storm drain pipe, concrete channel, onsite grate inlets with filtration device, and the infiltration/retention basin-1. The infiltration/retention basin-1 is sized to qualify for both WQMP volume as well as the detention volume for the proposed developed site. Detention volume has been calculated based upon the City of Hesperia "13.5-cf of retention per 100-sf of impervious area" rule (Allard Engineering, 2024).

Trash Service - Advance Disposal Company currently provides residential and commercial waste collection and recycling programs under a franchise agreement with the City (Michael Brandman Associates, 2010, p. 3.16-8).

Gas – Southern California Gas (SoCalGas) would provide gas service to the project site. Gas utilities would be installed underground to a gas service riser and meter at each building to be used for the AC units.

3.3.7 Security Features

The project site would be surrounded by a combination of eight-foot-tall decorative wall and gates at entry ways. Additionally, there would be 24-hour security cameras on the project site.

3.4 Offsite Improvements

The proposed project would widen the streets of Three Flags Avenue and Poplar Street to include AC pavement, curb and gutter, sidewalks, and connection to existing utility lines.

3.5 Project Operations

The truck warehouses would operate 24 hours per day, 7 days a week. Each truck warehouse is estimated to have approximately 224 total employees, resulting in a total of approximately 448 employees.

3.6 Construction Activities

Construction of the proposed project would be conducted in one phase. Construction is estimated to take place from October 2025 to November 2026. Further construction details for each construction phase are shown in **Table 3.6-1**.

For safety reasons, temporary barricades would be used to limit access to the site during project construction and maintain safe access for construction workers. Construction would occur during daylight and during regular business hours. Lighting for the construction site would be limited to the minimum amount of light needed for safety and security.

After site preparation is completed, infrastructure such as sewer laterals and storm drains would be installed and/or connected to existing facilities. The building foundations would be poured and framing of the buildings would begin. The final steps of construction would involve interior furnishings, detail work, and completion of common areas and outside landscaping.

The only offsite improvements would be installation of utility laterals and connections of laterals to mains. The construction contractor would use heavy equipment during grading; estimated numbers and types of equipment per construction phase are identified below in **Table 3.6-1**. Construction staging would be limited to the project site; no offsite areas would be used.

Construction Employees

Project construction workers would park their vehicles on the project site. Below is the anticipated number of construction employees by construction phase:

- **Grading:**
  - 30-40 employees
- **Offsite Phase:**
  - 20-30 employees
- **Vertical / Sitework Phase:**
  - 20-30 employees

Table 3.6-1
CONSTRUCTION PHASING AND EQUIPMENT DETAILS

Phase Name	Equipment Type	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading Phase (2 months)	Graders	1	8	148	0.41
	Tractors/Loaders/Backhoes	1	8	84	0.37
	Scrapers	4	8	423	0.48
Off-Site Phase (2 months)	Excavators	2	8	36	0.38
	Tractors/Loaders/Backhoes	2	8	84	0.37
Vertical/Site Work Phase- Building Construction (7 months)	Rough Terrain Forklifts	4	8	96	0.4
	Tractors/Loaders/Backhoes	2	7	84	0.37
	Skid Steer Loaders	4	8	46	0.45
Vertical/Site Work Phase- Paving (1month)	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Vertical/Site Work Phase- Architectural Coating (1 month)	Air Compressors	1	6	37	0.48

Source: Amor Architectural Corporation, 2024

3.7 Discretionary Actions

The proposed project includes applications for the following discretionary approvals by the City of Hesperia:

- Building permits
- Engineering permits
- Site Design

3.7.1 Other Permits and Approvals

Following the City's approval of the Initial Study/Mitigated Negative Declaration, the following permits/approvals, as shown in **Table 3.7-1,** would be required prior to construction.

Table 3.7-1
PERMITS AND APPROVALS

Agency	Permit or Approval
City of Hesperia Building & Safety Division	Site Plan review and approval and Grading and Building Permits
City of Hesperia Planning Division	Conditional Use Permit Design Review
San Bernardino County Fire Protection District	Building plan check and approval. Review for compliance with the current California Fire Code, current California Building Code, California Health & Safety Code and City of Hesperia Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.
Lahontan Regional Water Quality Control Board (Region 6)	Water quality permits

4.0 ENVIRONMENTAL CHECKLIST

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" or as a "Potentially Significant Unless Mitigation Incorporated," as indicated by the checklist on the following pages.

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

Determination (To Be Completed by the Lead Agency)

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 will be prepared.

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

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

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

Signature

6/16/2025
Date

Ryan Leonard, Senior Planner
Printed Name

City of Hesperia

Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to 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).

All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the lead agency has determined that a particular physical impact may occur 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.

"Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to less than significant level.

Earlier analyses may be use where, pursuant to the tiering, Program EIR, or other CEQA process, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

Earlier Analyses Used. Identify and state where the earlier analysis available for review.

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.

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

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. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

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

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.

The explanation of each issue should identify:

The significance criteria or threshold, if any, used to evaluate each question; and

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

4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, outcroppings, and historic buildings within a state scenic highway?			**X**	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment (such as hills, vegetation, rock outcroppings, drainage pathways, and soils) features. Visual quality, viewer groups and sensitivity, duration, and visual resources characterize views. Visual quality refers to the general aesthetic quality of a view, such as vividness, intactness, and unity. Viewer groups identify who is most likely to experience the view. High-sensitivity land uses include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas. Duration of a view is the amount of time that a particular view can be seen by a specific viewer group. Visual resources refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

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

Less than Significant Impact

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene or feature of interest. The city's General Plan Open Space Element contains scenic vistas including Mojave River to the east, the San Bernardino and San Gabriel Mountain ranges to the south and the surrounding Victor Valley, along with neighboring hillsides and the natural desert environment. These scenic resources provide a visual

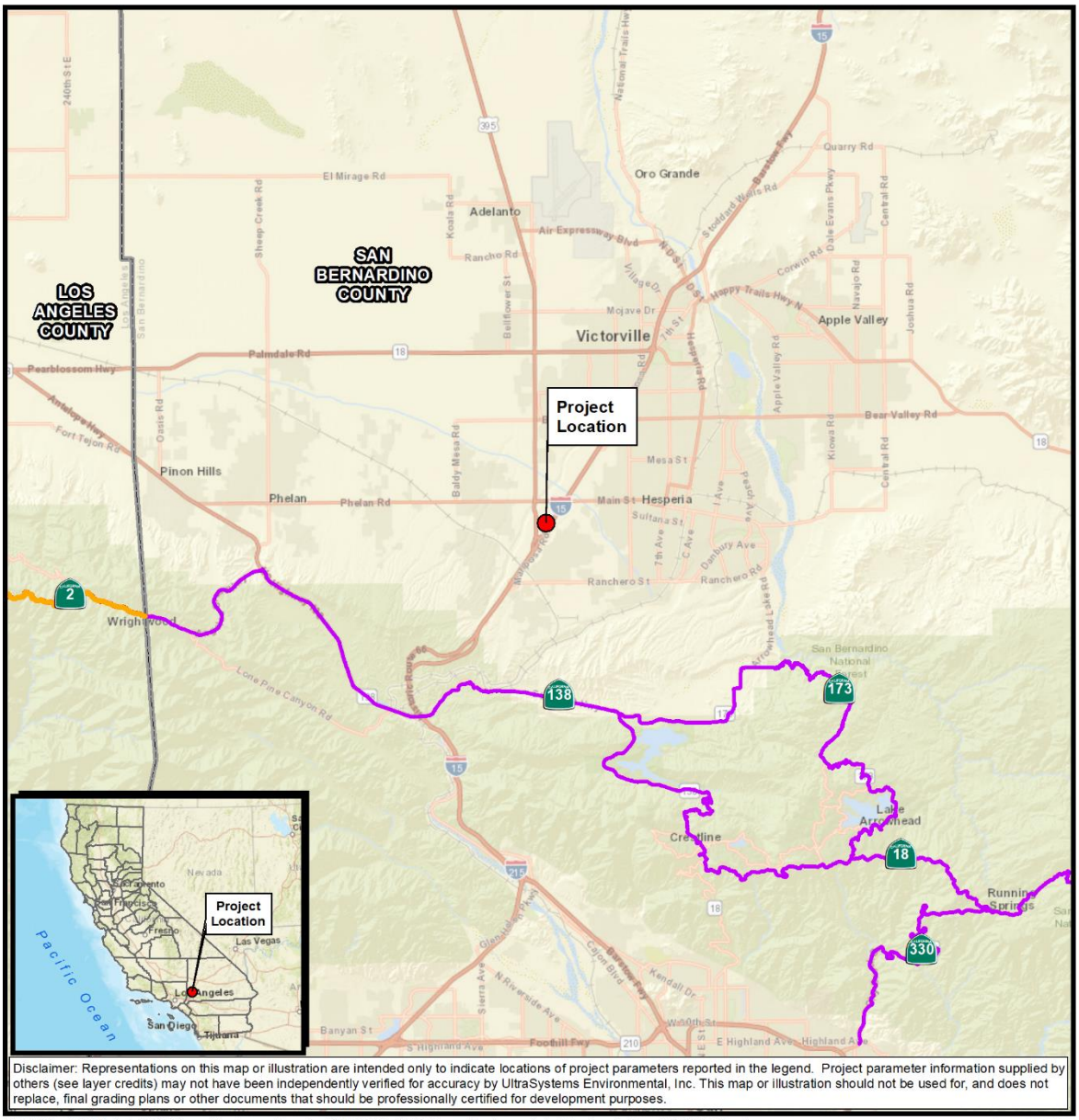
relief from the man-made structures in the city and also connect its residents to the natural environment (City of Hesperia, 2019a, p. OS-13). The project site is located in a semi-rural portion of the city and would not impact hillsides and natural desert environment. The Mojave River runs along the city's eastern border (Michael Brandman Associates, 2010a, p. 2-1). However, the project site is located on the western portion of the city, and has intervening developments that block views of the Mojave River. There are partial views of the San Bernardino and San Gabriel Mountains at the existing project site from the surrounding developments adjacent to the project site. The proposed project would develop buildings up to a height of approximately 42 feet tall, which would adhere to the project site's allowable maximum building height of 60 feet (The Arroyo Group, 2021, p. 198), and would be similar to the approximately 20- to 30-foot-tall industrial and commercial buildings surrounding the project site. Additionally, the project area does not have sensitive receivers such as residences adjacent to the site where views of the mountains would be permanently blocked. Viewers of the area would likely be people driving through the project area. The project area is largely vacant and viewers would have undisrupted views of the mountains continuing along Poplar Street or Three Flags Avenue. Therefore, the proposed project would not significantly impact views of scenic vistas compared to the existing setting, and impacts 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?

No Impact

The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways, designated as part of the California Scenic Highway Program. As shown in **Figure 4.1-1**, the closest officially designated state scenic highway to the project site is a portion of the State Route 2 (SR-2), which is approximately 15.1 miles southwest; portions of SR-138, which is eligible for designation but not officially designated, are approximately 6.7 miles south of the site (Caltrans, 2024). Due to the large distance between the project site and these highways, construction and implementation of the project would have no impacts on state scenic highways. Therefore, the project would have no impacts on trees, rock outcroppings and historic buildings within a state scenic highway.

Figure 4.1-1
STATE SCENIC HIGHWAYS



c) In non-urbanized 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 emerging semi-rural portion of the city characterized by commercial, industrial and undeveloped land uses as shown in **Figure 4.1-2**. **Table 4.1-1** details the existing visual character and land uses of the project site and surrounding area**. Table 4.1-2** details applicable scenic quality goals and regulations, and how the proposed project would adhere to them.

Figure 4.1-2
VIEWS FOR SURROUNDING LAND USES IN THE PROJECT AREA

PHOTO 1: View looking north of the project site along Poplar Street.

PHOTO 2: View looking south from Three Flags Avenue and Poplar Street.

PHOTO 3: View looking southwest from Three Flags Avenue and Poplar Street to Stepping Stone Industrial Park.

PHOTO 4: View looking south to Little Sisters Truck Wash from southeastern section of project site.

Source: UltraSystems Environmental, 2022. Google Earth, 2019

Table 4.1-1
EXISTING VISUAL CHARACTER AND LAND USES IN THE PROJECT AREA

Location	General Characteristics	Existing Lighting	Building Height & Design	Landscaping
Project Site	Undeveloped	None	None	Undeveloped
Surrounding Areas				
North	Undeveloped	None	None	Undeveloped
South	Industrial (Truck repair shop)/commercial (truck car wash)	Exterior lighting for security purposes	Approximately 20-to 30-feet tall buildings with plastered concrete tilt-up exterior walls in varying colors.	Ornamental
East	Undeveloped	None	None	Undeveloped
West	Industrial Park and Business	Exterior lighting for security purposes	Approximately 20 feet tall buildings with plastered concrete tilt-up exterior walls in varying colors.	Ornamental
Source: Google Earth Pro, 2024 and UltraSystems Environmental, 2022.				

Construction

Construction of the proposed project would include views associated with construction activities, construction staging areas, grading, excavation, construction equipment, material storage areas, construction debris, exposed trenches, etc. Construction elements would be inconsistent with the visual character of the project vicinity. Project construction could temporarily degrade the existing visual character of the project area and its immediate surroundings. However, this impact would be short term and these elements would be removed following construction. Therefore, impacts in regard to construction would be less than significant.

Operation

The proposed project would develop two truck warehouses with associated surface parking lot and ornamental landscaping. The proposed project would be designed to adhere to the City's design guidelines to complement the existing buildings and architecture surrounding the project site. Additionally, the project area is part of the Main Street Freeway Corridor Specific Plan, which plans to develop the project area with similar industrial developments such as the proposed project due to its prime regional location to transportation corridors (The Arroyo Group, 2021, p. 196). Therefore, the project would not significantly impact the characteristics of the project area or public views. Impacts would be less than significant and no mitigation is required.

Table 4.1-2
PROJECT COMPLIANCE WITH SCENIC REGULATIONS IN REGARDS TO THE CITY OF HESPERIA MAIN STREET FREEWAY CORRIDOR SPECIFIC PLAN

Policy	Compliance
Goal UD-1: Strengthen the identity of the City of Hesperia and the Specific Plan area by building upon the surrounding natural resources and amenities, and create a new image for Main Street and the Freeway Corridor that expresses an attractive, inviting, high quality character and commercial vitality.	
Policy UD-1.4: Preserve views of the mountains – San Gabriel Mountains to the southwest and San Bernardino National Forest to the southeast	As detailed in **Section 4.1a)**, the project's buildings would adhere to the Com/Ind Business Park (CIBP) height requirements. Additionally, the proposed buildings would conform to the height requirements of the general plan and zoning, and be similar to surrounding developments. Therefore, views of the mountains would not be significantly impacted by the project, and the project would be consistent with this policy.
Goal UD-2: Create distinctive and attractive communities with a strong sense of place (Smart Growth principle).	
Policy UD-2.1: Establish development and design standards that encourage high quality of construction and lead to the creation of attractive developments.	The project site is currently an undeveloped lot with no significant aesthetic resources. The proposed project would adhere to the Com/Ind Business Park (CIBP) development requirements, which would create a high-quality development to the Specific Plan area. Therefore, the project would be consistent with this policy.
Goal UD-5: Encourage good design, and high-quality development within the Specific Plan area.	
Policy UD-5.3: Through design review, ensure that new development enhances the character of the Specific Plan area by requiring design qualities and elements that contribute to an active pedestrian environment, where appropriate, and ensuring that architectural elements support high-quality development.	The proposed project would adhere to the Com/Ind Business Park (CIBP) development requirements, which would create a high-quality development that would enhance character of the Specific Plan area. Therefore, the project would be consistent with this policy.

Source: City of Hesperia, 2021, p. 25 to 27

As shown above, the project would adhere to all applicable scenic regulations. Therefore, impacts would be less than significant and no mitigation is required.

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

Project construction and operation would adhere to the Main Street Freeway Corridor Specific Plan (MSFCSP) site design standards and guidelines, which would ensure that exterior light and glare would not significantly impact surrounding land uses or nighttime skies (The Arroyo Group, 2021, p. 268). Therefore, impacts would be less than significant.

4.2 Agriculture and Forestry Resources

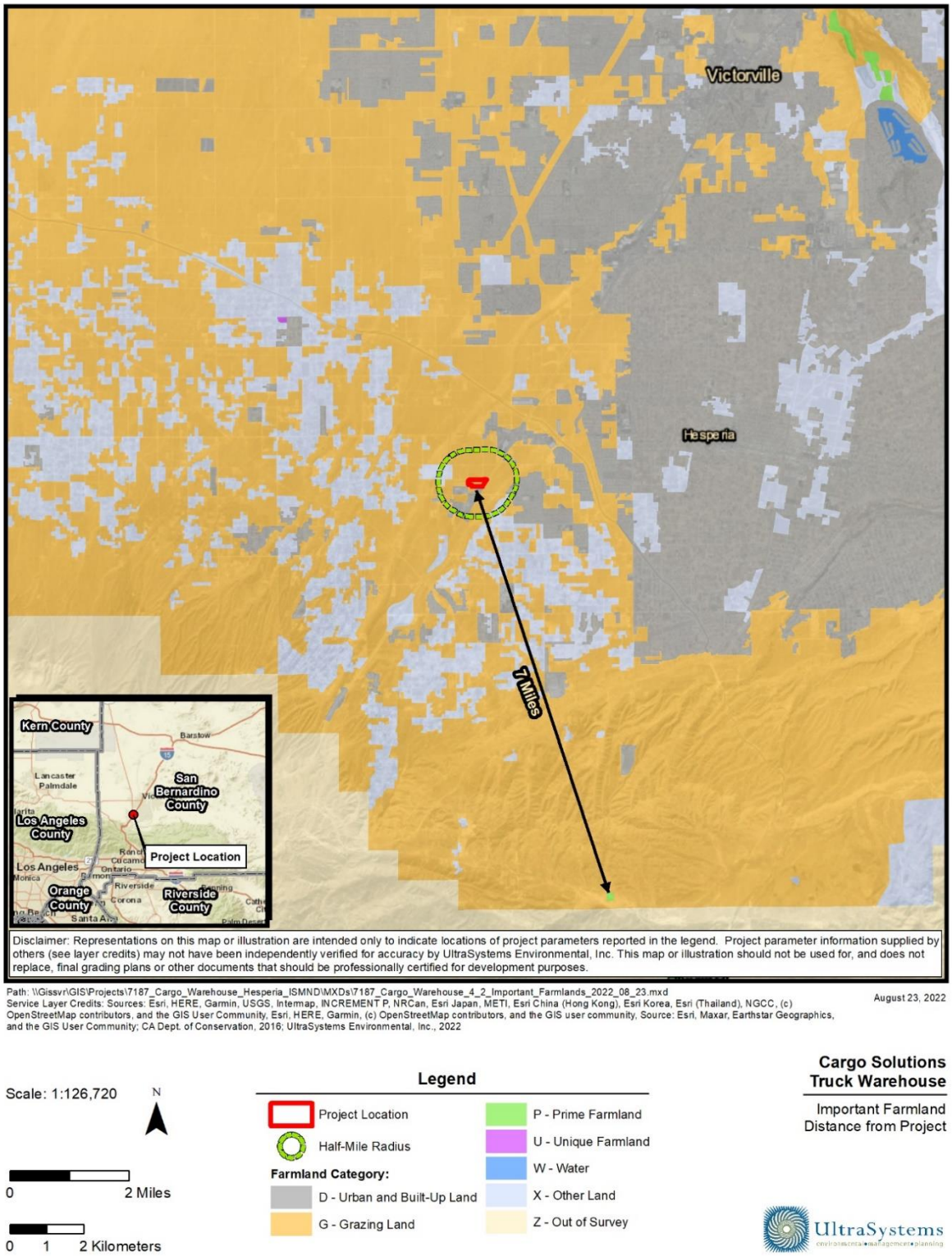
Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping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

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 project site is designated by the Division of Land Resource Protection (DLRP) as Grazing Land, which is not farmland (DOC, 2018) (see **Figure 4.2-1** below). Grazing Land is land on which the existing vegetation is suited to the grazing of livestock (DOC, 2019). Therefore, no farmland would be converted to non-agricultural use and no impacts would occur.

Figure 4.2-1
IMPORTANT FARMLAND CATEGORIES



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

No Impact

The project site is zoned Commercial/Industrial Business Park (CIBP (City of Hesperia, 2020), and is not zoned for agricultural use. Williamson Act contracts are made only on land within agricultural reserves, and the project site is not within an agricultural reserve. Therefore, the project would not 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 in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The project site is zoned Commercial/Industrial Business Park (CIBP) (City of Hesperia, 2020). The site is not zoned for forest, timberland, or timberland production use. Therefore, project development would not conflict with zoning for forest land or timberland, and 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 undeveloped and does not have forest land. Therefore, project development would not result in the loss of forest land or conversion of forest land to non-forest use, and 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 non-agricultural use or conversion of forest land to non-forest use?

No Impact

The project site is undeveloped and has a zoning designation of Commercial/Industrial Business Park (CIBP) (City of Hesperia, 2020). No important farmland is near the project site; the nearest such farmland is Unique Farmland approximately seven miles southeast. No forest land is present on or near the project site. Therefore, project development would not cause conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and no impacts would occur.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone, and their precursors, such as reactive organic gases (ROG) (which are ozone precursors). Presented below is a description of the air pollutants of concern and their known health effects.

The project is in the southwestern San Bernardino County portion of the Mojave Desert Air Basin (MDAB), for which the Mojave Desert Air Quality Management District (MDAQMD) is substantially responsible for air pollution control. The MDAB is classified as a dry-hot desert (BWh), with portions classified as dry-very hot desert (BWhh), to indicate that at least three months have maximum average temperatures over 100.4°F (MDAQMD, 2020a, p. 6-7). **Table 4.3-1** shows the attainment status of the MDAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Presented below is a description of the air pollutants of concern and their known health effects.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere, and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and ROG are released into the atmosphere, they can chemically react with one another in the presence of sunlight

to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens (USEPA, 2011).

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3) – 1-hour standard	No Federal Standard	Nonattainment
Ozone (O_3) – 8-hour standard	Nonattainment	
Particulate Matter (PM_{10})	Attainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Attainment
Carbon Monoxide (CO)	Unclassified/Attainment	Attainment
Nitrogen Dioxide (NO_2)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO_2)	Unclassified/Attainment	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)	Unclassified/Attainment	Attainment
Hydrogen Sulfide (H_2S)	Unclassified	
Visibility Reducing Particles		

Sources: ARB, 2020a; USEPA, 2022a.

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions – primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions. High concentrations are lethal (USEPA, 2010).

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and

entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and ROGs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers, and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading, for example, to increased risks of hospitalization and mortality from asthma attacks and heart attacks (USEPA, 2022a).

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB for this air quality analysis and is defined the same as the federal term "volatile organic compound" (VOC).

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_X to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2020c).

4.3.2 Climate/Meteorology

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The Project site is located within the Mojave Desert portion of the Mojave Desert Air Basin (MDAB), which is bordered in the southwest by the San Bernardino Mountains, which are separated from the

San Gabriel Mountains by the Cajon Pass (4,200 feet elevation). The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north; air masses pushed onshore in Southern California by differential heating are channeled through the MDAB (MDAQMD, 2020).

The nearest meteorological station is the Hesperia station (#043935, latitude 34.41667°, longitude: - 117.3°) (WRCC, 2022a), which is approximately 5.1 miles west of the project site, with a period of record from January 1, 1910 to June 30, 1977. However, data from another station near the project site, Victorville Pump Pt meteorological station (#049325; latitude 34.5350°, longitude: - 117.3058°) (WRCC, 2022b), approximately 9.5 miles north of the project site, were used because the period of record (November 1931 – November 2008) is more recent. The average high and low temperatures recorded there are 77.5°F and 43.9°F, respectively. Average winter (December, January, and February) high and low temperatures are approximately 60.1°F and 30.7°F, respectively, and average summer (June, July, and August) high and low temperatures are approximately 95.6°F and 58.4°F, respectively. The annual average of total precipitation is approximately 5.52 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 0.93 inch during the winter (December, January, and February), approximately 0.43 inch during the spring (March, April, and May), approximately 0.35 inch during the fall (September, October, and November), and approximately 0.13 inch during the summer (June, July, and August).

4.3.3 Local Air Quality

The project site is served by the MDAQMD's Hesperia-Olive Street air monitoring site (ARB Number 36201), 6.0 miles east at 17288 Olive Street in Hesperia. This station monitors ozone and PM_{10}. The nearest station that monitors $PM_{2.5}$ and NO_2 is Victorville-14306 Park Avenue at 14306 Park Avenue in Victorville (ARB Number: 36306), about 4.4 miles north of the project. The ambient air quality data in the project vicinity as recorded from 2021 through 2023, along with applicable standards, are shown in **Table 4.3-2.**

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2021	2022	2023
Ozone – Hesperia-Olive Street	Max. 1-hour Concentration (ppm) Max. 8-hour Concentration (ppm) # Days > Federal 8-hour Std. of 0.070 ppm # Days > California 1-hour Std. of 0.09 ppm # Days > California 8-hour Std. of 0.070 ppm	0.114 0.101 55 9 60	0.108 0.090 49 11 52	0.110 0.098 53 11 54
PM_{10} - Hesperia-Olive Street	Max. 24-hour Concentration (µg/m^3) Est. # Days > Fed. 24-hour Std. of 150 µg/m^3 Federal Annual Arithmetic Mean (12 µg/m^3)	426.5 1 28.7	135.0 0 27.2	176.2 1 27.9
$PM_{2.5}$ - Victorville-14306 Park Avenue	Max. 24-hour Concentration (µg/m^3) # Days > Fed. 24-hour Std. of 35 µg/m^3 State Annual Average (12 µg/m^3)	87.1 1 10.2	24.6 0 9.0	25.6 0 7.8
NO_2 – Victorville-14306 Park Avenue	Max. 1-hour Concentration (ppm) State Annual Average (0.030 ppm) # Days > California 1-hour Std. of 0.18 ppm	0.060 0.012 0	0.060 0.012 0	0.060 0.010 0

Source: ARB, 2022a.

4.3.4 Air Quality Management Plan (AQMP)

The MDAQMD's jurisdiction comprises the Mojave Desert Air Basin, which encompasses the desert portions of Kern, Los Angeles, Riverside and San Bernardino counties. The MDAQMD is required to produce plans to show how air quality would be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[5]

The Project is located in the jurisdiction of the MDAQMD. Under the Federal Clean Air Act the MDAQMD has adopted a variety of attainment plans for a variety of nonattainment pollutants. The District has primary responsibility for regulating stationary sources of air pollution located within its jurisdictional boundaries. It implements air quality programs required by state and federal mandates, enforces rules and regulations based on air pollution laws and educates businesses and residents about their role in protecting air quality and the risks of air pollution (MDAQMD, 2022).

The 1995 Final Mojave Desert Planning Area, Federal Particulate Matter (PM10) Attainment Plan (MDAQMD, 1995) was adopted by the MDAQMD board on July 31, 1995. A Certification of District Measures to Reduce PM Pursuant to Former Health & Safety Code §39614(d) was received and filed by the ARB on January 27, 2020 (MDAQMD, 2020a). The 2008 MDAQMD Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Non-attainment Area) was adopted by the MDAQMD board. The USEPA designated the Western Mojave Desert area as non-attainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS) pursuant to the provisions of the Federal Clean Air Act (FCAA). A portion of the Mojave Desert Air Quality Management District (MDAQMD) is included in the Western Mojave Desert non-attainment area. The most recent attainment plan that was approved by USEPA is the MDAQMD 2008 Ozone Attainment Plan adopted in 2008. The most recently

5 CCAA of 1988.

adopted State plan is the 1996 Triennial Revision to the 1991 Air Quality Attainment Plan (MDAQMD, 2008).

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the MDAQMD considers a sensitive receptor to be a receptor such as a residence, schools, daycare centers, playgrounds and medical facilities. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated with a health risk assessment (MDAQMD, 2020a):

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

The proposed project's distance from the nearest sensitive receptor exceeds all these threshold distances. Therefore, a health risk assessment is not needed.

4.3.6 Applicable Mojave Desert Air Quality Management District Rules

Rule 403 (Fugitive Dust Control Rule)

During construction, the project would be subject to MDAQMD Rule 403 (fugitive dust control) (MDAQMD, 2020c). The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source, except during high winds. MDAQMD Rule 403 also prohibits construction activity from causing incremental PM_{10} concentrations to exceed 100 micrograms per cubic meter when determined as the difference between upwind and downwind samples collected on federal reference method samplers at the property line for a minimum of five hours, except during high winds.

Rule 1113 (Architectural Coatings)

Construction of this project will include the application of architectural coatings and be subject to MDAQMD Rule 1113 (Architectural Coatings). Among other applicable entities, Rule 1113 requires anyone who supplies, sells, offers for sale, manufactures, blends or repackages any architectural coating for use within the MDAQMD, as well as any person who applies or solicits the application of any architectural coating within the District, o use coatings that contain VOC less than or equal to the VOC limits specified in Table 1 of the rule.

4.3.7 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact

The proposed project site is located in the western portion of the City of Hesperia, within the jurisdiction of the MDAQMD. The project is compatible with the general plan land use and zoning discussed in detail in **Section 4.11**. The air quality plans are based upon existing and projected land uses in the planning area. The most recent air quality plan is the MDAQMD Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Non-attainment Area), which was adopted on June 9, 2008. The project is compatible with the air quality plan.

The MDAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant. They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. **Table 4.3-3** shows MDAQMD CEQA significance thresholds for both construction and operation. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding MDAQMD significance thresholds.

Table 4.3-3
MDAQMD THRESHOLDS OF SIGNIFICANCE FOR CRITERIA POLLUTANTS

Pollutant	Emission Threshold (lbs/day)	Emission Threshold (short tons/year)
Volatile Organic Compounds (VOC)	137	25
Nitrogen Oxides (NO_x)	137	25
Carbon Monoxide (CO)	548	100
Sulfur Oxides (SO_x)	137	25
Particulate Matter (PM_{10})	82	15
Fine Particulate Matter ($PM_{2.5}$)	65	12

Source: MDAQMD, 2020a, Table 6.

Estimated criteria pollutant emissions from the project's onsite and offsite project activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29. CalEEMod (CAPCOA, 2023) is a planning tool for estimating emissions related to land use projects.

The construction emissions accounted for the wall construction, while operational emissions did not consider the wall as an emission source. To ensure accuracy, two separate CalEEMod analyses were conducted—one for construction emissions and another for operational emissions. Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. The project traffic study (RK Engineering, 2024) provided the vehicle miles traveled and number of trips for the operational emissions. It was also assumed that the construction contractor would comply

with all pertinent MDAQMD rules. CalEEMod inputs and detailed results are provided in **Appendix B**.

Table 4.3-4 shows the project schedule used for the air quality analysis. The proposed project would be built in one phase. Construction is estimated to take place in five subphases from October 2025 to November 2026:

- Grading
- Off-Site Trenching
- Vertical/Site Work- Building Construction
- Vertical/Site Work- Paving
- Vertical/Site Work- Architectural Coating

Details for each construction subphase are shown in **Table 4.3-4**.

Table 4.3-4
CONSTRUCTION SCHEDULE

Construction Subphase	Start Date	End Date
Grading	October 1, 2025	November 28, 2025
Off-site Trenching	November 29, 2025	February 13, 2026
Vertical/Site Work- Building Construction	February 14, 2026	September 17, 2026
Vertical/Site Work- Paving	September 18, 2026	October 20, 2026
Vertical/Site Work- Architectural Coating	October 21, 2026	November 16, 2026

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The quantity of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

As shown in **Table 4.3-5**, the project's annual emissions would not exceed Mojave Desert Air Quality Management District significance thresholds for any criteria pollutant during construction.

Table 4.3-5
MAXIMUM ANNUAL REGIONAL CONSTRUCTION EMISSIONS

Year	Maximum Emissions (Tons/year)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Annual Emissions, 2025	0.08	0.73	0.70	0.08	0.03
Maximum Annual Emissions, 2026	0.51	1.09	1.87	0.11	0.05
MDAQMD Significance Thresholds (short tons per year)	*25*	*25*	*100*	*15*	*12*
Significant (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).

As shown in **Table 4.3-6** maximum daily construction emissions would not exceed MDAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be less than significant**.**

Table 4.3-6
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions, 2025	3.47	31.79	29.02	3.38	1.43
Maximum Daily Emissions, 2026	41.10	12.14	22.34	1.28	0.50
MDAQMD Significance Thresholds	*137*	*137*	*548*	*82*	*65*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).

Regional Operational Emissions

The project proposes to develop Truck Warehouse Building 1 with an associated parking lot on the western portion of the project site, and Truck Warehouse Building 2 with an associated parking lot on the eastern portion of the project site. Operational emissions generated by area sources, motor vehicles, and energy demand would result from normal day-to-day activities of the project. The results of these calculations are presented in **Table 4.3-7** and **Table 4.3-8**. As seen in the tables, for each criteria pollutant, operational emissions would be below the pollutant's MDAQMD significance threshold. Therefore, regional operational emissions would be less than significant.

Table 4.3-7

MAXIMUM ANNUAL PROJECT OPERATIONAL EMISSIONS

Operational Emission Source	Pollutant (short tons/year)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	0.73	0.01	0.59	<0.005	<0.005
Energy Source Emissions	0.01	0.15	0.13	0.01	0.01
Mobile Source Emissions	0.08	0.61	0.78	0.33	0.09
Maximum Annual Operational Emissions	**0.82**	**0.77**	**1.5**	**0.34**	**0.1**
MDAQMD Significance Thresholds (short tons per year)	*25*	*25*	*100*	*15*	*12*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).

Table 4.3-8
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	4.57	0.06	6.6	0.01	0.01
Energy Source Emissions	0.05	0.85	0.71	0.06	0.06
Mobile Source Emissions	0.47	3.34	5.0	1.8	0.5
Total Operational Emissions	**5.09**	**4.25**	**12.31**	**1.87**	**0.57**
MDAQMD Significance Thresholds	*137*	*137*	*548*	*82*	*65*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact

Since the MDAB is currently in federal nonattainment for ozone and $PM_{2.5}$ and state nonattainment for ozone and PM_{10}, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. However, as discussed above, the mass daily and annual

construction and operational emissions generated by the project would not exceed any of the MDAQMD's significance thresholds. Therefore, the project would not contribute a cumulatively considerable increase in emissions of the pollutants for which the MDAB is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Construction of the project would generate short-term and intermittent emissions. Following the MDAQMD's CEQA Guidelines (MDAQMD, 2020a), residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive land uses. The nearest sensitive receptor is a single-family residence 1,114 feet southeast of the project boundary.

The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated:

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

The project proposes to develop to develop Truck Warehouse Building 1 with the associated parking lot on the western portion of the project site, and Truck Warehouse Building 2 with the associated parking lot on the eastern portion of the project site. It does not meet the criteria listed above. Thus, the impacts on sensitive receptors would be less than significant.

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

Less than Significant Impact

A project-related significant adverse effect could occur if the construction or operation of the proposed project would result in the generation of odors that would be perceptible in adjacent sensitive areas. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction associated with the proposed project's long-term operational uses. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the construction and are thus considered less than significant. Therefore, the project would not create substantial objectionable odors and this impact would be less than significant.

4.4 Biological Resources

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

4.4.1 Methodology

This section is based on the biological surveys, research, and analyses conducted for the Biological Resources Evaluation (BRE; UltraSystems, 2022), provided in **Appendix C1** of this document.

UltraSystems biologists researched readily available information, including relevant literature, databases, agency web sites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records to identify the following: 1) habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife

corridors that may occur in and near the project site; and 2) local or regional plans, policies, and regulations that may apply to the project. Plant and wildlife species protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as *special-status species*. Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size, and typically have a limited geographic range and/or habitat. The following data sources were accessed by UltraSystems for synthesis of data within this report.

- Information on California plants for education, research and conservation, provided by Calflora (Calflora, 2022)
- California Department of Fish and Wildlife California Wildlife Habitat Relationships (CWHR) Life History Accounts and Range Maps (CDFW, 2022a)
- California Department of Fish and Wildlife BIOS Habitat Connectivity Viewer (CDFW, 2022b).
- U. S. Geological Survey (USGS) 7.5-Minute Topographic Map *Baldy Mesa* Quadrangle (USGS, 2015) and current aerial imagery (Google Earth, 2022).
- The Web Soil Survey, provided by the U. S. Department of Agriculture (USDA) Natural Resources Conservation Service (Soil Survey Staff, 2022).
- California Natural Diversity Database (CNDDB), provided by the California Department of Fish and Wildlife (CNDDB, 2022a).
- Information, Planning and Conservation (IPaC), provided by the U.S. Fish and Wildlife Service (USFWS; USFWS, 2022a).
- Critical Habitat Portal, provided by the USFWS (USFWS, 2022b).
- Inventory of Rare and Endangered Plants of California, 8th Edition, provided by the California Native Plant Society (CNPS, 2022a).
- National Hydrography Dataset, provided by the USGS (USGS, 2022c).
- National Wetlands Inventory (NWI), provided by the USFWS (USFWS, 2022c).
- Sawyer, J.O., T. Keeler-Wolf, J.M. Evens, 2009. A Manual of California Vegetation, Second Edition, provided by California Native Plant Society Press.
- EPA Waters GeoViewer, provided by U. S. Environmental Protection Agency (USEPA; USEPA, 2022h).

4.4.2 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated

Plant and wildlife species listed under the federal Endangered Species Act (ESA) or under the California Endangered Species Act (CESA) are referred to collectively as *listed species* in this section. Plant and wildlife species not listed under ESA or CESA but still protected by federal agencies, state agencies, local or regional plans, and/or nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as *sensitive species* in this section. The *term special-status species* is used when collectively referring to both listed and sensitive species.

Environmental Setting

The City of Hesperia is located in southwestern San Bernardino County, California. The biological study area (BSA) is surrounded by primarily vacant land with some commercial developments, as shown in **Figure 4.4-1**. The BSA may potentially provide some suitable habitat for special status plant and wildlife species, although not optimal. The project site itself has a relatively flat topography. Elevations in the BSA range from 3,606 to 3,620 feet above mean sea level (amsl). The project site is currently undeveloped. Stormwater runoff generated on the project site is discharged as sheet flow in a northeast direction to Poplar Street.

Habitat Assessment Survey

UltraSystems Environmental, Inc (UltraSystems) biologist Dr. Michael Tuma conducted a habitat assessment survey on March 4, 2022 and staff biologist Matthew Sutton completed the survey on August 24, 2022 to assess the habitats, plants and wildlife that occur within the BSA. Three land cover types were mapped within the BSA, and are described later in this section (see **Figure 4.4-2**). Disturbed California juniper covers nearly 100 percent of the project site (see **Appendix C2** Figure 6, *Land Cover Types*). The BSA is comprised of developed/ornamental and disturbed California juniper woodlands. Six living Joshua trees (State Candidate Threatened, or SCT) and one California juniper were observed on the project site; however, the project site is dominated by ruderal species such as red brome and prickly Russian thistle. There is evidence that the project site was formerly vegetated with Joshua tree/juniper woodlands, but past significant disturbances have occurred that have resulted in compacted soils and dominance by ruderal species. Plant and wildlife species that were recorded during the habitat assessment survey can be accessed in **Appendix C2**, *Plant and Wildlife Species Recorded During the Field Surveys*.

Figure 4.4–1
PROJECT LOCATION AND BIOLOGICAL STUDY AREA

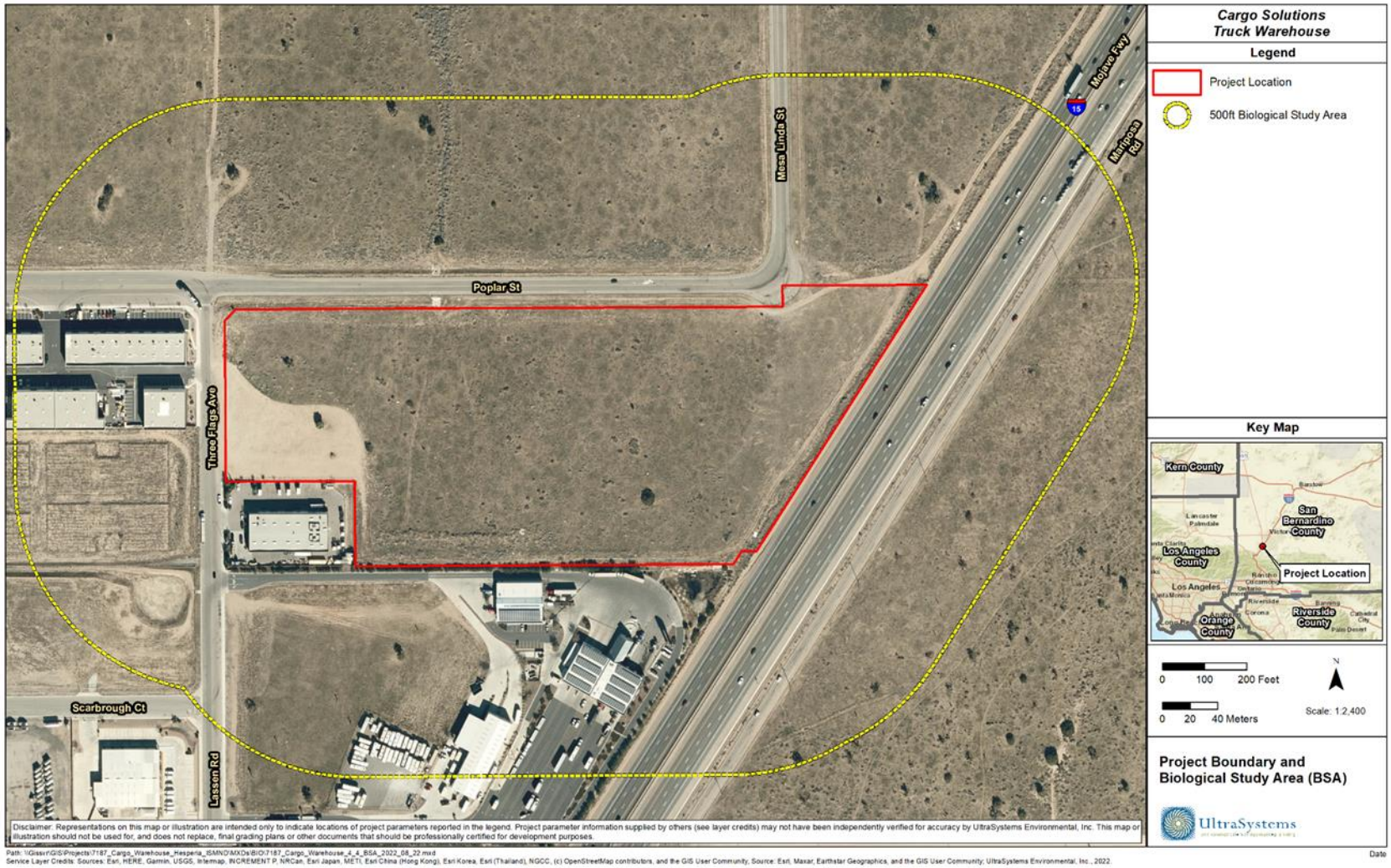
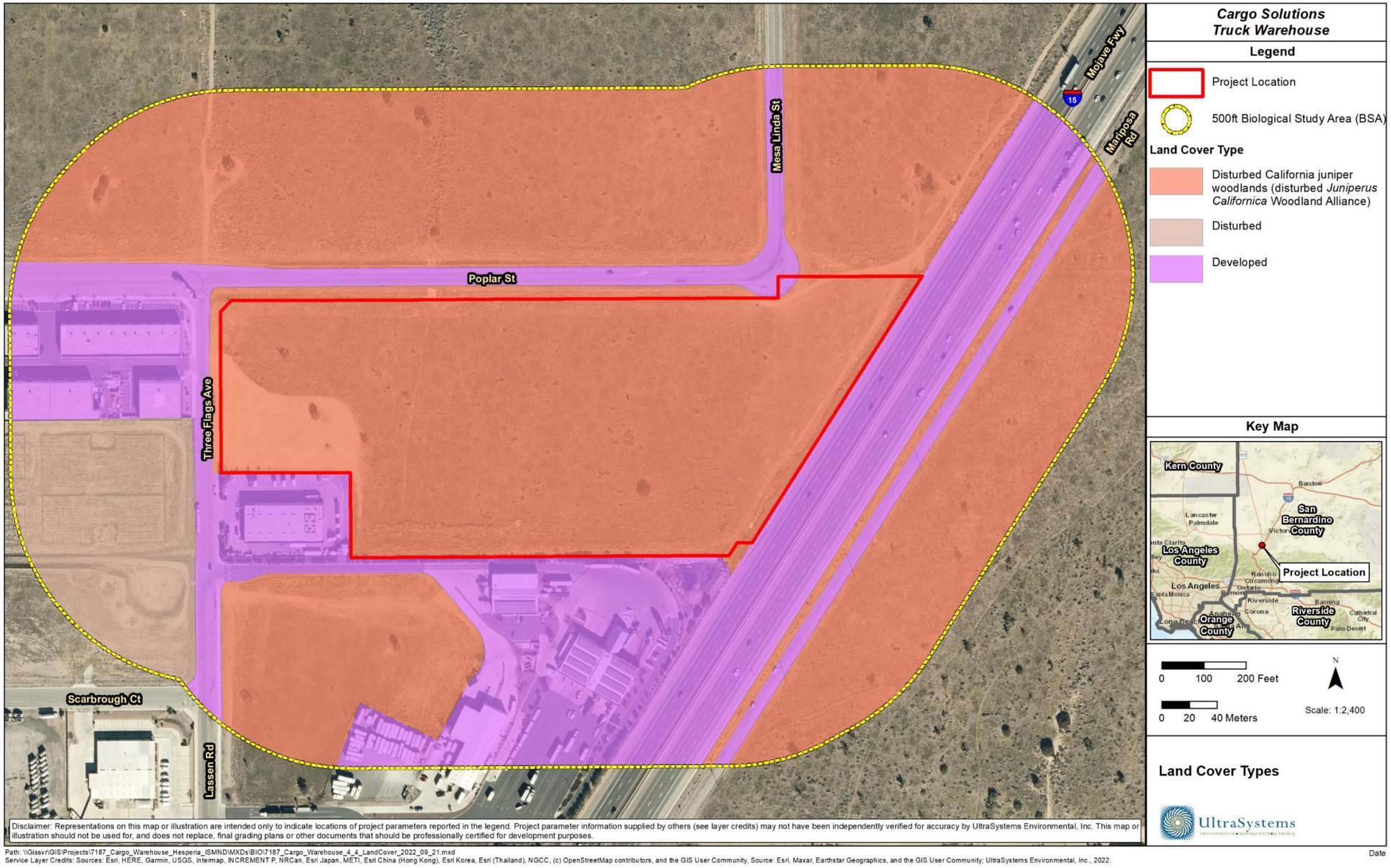


Figure 4.4–2
LAND COVER MAP



Impacts to Special Status Plants

One western Joshua tree (SCT) was observed on the project site. The literature review and field surveys concluded that the remaining plant species in the plant inventory have no more than a low potential to occur within the BSA due to a lack of suitable habitat, soils, and/or other factors to support them; these species are not anticipated to be significantly impacted as a result of the project.

Direct and indirect impacts to western Joshua tree are anticipated as a result of project construction. Therefore, acquisition of a California Fish and Game Code (FGC) § 2081 Incidental Take Permit (ITP), which is discussed below, will be required. The ITP may require on- or offsite mitigation, as well as a monitoring plan. Additionally, mitigation will be required to maintain compliance with the native desert vegetation protection as provided in the City of Hesperia Municipal Code.

Based on a literature review of publicly available databases (hereafter, plant inventory; USFWS 2022a, CNDDB 2022a, CNPS, 2022a) for reported observations within a ten-mile radius of the project site, one listed and seven sensitive plant species identified by one of the following means: of those eight total plant species, six sensitive plant species were determined to have a low potential to occur in the BSA, including within the project site, due to one or more of the following reasons: species were reported by the CNDDB or IPaC in the plant inventory, were recognized as occurring based on previous surveys or knowledge of the area, or were observed during the habitat assessment survey or other surveys (see **Figure 4.4-3)**. In addition, Joshua tree was observed on the project site during the field surveys. Joshua tree is a state candidate for listing as a threatened species (CNDDB, 2022b). These species and the remaining species determined to be unlikely to occur within the BSA are identified in **Appendix C2**, *Special-Status Species Inventory and Potential Occurrence Determination*. The project site contains low-quality suitable habitat for six of the seven sensitive plant species documented in the plant inventory, and therefore these six species were determined to have a low potential to occur in the BSA. No other special-status plant species were observed during the surveys, including the remaining seven sensitive plant species determined to have a low potential to occur. Joshua tree was observed during the field survey and, it is anticipated that construction of the project will result in significant impacts to listed plant species within the BSA. Therefore, mitigation is required.

Impacts to Special-Status Wildlife

Literature Review Results and Discussion

Based on a literature review of publicly available databases (hereafter, wildlife inventory; USFWS 2022a, CNDDB 2022a) for reported observations within a ten-mile radius of the project site, 16 listed and 20 sensitive wildlife species were reported within a 10-mile radius of the BSA because they were either reported in the wildlife inventory, recognized as occurring based on previous surveys or knowledge of the area, or observed during the habitat assessment survey or other surveys (see **Figure 4.4-4,** which displays species identified in the CNDDB wildlife inventory within a two-mile radius of the BSA). Of those 36 total species, four listed and 13 sensitive wildlife species were determined to have a low potential to occur, and 19 special-status wildlife species were determined to be unlikely to occur or are not expected to occur because the BSA lacks suitable habitat or is outside of the geographic range of these species. All species that were evaluated and their occurrence potential determinations are provided in **Appendix C2**, *Special-Status Species Inventory and Potential Occurrence Determination*. Nine special-status wildlife species were determined to have a low potential to occur in the BSA and it is anticipated that construction of the project will have less than a significant impact to these nine wildlife species.

High Potential to Occur in the BSA

Burrowing Owl

The burrowing owl (BUOW) is a small, crepuscular (active at dusk and dawn), ground-inhabiting owl that is found largely throughout the southern United States. Typical BUOW habitat is open, dry, flat ground or low rolling hills with sparse vegetation and available burrows (Gallagher, 1997). BUOWs spend most of their time on the ground or on low perch sites such as fence posts and dirt mounds. They are generally found in open country, where tree or shrub canopies cover less than 30 percent of the habitat (Center for Biological Diversity et al., 2003). Typical habitat includes annual and perennial grasslands, shortgrass prairies, open agricultural areas (particularly rangelands), desert floors, and vacant lots in residential areas and university campuses. Other habitat includes oak savannah; grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitat; sandy beaches and coastal dunes; and river bottom lands (Center for Biological Diversity et al., 2003). BUOWs inhabiting urban landscaped areas may live in vacant fields/lots, pastures, airports, athletic fields, golf courses, cemeteries, city parks, road shoulders, drainage sumps, railroad beds, irrigation ditches, and road cuts (Center for Biological Diversity et al., 2003). The BUOW is primarily a dry grassland species, but it persists and can even thrive in some landscapes that are highly altered by human activity, such as agricultural areas in the Central and Imperial Valleys (Shuford et al., 2008). They require large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows (Shuford et al., 2008). Vegetation cover and height that prevents the owl from observing approaching predators places the BUOW at a severe disadvantage (Center for Biological Diversity et al., 2003). They are the only small owl likely to be seen perched in the open daylight (Sibley, 2000).

Suitable BUOW habitat must also support the primary prey items for BUOWs, such as insects and small mammals. BUOWs are opportunistic predators preying primarily on a broad array of arthropods (centipedes, spiders, beetles, crickets, and grasshoppers), and small rodents, but they also eat birds, amphibians, reptiles, and carrion. They may hunt from a perch, hover, hawk, run, walk, dive or hop after prey.

There is suitable nesting, sheltering, and foraging habitat within the BSA for BUOW. The project site contains sparse shrub cover and friable soils which are preferred conditions for BUOW. Furthermore, burrowing owl are generally adaptive to disturbances and the frequent grading of the project site would not necessarily deter this species from establishing there. It is anticipated that construction of the project could have a significant impact to BUOW and therefore mitigation is proposed.

Moderate Potential to Occur in the BSA

Loggerhead shrike

The loggerhead shrike (*Lanius ludovicianus*) is a California Department of Fish and Wildlife (CDFW) Species of Special Concern, which is a species, subspecies, or distinct population of an animal (fish, amphibian, reptile, bird and mammal) native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role; is listed as federally-, but not state-, threatened or endangered; meets the state definition of threatened or endangered, but has not formally been listed; is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status; has naturally small populations exhibiting high susceptibility to risk from any

factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status. Loggerhead shrike is also a USFWS Bird of Conservation Concern (BCC), which is a bird species listed in the USFWS 2008 Birds of Conservation Concern report. The report identifies species, subspecies, and populations of all migratory and non-migratory bird species (beyond those already designated as federally threatened or endangered) that, without additional conservation actions, are likely to become candidates for listing under the ESA. While all of the bird species included in the report are priorities for conservation action, the list makes no finding with regard to whether they warrant consideration for ESA listing.

Loggerhead shrike is a common resident and winter visitor in lowlands and foothills throughout California. This species inhabits areas with scattered shrubs, trees, posts, fences, utility lines, or other hardwood – conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree habitats. The BSA is in the known distributional range of the species and contains potentially suitable nesting and foraging habitat (open habitat, Joshua trees). Due to these factors, there is moderate potential for the species to occur in the BSA. Construction of the project would involve grading of the entire project site and the Joshua trees and juniper would be significantly impacted as a result. Although there is suitable habitat for loggerhead shrike on the project site, the area of suitable habitat that would be destroyed by grading activities is relatively small and does not represent an expansive area of suitable habitat for this species. Therefore, the loss of this area would not have a substantial effect on the availability of loggerhead shrike habitat or population levels statewide. These impacts do not meet the threshold of significance set forth in § 15065 of the California Environmental Quality Act (CEQA) Guidelines. Therefore, construction of the project would have a less than significant impact to loggerhead shrike.

Figure 4.4-3
CNDDB KNOWN OCCURRENCES PLANT SPECIES AND HABITATS

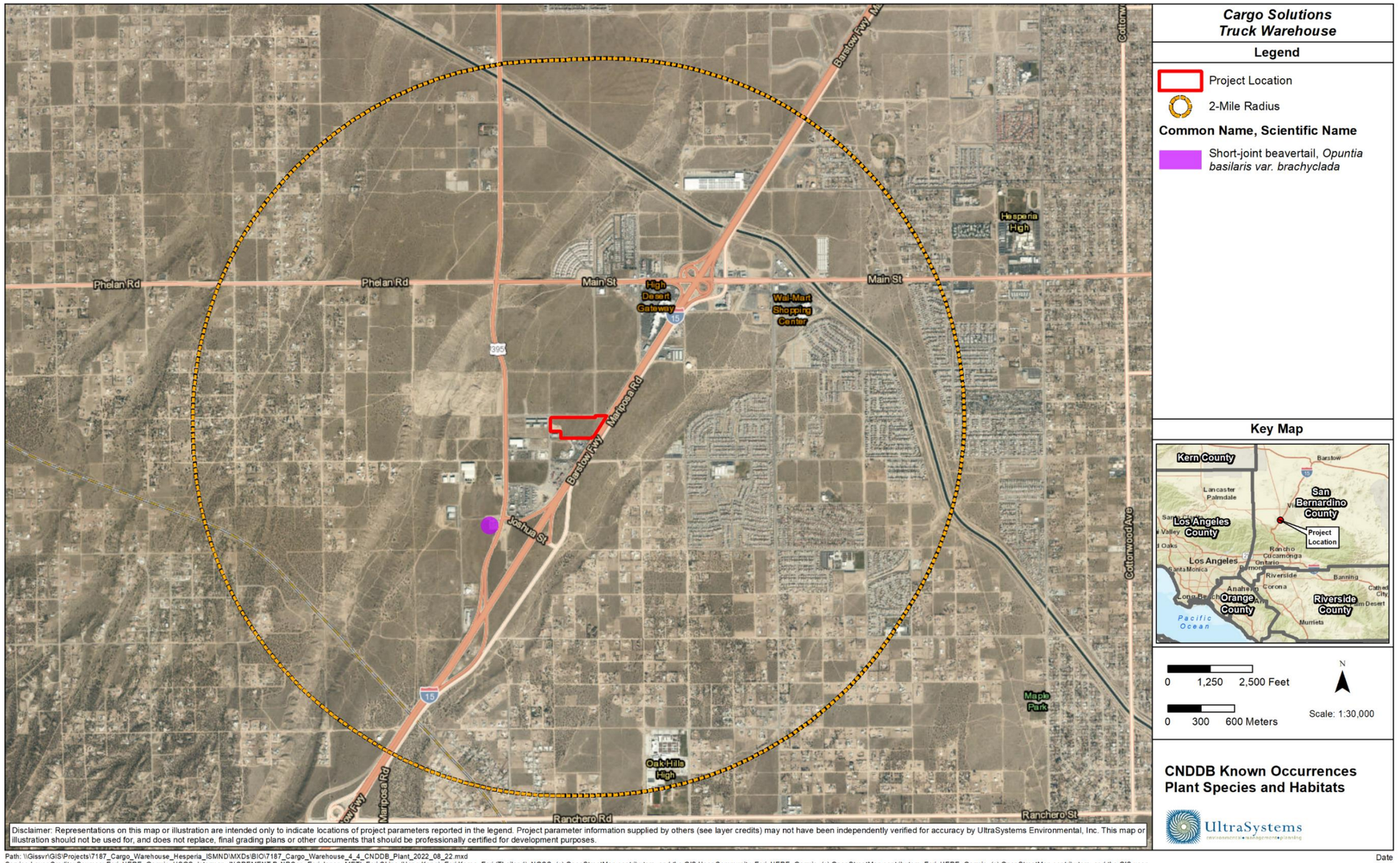
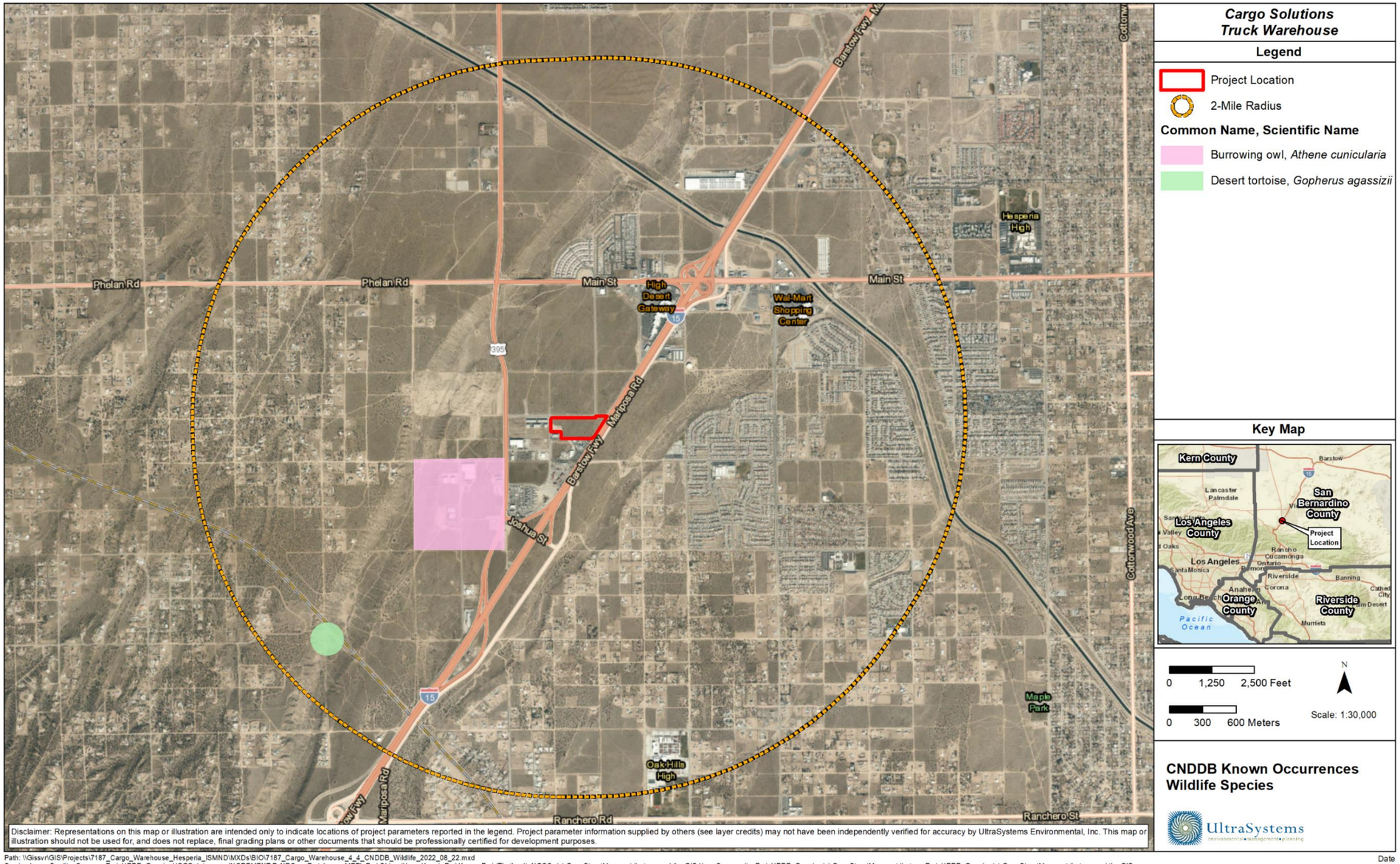


Figure 4.4-4
CNDDB KNOWN OCCURRENCES WILDLIFE SPECIES



Path: \\Gissvr\GIS\Projects\7187_Cargo_Warehouse_Hesperia_ISMND\MXDs\BIO\7187_Cargo_Warehouse_4_4_CNDDB_Wildlife_2022_08_22.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; CDFW, August 2022; UltraSystems Environmental, Inc., 2022.

General Wildlife Surveys Results and Discussion

Due to frequent disturbances within the BSA, including regular vegetation clearance, frequent traffic noise, and human activity levels, it is not likely that a diverse array of special-status species would establish in or utilize the BSA. It is unlikely that raptors would build nests within the BSA. The BSA lacks dense stands of trees with contiguous canopies to provide good cover for raptor nests.

No listed wildlife species were observed within the BSA during the biological surveys. The results of the literature review and field surveys concluded that the following sensitive wildlife species have a low potential to occur within the BSA: quino checkerspot butterfly, Crotch's bumble bee, Mohave ground squirrel, and desert tortoise. All of the listed wildlife species in the wildlife inventory were determined to have no more than a low potential to occur. Therefore, no direct impacts to listed endangered, threatened, or candidate wildlife are anticipated as a result of construction of the project.

No special-status wildlife species were observed within the BSA during the biological surveys. The results of the literature review and field surveys concluded that the following sensitive wildlife species have low potential to occur within the BSA: desert kit fox, prairie falcon, Blainville's horned lizard, Swainson's hawk, and Cooper's hawk. See **Appendix C2**, *Special-Status Species Inventory and Potential Occurrence Determination* for further discussion of these species.

Special-status species may occur on the project site for occasional foraging activities or as flyovers, but were not observed during surveys and do not appear to reside permanently within the BSA. The project site is surrounded by open space and some commercial buildings. Noise, traffic, and other human disturbances associated with the presence of the commercial buildings in the vicinity may deter many special-status wildlife species from utilizing the BSA. In addition, there is evidence that the project site and other disturbed areas in the BSA frequently undergo vegetation removal or grading, which would likely deter fossorial and ground-nesting birds from utilizing the project site for nesting.

However, the BSA contains trees, shrubs, and other physical features that could potentially provide foraging, nesting, and cover habitats to support some bird species (year-round residents, seasonal residents, and migrants). A majority of the birds observed during the field could potentially breed within the BSA; these are protected by the Migratory Bird Treaty Act (MBTA) and § 3503, § 3503.5, and § 3513 FGC. Refer to the recommended mitigation measures below, which would reduce potential project impacts to the biological resources discussed herein.

General Plant Surveys Results and Discussion

As previously discussed, one special-status plant species, western Joshua tree, was observed during the field survey. Six living individuals were observed, along with numerous stumps. An additional Joshua tree, which appeared to have been living prior to grading as indicated by a single trunk with live (green) leaves observed in the soil pile pushed up by the grading, was also observed. Joshua tree is a state candidate for listing as a threatened species (CNDDB, 2022b). It is anticipated that the project will directly impact western Joshua tree. Therefore, mitigation is required. Implementation of measure **BIO-1** will reduce impacts to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS, to a less than significant level.

Due to frequent disturbances within the BSA, including grading, frequent traffic noise, and human activity levels, it is not likely that a diverse array of special-status species would establish in or utilize the BSA. It is unlikely that raptors would build nests within the BSA. The BSA lacks dense stands of trees with contiguous canopies to provide good cover for raptor nests. In addition, the BSA only offers minimal habitat value for fossorial species such as and Mohave ground squirrel.

Sensitive wildlife could potentially be impacted by construction and project development, and mitigation is recommended. Implementing the recommended mitigation measures **BIO-2** through **BIO-5** will help to minimize or avoid impacts to sensitive wildlife that could potentially occur within the BSA.

Several mitigation measures would be implemented in order to minimize and avoid impacts to loggerhead shrike, burrowing owl, and other special-status wildlife species that could potentially occur on the project site. Mitigation measure **BIO-1** involves acquisition of a § 2081 FGC Incidental Take Permit. Mitigation measure **BIO-2** provides for the instatement of focused burrowing owl surveys and protection measures. Implementation of mitigation measure **BIO-3** provides for the instatement of a pre-construction general wildlife survey. Mitigation measure **BIO-4** provides for a loggerhead shrike survey and protection measures, and **BIO-5** provides for a pre-construction breeding bird survey. All recommended surveys shall be conducted by a qualified biologist. With the implementation of mitigation measures **BIO-2** through **BIO-5**, the impacts of construction and project operations to sensitive wildlife would be less than significant.

Mitigation Measures

MM BIO-1: **§2081 FGC Incidental Take Permit**

Western Joshua trees are a state candidate for listing under CESA and will require a § 2081 FGC Incidental Take Permit (ITP) with compensatory mitigation for impacts, in addition to the surveys that are recommended in the discussion of **MM BIO-6**. The exceptions and permitting process under the California Desert Native Plants Act and the separate exceptions under the Native Plant Protection Act will not apply to western Joshua tree in any manner. For projects where take is incidental to carrying out an otherwise lawful activity, an ITP may be obtained from CDFW.

MM BIO-2: **Focused Burrowing Owl Survey**

Although BUOW was not observed on site during the general wildlife survey, the BSA contains suitable habitat to potentially support BUOW in the future. A qualified biologist would conduct a focused BUOW survey in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW, 2012).

Following the completion of the survey, the biologist would prepare a letter report summarizing the results of the survey. The report would be submitted to the City prior to initiating any ground disturbance activities.

If no BUOWs or signs of BUOW are observed during the survey and concurrence is received from Environmental Management Division of the San Bernardino County Department of Public Works (County EMD) and CDFW, project activities may begin and no further mitigation would be required.

If BUOW or signs of BUOW are observed during the survey, the site would be considered occupied. The biologist would implement mitigation measure **BIO-2** and contact the City of Hesperia, EMD, and CDFW to assist in the development of avoidance, minimization, and mitigation measures, prior to commencing project activities. The list of potential measures to avoid and minimize impacts to BUOWs described below would be implemented.

BUOW Protection Measures

If BUOWs or signs of BUOW are observed during the survey, then the site would be considered occupied and the biologist shall contact the City, EMD, and CDFW to assist in the development of avoidance, minimization, and mitigation measures discussed below, prior to commencing project activities.). If no BUOW or signs of BUOW are observed during the focused surveys, the components of this measure (discussed below) would not be applicable.

Planning BUOW Protection

Grading, construction, and other project activities on all grassland habitat will be delayed until the qualified biologist has implemented burrow exclusion and closure. No ground-disturbing activities within 165 feet of an active BUOW burrow will be permitted until burrow exclusion and closure have been implemented. No destruction of foraging habitat will be permitted until burrow exclusion and closure have been implemented.

Preconstruction BUOW Protection

Prior to the initiation of grading and construction activities, the biologist shall implement passive relocation of an active BUOW burrow by installing a one-way door and then permanently excluding the BUOW from returning once it is confirmed that no BUOW individuals remain in the burrow. A biological monitor will visit the site daily to verify that the burrow is empty by monitoring and scoping the burrow.

Construction BUOW Protection Measures

A biological monitor will be onsite to monitor any BUOW or signs of BUOW. If any BUOW are observed then the biologist will consult with the County EMD and CDFW to determine the appropriate measures.

MM BIO-3: Pre-Construction General Wildlife Survey

Special-status wildlife species that have no designated status under the ESA, the CESA, and/or the NPPA, but are designated as sensitive or locally important by federal agencies, state agencies, local agencies such as the RCA, and nonprofit resource organizations such as the CNPS are referred to as sensitive in this section. The following measures will be implemented to minimize impacts to these species which include but are not limited to: Blainville's horned lizard and desert kit fox. The measures below will help to reduce direct and indirect impacts caused by construction on various sensitive species to less than significant levels.

- A qualified biologist will conduct a pre-construction general wildlife survey for sensitive wildlife and potential nesting sites such as open ground, shrubs, and burrows within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

- If sensitive species and/or active nesting sites are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

- If any sensitive wildlife species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency. zone.

- Sensitive wildlife species and/or potential nesting sites will not be disturbed, captured, handled or moved.

MM BIO-4: Loggerhead Shrike Survey and Protection Measures

The following measures are proposed in order to minimize impacts to loggerhead shrike, for which there is suitable habitat in the BSA.

- If activities occur during the breeding/nesting period, a wildlife survey will be completed by a qualified biologist to identify potential loggerhead shrike activity in the area of the project activities.

- Additional species surveys to determine presence/absence of birds prior to disturbances, from May 1 until the work start date, if the work start date is prior to August 31. Surveys are to occur weekly in May, every other week in June, and once per month in July and August (assuming no loggerhead shrike are observed).

- Incidental occurrences of other sensitive avian species such as Swainson's hawk, prairie falcon, and Cooper's hawk should also be recorded during the survey.

MM BIO-5: Pre-Construction Breeding Bird Survey

To maintain compliance with the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels.

Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, or burrows, during the breeding season would be a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird

season to avoid potential direct impacts to migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities.

- If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

- If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

- If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.

- If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.

- Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.

Level of Significance After Mitigation

Implementing mitigation measures **BIO-1** through **BIO-5** would reduce to special-status plant and wildlife species to a less than significant degree. Several mitigation measures would be implemented in order to minimize and avoid impacts to loggerhead shrike, burrowing owl, and other special-status wildlife species that could potentially occur on the project site. Mitigation measure **BIO-1** involves

acquisition of a § 2081 FGC Incidental Take Permit. Mitigation measure **BIO-2** provides for the instatement of focused burrowing owl surveys and protection measures. Implementation of mitigation measure **BIO-3** provides for the instatement of a pre-construction general wildlife survey. Mitigation measure **BIO-4** provides for a loggerhead shrike survey and protection measures, and **BIO-5** provides for a pre-construction breeding bird survey. All recommended surveys shall be conducted by a qualified biologist. With the implementation of mitigation measures **BIO-1** through **BIO-5**, the impacts of construction and project operations to special-status plants and wildlife would be less than significant.

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?

Less Than Significant with Mitigation Incorporated

Land Cover Type Mapping

The project site is situated on relatively level ground; no ephemeral, intermittent, or perennial streams or rivers were identified in the literature review or observed during the biological survey. The BSA does not support riparian habitat. There was one land cover type observed within the project site and three altogether within the BSA. The project site is covered by disturbed California juniper woodland, which is considered a sensitive plant community on the *CDFW California Natural Community List* (CDFW, 2022a). Direct impacts to this sensitive plant community are anticipated as a result of project development. Therefore, mitigation is required. Please refer to mitigation measure **BIO-6** in **Section 4.4(e),** Native Desert Vegetation Survey and Protected Plant Preservation Plan. A native desert vegetation survey must be conducted to produce findings that will guide the formation of this plan. The survey objective is to evaluate the health and general condition of the western Joshua trees and creosote bush present on the project site. A project-specific plan will provide further guidance regarding the transplant and/or preservation of the western Joshua trees and protection for creosote rings and other native vegetation, per § 16.24.150 of City Municipal Code (see Section 4.4[e]).

Direct impacts to sensitive plant communities are anticipated as a result of construction of the project, and therefore mitigation is proposed. The land covers mapped in the BSA are described below.

Disturbed California Juniper Woodlands

The entire project area (approximately 19 acres) was mapped as disturbed California juniper woodlands. Approximately 56.1 acres of disturbed California juniper woodlands was mapped within the BSA, including areas off the project site. California juniper woodland community occurs on ridges, slopes, valleys, alluvial fans, and valley bottoms in soils that are porous, rocky, coarse, sandy, or silty, and often very shallow (Sawyer et al., 2009; CNPS, 2022b). The project site appears to have been a former California juniper woodland that has been mostly cleared from the site. Natural vegetation remaining on the project site in this community includes one large California juniper shrub and several western Joshua trees. A recent grubbing of the site, likely conducted within a month prior to the biological reconnaissance survey, removed several western Joshua trees, as evidenced by stumps in the ground and numerous branches and other Joshua tree parts distributed on the ground surface. Less disturbed examples of California juniper woodland community are distributed in the project vicinity, including off-site portions of the BSA. Other native shrub species observed in this community

in off-site locations include peach thorn (*Lycium cooperi*), Great Basin sagebrush (*Artemisia tridentata*), Nevada ephedra (*Ephedra nevadensis*), rubber rabbitbrush (*Ericameria nauseosa*), California buckwheat (*Eriogonum fasciculatum*), and California broomsage (*Lepidospartum squamatum*). The distribution of this community within the BSA is depicted in **Appendix C2**, Figure 6 Land Cover Types.

Developed

Approximately 24.3 acres of developed land cover type was mapped within the BSA, including areas off the project site. No developed land cover type was mapped within the project boundary. Developed areas include structures, roads, sidewalks, paving, and other impermeable surfaces that are associated with industrial development in the area and that cannot support vegetation. Developed areas in the BSA include commercial buildings south and west of the project site, segments of Poplar Street, the Mojave Freeway (I-15), Three Flags Avenue, Mariposa Road, and Mesa Linda Street (see **Appendix C2**, Figure 6 *Land Cover Types*).

Disturbed

Approximately five acres of disturbed land cover type was mapped within the BSA, including areas off the project site. No disturbed land cover was mapped within the project boundary. Disturbed lands consist of exposed soils that have undergone some type of disturbance such as compaction by vehicle traffic, mowing, disking, excavation or other type of alteration of the soil surface. These lands often consist of ruderal vegetation dominated by non-native, weedy species. An extensive area of disturbed lands is located in the western portion of the project site and in other, smaller areas on the project site and within the BSA on adjacent lands. The larger disturbed area is bare ground that has been used as a parking area for a long period. Other disturbed lands on the project site and within the BSA include dirt trails and unpaved road shoulders. These areas are mostly bare but include sparsely distributed weedy vegetation that includes red brome (*Bromus rubens*) and prickly Russian thistle (*Kali tragus*). The distribution of disturbed lands within the BSA is depicted in **Appendix C2**, Figure 6 *Land Cover Types*.

Mitigation Measures

Refer to **MM BIO-6** above in Threshold 4.4e), which addresses mitigation for impacts to disturbed California juniper woodlands. This mitigation measure involved the creation of a Native Desert Vegetation Survey and Protected Plant Preservation Plan. See the discussion in Threshold 4.4e) for more information.

Level of Significance After Mitigation

After implementation of **MM BIO-6**, which is discussed later in this section in Threshold e), impacts to sensitive natural communities would be less than significant.

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

No Impact

The project site is situated on relatively level ground, and no ephemeral, intermittent, or perennial streams or rivers were identified in the literature review or observed during the biological survey. Vegetation within the BSA primarily consists of non-native annual grasses and forbs.

An NWI-mapped riverine wetland is located approximately 0.65 west of the project site (USFWS, 2022c). Drainages, depressions, and other topographic features that would be conducive to wetlands formation were not observed within the BSA. Runoff from the project site travels to the southwest, joining this riverine area, however the project proponent has prepared a *Water Quality Management Plan* (WQMP) which is designed to retain stormwater generated onsite (Allard Engineering, 2022a; see **Section 4.10** Hydrology and Water Quality).

A desktop study for wetlands and other waters of the U.S. or State determined that the project site does not contain drainages with a definable bed, bank, channel, or evidence of an ordinary high-water mark. Neither wetland hydrology, wetland soils, nor wetland plants were observed during the field surveys. It was determined that state or federal protected wetlands and other waters do not occur on the project site. No impact would occur and mitigation is not required.

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 nursery sites?

Less Than Significant Impact

The BSA does not contain CDFW Natural Landscape Blocks, Essential Connectivity Areas, or other CDFW-mapped wildlife corridors. The nearest CDFW-mapped wildlife corridor to the project site is Choke-point, 395 South of Ridgecrest. This linkage is located approximately 1.2 miles south of the project site (CDFW, 2022c). The areas adjacent to the project to the south and west are developed with structures intended for commercial use. Although the project area and its surroundings contain undeveloped areas that could function as a local wildlife movement corridor, the proposed project will be constructed in an area that would not result in significant new habitat fragmentation, and would not significantly impede the passage of wildlife because there will still be available local movement corridors in the vicinity after construction of the project, therefore resulting in less than significant impact.

Construction and operation of the proposed project would not significantly interfere with the movement of native resident or migratory fish or wildlife species or with native resident or migratory wildlife corridors. Less than significant impact would occur, and mitigation is not proposed.

Impacts to native wildlife nursery sites are not anticipated as a result of the project. There were no observations during the biological survey that indicate native species give birth and raise young within the BSA. No impact to native wildlife nursery sites is anticipated as a result of the project, and no mitigation is proposed.

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

Less Than Significant with Mitigation Incorporated

The following native desert plants are subject to the regulations implemented in Chapter 16.24 of the City Municipal Code, as per § 16.24.150:

1. *"The following desert native plants with stems two inches or greater in diameter or six feet or greater in height:*
   (a)Dalea, Spinosa (smoketree)
   (b) All species of the family Agavaceae (century plants, nolinas, yuccas)
   (c) All species of the genus Prosopis (mesquites).
2. *Creosote rings, ten feet or greater in diameter.*
3. *All Joshua trees (mature and immature)."*

The project site contains approximately 20 to 30 western Joshua trees, a species that qualifies for protection under Article II, § 16.24.150, which also provides that "*all plants protected or regulated by the State Desert Native Plants Act (i.e., Food and Agricultural Code 80001 et seq.) shall be required to comply with the provisions of those statues prior to the issuance of any county development permit or land use application approval. The county agricultural commissioner is the responsible agency for the issuance of any required wood tags, seals or permits*" (City of Hesperia; 1997). A qualified City-approved biologist or arborist should be retained to conduct any future relocation/transplanting activities and should follow the protocol of the City's Municipal Code. As provided in § 16.24.120 of

City Municipal Code, "*any person who willfully removes, or harvests or transplants a living desert native plant shall first obtain approval from the county to do so in accordance with the procedures set forth in Sections 16.24.040 or 16.24.110 et seq*." (City of Hesperia, 1997). The City of Hesperia considers all western Joshua trees as one of the protected vegetation types.

To mitigate for the impacts to the protected native desert vegetation on the project site, the project proponent will implement mitigation measure **BIO-6** which proposes that a native desert vegetation survey is conducted to aid in the creation of a Preservation Plan as required by the City. After implementation of **BIO-6,** which is further discussed below, impacts to protected native desert vegetation would be reduced to a less than significant degree.

Mitigation Measures

MM BIO-6: Native Desert Vegetation Survey and Protected Plant Preservation Plan

A Preservation Plan will be prepared and submitted to the City, which is required by City Municipal Code. A native desert vegetation survey must be conducted to produce findings that will guide the formation of this plan. The survey objective is to evaluate the health and general condition of the western Joshua trees and creosote bush present on the project site. A project-specific plan will provide further guidance regarding the transplant and/or preservation of the western Joshua trees and protection for creosote rings "10 feet or greater in diameter" as per § 16.24.150 of City Municipal Code. Transplant suitability of the western Joshua trees will be determined by the results of the survey. This survey shall be conducted by a qualified City-approved biologist or arborist. The plan will incorporate survey data, identify and outline preconstruction survey methods for the native desert vegetation on the project site, describe preconstruction and construction-phase biological monitoring and transplant methods that are applicable, or outline any identified CDFW permit and Memorandum of Understanding requirements for active relocation, if either is necessary. The Plan should be referred to for a detailing of protective actions regarding the western Joshua trees on the project site.

Level of Significance After Mitigation

Implementing measure **BIO-6** would reduce impacts of removals of the protected native desert vegetation to a less than significant degree.

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

No Impact

The project will not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project is not located in an area covered by conservation plans such as those listed above. The plant protections implemented by City's Municipal Code are discussed in the previous **Section e).** Therefore, there would be no impacts.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Information from UltraSystems' Cultural Resources Inventory Report, (see **Appendix D1),** prepared for the Cargo Solutions Truck Warehouses Project, City of Hesperia, San Bernardino County, dated September 25, 2024 has been included within this section.

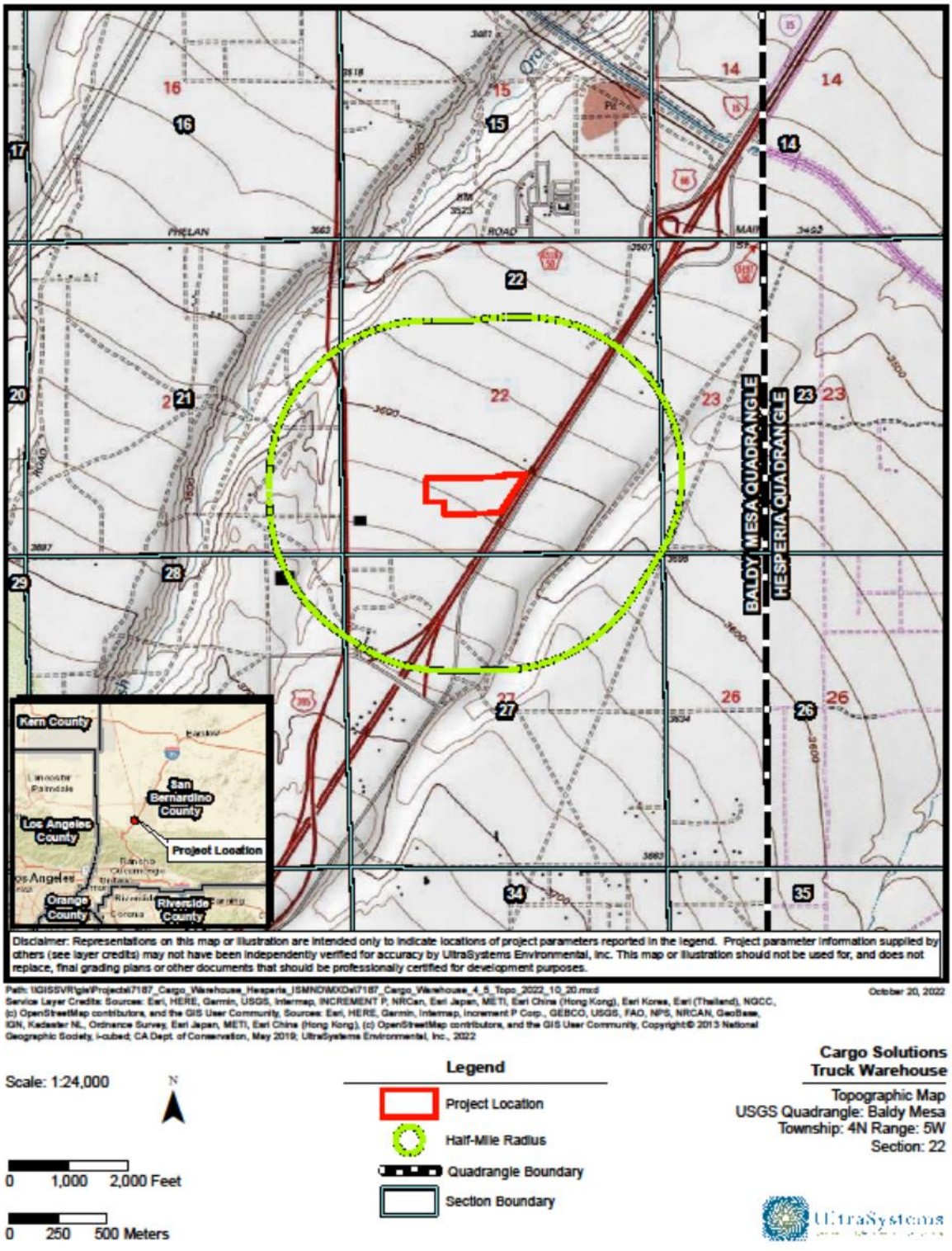
4.5.1 Methodology

A cultural resources inventory was conducted by Megan B. Doukakis, Assistant Project Archaeologist, on October 4, 2022 for the Cargo Solutions Truck Warehouses Project site (see **Figure 4.5-1).** The inventory includes a California Historic Resources Inventory System (CHRIS) records and literature search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of their Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribal organizations to contact. The NAHC request was made on August 17, 2022, and a reply was received on October 7, 2022; letters were sent to the listed tribes on October 11, 2022 and follow-up telephone calls were conducted following conclusion of the two-week response period on October 25, 2022. A pedestrian field survey of the project site was conducted on August 31, 2022.

4.5.2 Existing Conditions

As noted, a cultural resources records search was conducted at the SCCIC on October 4, 2022. One prehistoric and one historic cultural resource sites were listed for the project parcel. Two prior surveys included the project parcel, one with positive results for a prehistoric isolate, and six other surveys were conducted within the one-half mile buffer of the project parcel (see **Section 4.1** and **Tables 4.1-1** and **Table 4.1-2** in **Appendix D1**). The pedestrian field survey undertaken for this project noted the presence of an historic trash scatter (see **Section 4.3** in **Appendix D1**) but was negative for prehistoric resources.

Figure 4.5-1
TOPOGRAPHIC MAP



4.5.3 Impact Analysis

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

No Impact

A historical resource is defined in § 15064.5(a)(3) of the *CEQA Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in Code of Federal Regulations Title 36 § 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act. Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of an historical resource, as a result of a project or development, is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

The two archaeological sites located in the project boundary consisted of a single prehistoric isolate and an historic homestead. An historic homestead (36-010288) covered approximately a quarter section of land that includes the current project parcel (Alexandrowicz 2000; McKenna. 2015). This 160-acre area was homesteaded by John E. Dufton in 1892. Structural debris and historic refuse scatters were present during the 2000 and 2005 surveys but no structural remains from the homestead were identified. No historic features were identified within the project boundary, and none were observed during the current project survey.

With the found historic trash scatter not meeting criteria to qualify as a significant historic resource, there would be no substantial adverse change in the significance of a historical resource pursuant to in § 15064.5, and therefore the project would have no impact in this regard.

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

Less than Significant Impact with Mitigation Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically-recognized important prehistoric or historic event or person.

Historical USGS topo maps and aerial photos indicate that the project site has always been open desert land, indicating it has been minimally disturbed, with the native surface soil remaining. There has been some shallow grading to build berms around the boundary and some discing. The cultural resources investigation conducted by UltraSystems, which included a CHRIS records search of the project site and buffer zone, a search of the SLF by the NAHC, and pedestrian field survey, suggests there is a medium potential for undisturbed unique archeological resources exist on the project site.

Based on the SCCIC cultural resources records search, it was determined that there is one prehistoric resource consisting of an isolate obsidian nodule, and one historic cultural resource consisting of an 1890s homestead but with no features located within the project parcel itself, previously recorded within the project site boundary. Within the half-mile buffer zone, there have been ten recorded historic period resources. **Table 4.1-1 in Appendix D1** summarizes these resources. The ten historic-era resources break down to three dirt roads and seven refuse deposits.

According to the records at the SCCIC, there have been eight previous cultural resource studies within portions of the 0.5-mile buffer of the project (See Attachment D and **Table 4.1-2** in **Appendix D1**). Two of these studies are located within the project boundary and six of these studies are located outside of the project boundary but in the half-mile buffer zone.

The entire project area was surveyed by McKenna in 1991 (SB-02476) for a Phase I Linear Survey for the Hesperia Improvement District (McKenna 1991). This project indicated that the far east margin of the project boundary may be sensitive for cultural resources. In the southwest corner of the project boundary a Cultural Resources Assessment (SB-04036) took place on 1.44 acres for a proposed office building construction (Cerreto 2004). This survey was positive for an isolated flaked pyroclastic nodule of obsidian (36-020263).

A NAHC SLF search was conducted on and within a half-mile buffer around the project site. The NAHC letter of October 7, 2022 was negative for the presence of a traditional cultural property within this area. Twenty representatives of 14 Native American tribes were contacted requesting a reply if they have knowledge of cultural resources in the area that they wished to share and asking if they had any questions or concerns regarding the project. These tribes included:

- Agua Caliente Band of Cahuilla Indians
- Chemehuevi Indian Tribe
- Gabrielino – Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Fernando Band of Mission Indians

- Gabrielino Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino / Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Twenty-Nine Palms Band of Mission Indians

There have been five responses to the outreach contacts from the 15 tribes. On October 12, 2022, Patricia Garcia-Plotkin, Director for the Agua Caliente Band of Cahuilla Indians indicated through email the project is not located within the Tribe's Traditional Use Area and that they are deferring any comments to closer tribes. Jill McCormick, Historic Preservation Officer for the Quechan Tribe of the Fort Yuma Reservation responded though email on October 12, 2022, indicating that the tribe does not wish to comment on this project and defers to more local tribes. Ryan Nordness, Cultural Resources Analyst for the San Manuel Band of Mission Indians indicated through email on October 18, 2022 that the proposed project is located 0.4 miles south of two known prehistoric privy/scatter sites and 0.6 miles northeast from a lithic scatter and hearth site. The area is of concern to the tribe and the Band's cultural resources department is interested to consult whenever this project moves into AB 52/CEQA territory. During a telephone call October 25, 2022, Chairperson Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated that he did not have much information about the project area. But due to the resources present Mr. Morales would like to be informed of any artifacts that are encountered. Christina Conley, Tribal Consultant and Administrator for the Gabrielino Tongva Indians of California Tribal Council indicated that the tribe does not have any comment as it is outside of their tribal area. They defer to sister tribes. (See Attachment C in **Appendix D1**.)

Following up on the initial letter and email contacts, telephone calls were conducted on October 25, 2022, by Assistant Project Archaeologist Megan Doukakis to complete the outreach process. These calls were to the 14 tribal contacts who had not already responded to UEI mailing and email. Seven telephone calls were placed with no answer and so messages were left describing the project and requesting a response. These were to Chairperson Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation; Councilmember Charles Alvarez, for the Gabrielino Tongva Tribe; Ann Brierty, Tribal Historic Preservation Officer for the Morongo Band of Mission Indians; Robert Martin, Chairperson for the Morongo Band of Mission Indians; Donna Yocum, Chairperson for the San Fernando Band of Mission Indians; Wayne Walker, Co-Chairperson for the Serrano Nation of Mission Indians; Anthony Madrigal, Historic Preservation Officer for the Twenty-Nine Palms Band of Mission Indians. In a call to Andrew Salas, Chairperson for the Gabrieleno Band of Mission Indians - Kizh Nation, there was no answer, and the mailbox was full so no message could be left. In a call to Sierra Pencille, Chairperson of the Chemehuevi Indian Tribe, the tribal receptionist asked that we leave a message for the Chairperson and a message was left. In a call to Lovina Redner, Tribal Chair of the Santa Rosa Band of Cahuilla Indians, the tribal receptionist answered and indicated that Tribal Chair Redner was not in the office and transferred our call to the Chair's voicemail where a message was left. In a call to Mark Cochrane, Co-Chairperson of the Serrano Nation of Mission Indians, the phone number was out of service. In a call to Darrell Mike, Chairperson for the Twenty-Nine Palms Band of Mission Indians, the tribal receptionist indicated that the Chairperson was not in so she sent us to his assistant's phone; the assistant did not answer, and a message was left.

An intensive level pedestrian survey of the project site was conducted on August 31, 2022. The survey consisted of walking over, visually inspecting and photographing the exposed ground surface of the project site in parallel north/south transects spaced 15 meters apart across the

project site. In this way the ground surface in the project area was carefully examined for any evidence of human activities dating to the historic (i.e., 50 years or older) or prehistoric periods.

The project site was seen to have been heavily disturbed by grubbing at some point between October 2020 and June 2022, with most of the vegetation and a significant amount of soil being bulldozed into a long berm along the southern portion of the parcel. The project area slopes downward gently towards the bottom of the valley and the Mojave River to the northeast. The vegetation was observed to consist mostly of thistle with a handful of Joshua trees and a juniper tree, as well as small grasses and brush. Ground visibility was very good (95-100 percent) with thistle brush being the only obscuring factor.

During the survey, the ground surface within and adjacent to the project area was inspected for any evidence of human activities dating to the prehistoric or historic periods. During survey preparation, a dirt road was noted crossing the project area from north to south which first appears on USGS topographic maps as early as 1902, first appearing on a historical aerial photo in 1938 (NETR Online). During the current survey this road segment within the project area was found to have been obliterated during the aforementioned grubbing between 2020 and 2022.

An historical refuse scatter was noted in the eastern half of the project parcel. The refuse scatter consisted of cans, a tobacco tin, and fragments of historical glass. There were five metal containers consisting of meat and beverage cans and a tobacco tin. The historical glass consisted of approximately 15 bottle body fragments with a range of colors (opaque white, colorless, aqua, brown, sun-colored amethyst) along with an aqua bottle base fragment containing the text "DR W…" The coordinates, descriptions, and photos of this refuse scatter were recorded and a site record Update has been prepared for the site. This feature has been determined to be a component of the larger CA-SBR-10288H site, the John E. Dufton homestead (see **Section 4.1.1** in **Appendix D1**). See the Continuation Sheet for CRM TECH 3937-1H in **CONFIDENTIAL** Attachment E of **Appendix D1**.

No further historic features or artifacts were observed, and no prehistoric features or artifacts were observed in the project area.

Two archaeological resources – one prehistoric and one historic – were identified in the CHRIS record literature search in the project site. These consist of a single worked nodule of obsidian (36-020263) located in the north-central portion of the project parcel. The prehistoric isolate is a small isolated pyroclastic nodule of obsidian located near the west end of the project boundary (Cerreto and Cunningham 2004). There are two or three small blade-like flakes removed from the nodule indicating a bipolar reduction technique was used. No prehistoric cultural resources were observed during the current archaeological survey and the obsidian nodule was not relocated.

The historic resource consists of the John E. Dufton homestead (CA-SBR-10288H) which encompasses the project site and a large area to the north, though no features were recorded within the current project site itself. There are seven historic period refuse deposits and three historic period dirt roads located within the half-mile radius of the project area, several of which have since been lost due to grading and plowing. Historical maps indicate that the project site had been open land. The pedestrian survey located and recorded a light scatter of historic refuse in the eastern portion of the project parcel, which has been recorded as a component of CA-SBR-10288H. The cultural resources study's findings based on the records search and pedestrian survey suggest that there is a medium potential for the presence of prehistoric cultural resources

The San Manuel Band of Mission Indians indicated they are aware of one prehistoric and two historic recorded sites in the vicinity of the project parcel. There was no further information regarding potential cultural resources or recommendations from tribal contacts (see **Section 4.2** and Attachment C in **Appendix D1**).

The light refuse scatter observed in the eastern area of the project site does not warrant preservation. However, as a component of the larger Dufton homestead site there is the potential for further subsurface artifacts and features of this site to be present. A monitor should be present during grading and trenching in these areas to recover material from these potential deposits to better understand the nature of the use of this homestead possibly dating back to the 1890s.

Grading activities would cause new subsurface disturbance and may result in the unanticipated discovery of prehistoric and/or historic archeological resources.

While the project site as a whole appears to be disturbed only in the upper levels of soil with some grading to build the berms and some discing, it is not recommended that an archaeological monitor be present during ground-disturbing activities throughout the project site, but only as noted above. However, if prehistoric and/or historic items are observed during subsurface activities, work should be stopped in that area and a qualified archaeologist and Native American monitor be retained to assess the finding(s) and retrieve the material.

Mitigation Measure

MM CUL-1 If archaeological resources are discovered during construction activities, the contractor will halt construction activities in the immediate area of the find (within a 60-foot buffer) and notify the City of Hesperia. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology who will be notified and afforded the necessary time to assess the find. Work on the other portions outside the buffer area may continue during this assessment period. The archaeologist will also be afforded the necessary time and resources to recover, analyze, and curate the find(s). The qualified archaeologist will recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the South Central Coastal Information Center. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.

Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

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

archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Level of Significance After Mitigation

With implementation of Mitigation Measures **MM CUL-1** and **MM CUL-2** above, the project would result in less than significant impacts to archeological resources.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated

As previously discussed in **Section 4.5.b) above,** the project would be built on relatively undisturbed land that has only been superficially graded and is in open desert land. No human remains have been previously identified or recorded onsite.

The project proposes grading activities for the installation of infrastructure including water, sewer, and utility lines, and for construction of the proposed buildings. Grading would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of **mitigation measure CUL-2** would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 specifies the procedures to follow during the unlikely discovery of human remains. CEQA § 15064.5 describes determining the significance of impacts on archeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated grave goods.

Mitigation Measure

MM CUL-3 If human remains or funerary objects are encountered during any activities and excavations associated with this project, all work will stop within a 100-foot radius of the discovery and the San Bernardino County Coroner will be notified pursuant to § 5097.98 of the Public Resources Code and that code enforced for the duration of the project. The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With adherence to applicable codes and regulations protecting cultural resources and with implementation of Mitigation Measure **MM CUL-3** above, the proposed project would result in less than significant impacts to human remains.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

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

Less than Significant Impact

According to CEQA Guidelines § 15126.2(d), "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project.

Construction Impact Analysis

The following forms of energy (units in parentheses) are anticipated to be expended during project construction:

- Diesel fuel for off-road equipment (gallons).
- Electricity to deliver water for use in dust control (kilowatt-hours [kWh]).
- Motor vehicle fuel for worker commuting, materials delivery, and waste disposal (gallons).

Transportation Energy

Project construction would consume energy in the form of petroleum-based fuels associated with the use of offroad construction vehicles and equipment on the project site, construction workers' travel to and from the project site, and delivery and haul truck trips hauling solid waste from and delivering building materials to the project site.

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations. ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply (ARB, 2016). Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the Federal Government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary use of energy.

Electricity

During project construction, energy would be consumed in the form of electricity associated with the conveyance and treatment of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power.

Since electricity usage associated with lighting and construction equipment that utilizes electricity is not easily quantifiable, the estimated electricity usage during project construction is speculative.

Lighting used during project construction would comply with Title 24 standards/requirements (such as wattage limitations). This compliance would ensure that electricity use during project construction would not result in the wasteful, inefficient, or unnecessary use of energy. Lighting would be used in compliance with applicable City of Hesperia Municipal Code requirements to create enough light for safety.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Therefore, the proposed project is not anticipated to have a demand for natural gas during project construction.

Operational

Energy would be consumed during project operations related to space and water heating, water conveyance, solid waste disposal, and vehicle trips of workers. Project operation energy usage, which was estimated by the California Emissions Estimator Model (CalEEMod) (CAPCOA, 2023) as part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3**), is shown in **Table 4.6-1**.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value	Per Capita[a]
Onroad Motor Vehicle Travel (Fuel)[b]	Gallons gasoline/year	24,752	101
	Gallons diesel/year	38,818	159
Electricity Use	Kilowatt-hours per year	1,342,282	5,501
Natural Gas Use	1,000 BTU per year	3,153,900	12,926

[a] Based upon estimated employee population of 244, provided by the client. The per capita value for the onroad motor vehicle fuel consumption is calculated from the total fuel consumption.
[b] Onroad Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2022) and CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023); see Appendix B1.
Electricity Use calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2023).
Appendix J: Fuel Consumption

The proposed project would adhere to applicable federal, state, and local requirements for energy efficiency, including Title 24 standards. It would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, there would not be any inefficient, wasteful, or unnecessary energy usage in comparison to similar development projects of this nature regarding construction-related fuel consumption. Therefore, the implementation of the proposed project would result in less than significant impacts on energy resources.

Continued use of energy resources is consistent with the anticipated growth within the city and the general vicinity and would not result in energy consumption requiring a significant increase in energy production for the energy provider. Therefore, the energy demand associated with the project would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Title 24

The proposed project would comply with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11), which includes mandatory measures for nonresidential site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.

City of Hesperia General Plan

The Conservation Element of the City of Fontana General Plan provides the public, decision-makers, and staff a guide to set policy that will identify resources that should be preserved, and set the

foundation for the preservation of these resources by utilizing a variety of tools that will promote the sustainability and environmental integrity of the City of Hesperia (City of Hesperia, 2019a, p. XV).

City of Hesperia Climate Action Plan

In July 2010, the City of Hesperia adopted a Climate Action Plan (CAP), which outlines strategies to reduce community-related and City operations-related greenhouse gas emissions to a degree that would not hinder or delay the implementation of AB 32. The CAP strategy is primarily based on the land use, transportation, and conservation policies that are part of the General Plan Update; recent specific plans; and major development plans in the city. Implementation of these plans not only helps to ensure that the city will be developed in ways that produce lower greenhouse gas emissions (Michael Brandman Associates, 2010b, p. 1 and 2), but will also reduce energy consumption.

The proposed project would adhere to applicable federal, state, and local requirements for energy efficiency, including Title 24 standards, the General Plan, and the City of Hesperia Climate Action Plan. Therefore, impacts would be less than significant.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?				**X**
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
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?			**X**	
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?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

The information in this section is based on the *Custom Soils Report for San Bernardino County, California, Mojave River Area* prepared by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), dated August 22, 2022 (USDA, 2022a). A complete copy of this report is included in **Appendix E** of this IS/MND.

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 Zones Special Studies Act (A-P Act) defines active faults as those that have experienced surface displacement or movement during the last 11,700 years. The nearest Alquist-Priolo zone is the Ord Mountain fault zone about eight miles east of the project site (see **Figure 4.7-1)**. The project site is not located within an Alquist-Priolo Earthquake Fault Zone (A-P Fault Zone). The closest active fault system to the project site, the North Frontal fault system (within the Ord Mountain fault zone), is approximately eight miles to the east (see **Figure 4.7-2**).

Although the project is a seismically active region of Southern California, the project would be constructed in accordance with standard engineering practices and design criteria prescribed by the current California Building Code (CBC; Title 24 California Code of Regulations [CCR]), which would reduce the significance of potential impacts of seismic and geologic hazards. The CBC also dictates detailed design requirements, structural design, soils, and foundations considerations, and regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to reduce the effects of seismic shaking and adverse soil conditions. This would ensure that public safety risks are minimized due to any potential seismic shaking event. Therefore, impacts would be less than significant.

Figure 4.7-1
ALQUIST PRIOLO FAULT ZONES

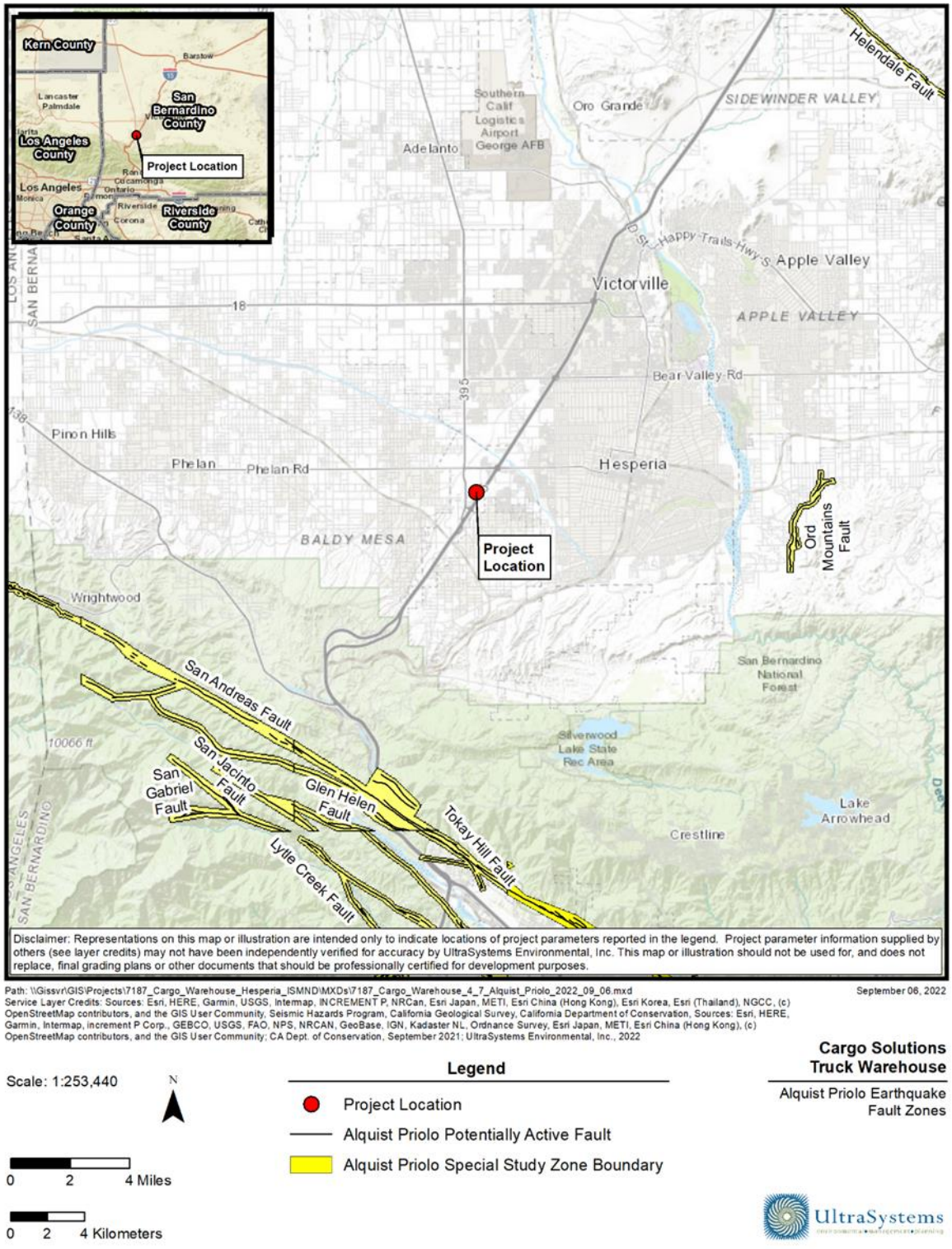
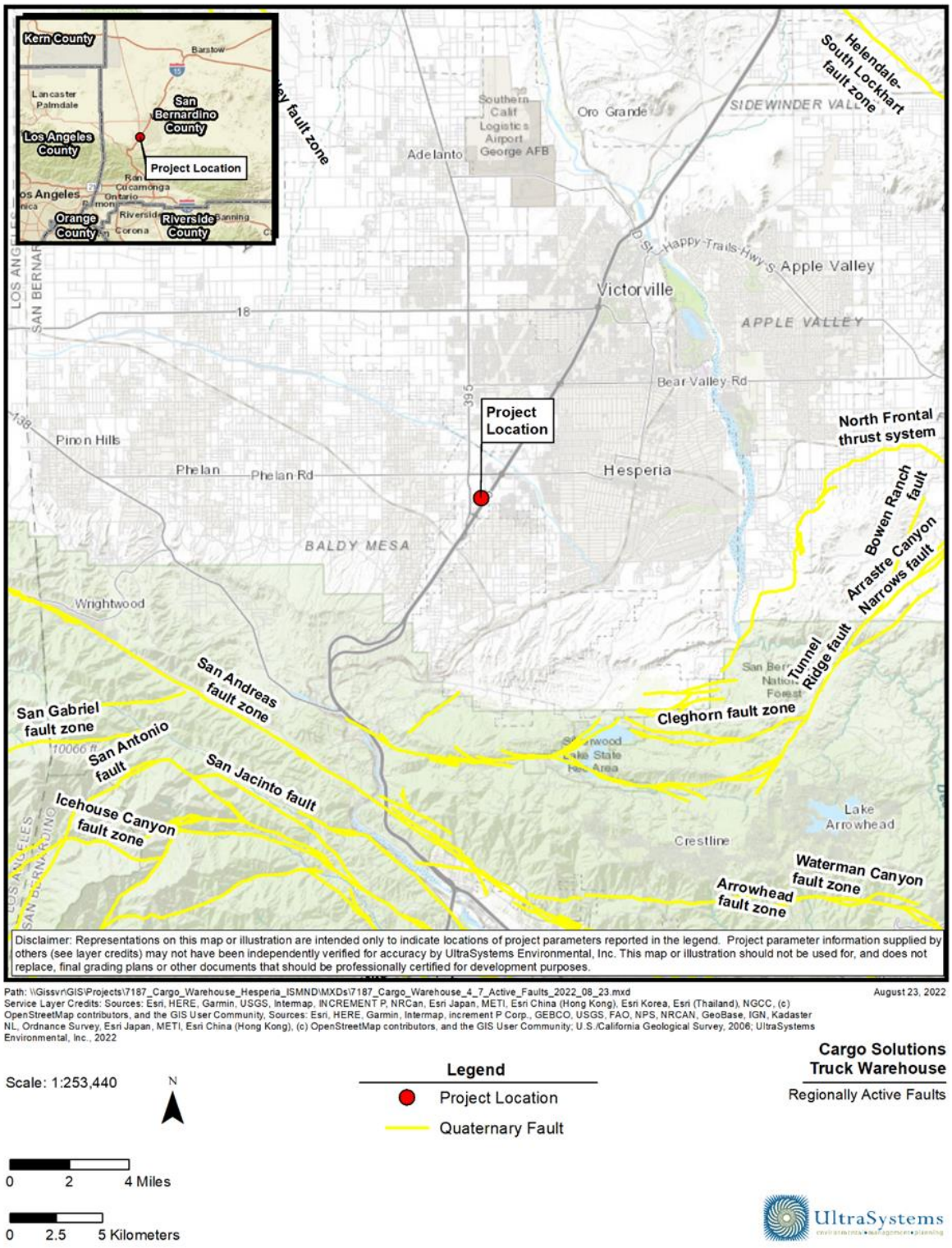


Figure 4.7-2
REGIONALLY ACTIVE FAULTS



ii) Strong seismic ground shaking?

Less Than Significant Impact

Seismic shaking is measured by the moment magnitude (Mw), which is the seismic moment of an earthquake, converted to a magnitude scale that roughly parallels the original Richter scale (ML). Since the Mw is not based on the same measurements as ML (local or surface-wave), the different magnitudes may vary, particularly for larger quakes. The Mw scale is based on the seismic moment and is uniformly applicable to all sizes of earthquakes. Because it associates directly with the energy released from an earthquake, it is the standard in modern seismology (USGS, 2022a).

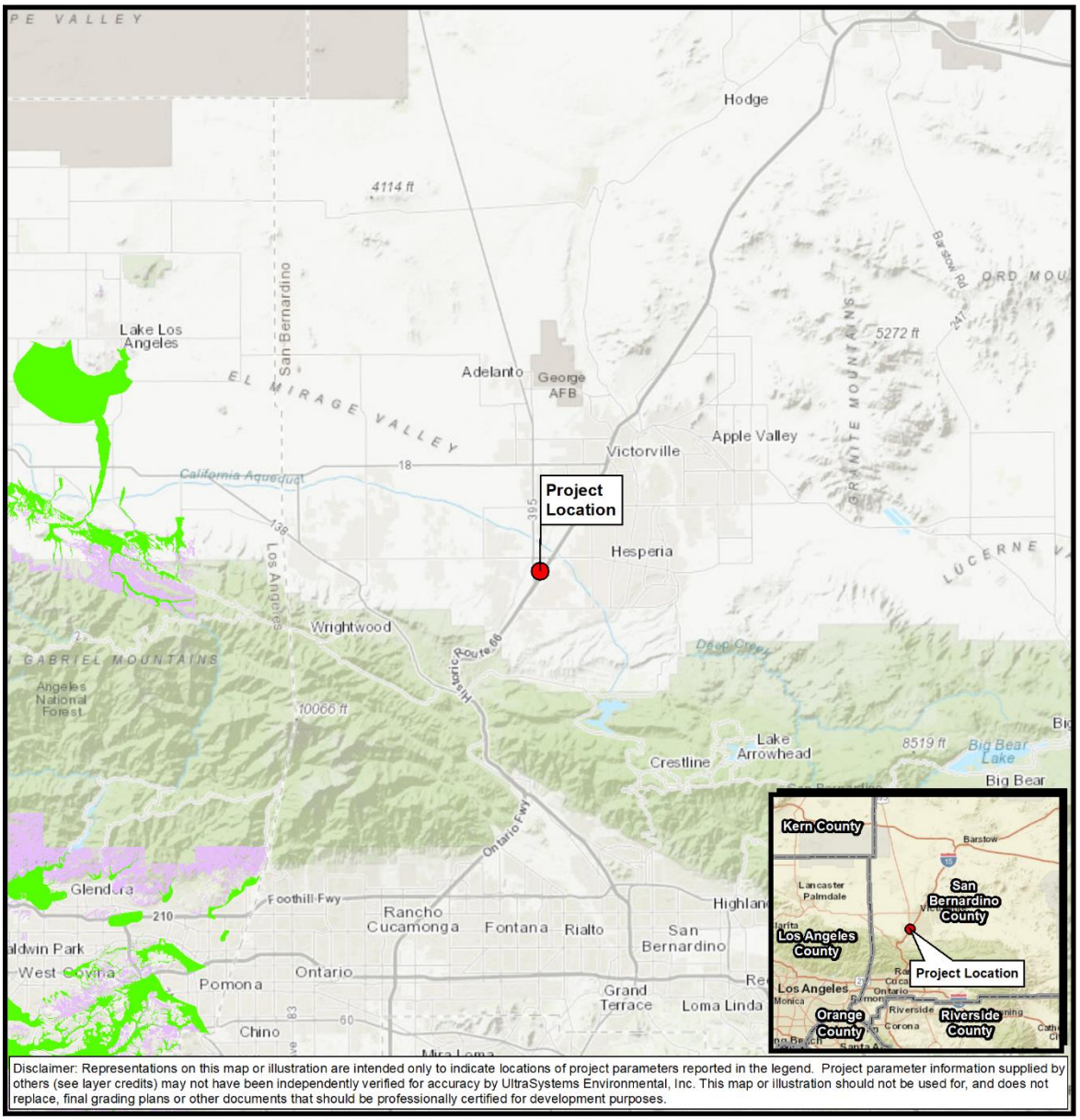
As shown in **Figures 4.7-1** and **4.7-2**, the project is located within a seismically active region of southern California, and all structures in the region are susceptible to collapse, buckling of walls, and damage to foundations from strong seismic ground shaking. The North Frontal fault system is eight miles east of the project site and has a probable Mw of 6.0 to 7.1 (SCEC, 2013). The proposed project would comply with applicable federal, state, and local regulations, including the current California Building Standards Code (Title 24, CCR), which would minimize the potential risks associated with strong seismic ground shaking. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact

Liquefaction typically occurs when saturated or partially saturated soils behave like a liquid, as a result of losses in strength and stiffness in response to applied stress caused by ground shaking or other sudden changes in stress conditions. The project site is not in a liquefaction zone and would not require further investigation for liquefaction (see **Figure 4.7-3**). Therefore, there would be no impact in regard to liquefaction.

Figure 4.7-3
LANDSLIDES AND LIQUEFACTION



Path: \\Gissvr\GIS\Projects\7187_Cargo_Warehouse_Hesperia_ISMND\MXDs\7187_Cargo_Warehouse_4_7_Landslides_Liquefaction_2022_08_23.mxd August 23, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; U.S./California Geological Survey, 2021; UltraSystems Environmental, Inc., 2022

Scale: 1:506,880

N

0 4 8 Miles

0 4 8 Kilometers

Legend
- Project Location
- Landslide Zone
- Liquefaction Zone

Cargo Solutions Truck Warehouse
Landslides and Liquefaction Hazard Zones

UltraSystems environmental • management • planning

iv) Landslides?

No Impact

Landslides occur when the stability of the slope changes from a stable to an unstable condition. A change in the stability of a slope can be caused by several factors, acting together or alone. Natural causes of landslides include groundwater (pore water) pressure acting to destabilize the slope, loss of vegetative structure, erosion of the toe of a slope by rivers or ocean waves, weakening of a slope through saturation by snow melt or heavy rains, earthquakes adding loads to a barely stable slope, earthquake-caused liquefaction destabilizing slopes, and volcanic eruptions.

The topography within the project site is relatively flat; the existing surface elevation at the proposed project site ranges from approximately 3,267 feet to 3,297 feet above mean sea level. Surface topography is generally flat to slightly sloping with the highest elevations in the southwest corner of the site and the lowest surface elevations across the northeast corner of the site (Google Earth, 2024). Additionally, the project site is not located within or adjacent to any landslide zones (see **Figure 4.7-3**). Due to the flat nature of the topography on and in the vicinity of the project site, there are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the probability of slope stability hazards affecting the site is considered negligible and no impacts are anticipated.

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

Less than Significant Impact

Construction

§ 402 of the Federal Clean Water Act (CWA), as well as the state Porter-Cologne Water Quality Control Act (Porter-Cologne) requires construction projects that may potentially result in soil erosion to implement best management practices (BMPs) to eliminate or reduce sediment and other pollutants in stormwater runoff. If one or more acres of soil would be disturbed, a National Pollutant Discharge Elimination System (NPDES) permit is required to be obtained. NPDES permits establish enforceable limits on discharges, require effluent monitoring, designate reporting requirements, and require construction and post-construction BMPs to eliminate or reduce point and non-point source discharges of pollutants, including soil (SWRCB, 2022).

As further detailed in **Section 4.10**, Hydrology and Water Quality, the project applicant would be required to obtain coverage under the Statewide General Construction Permit prior to project construction. This NPDES permit would require the Legally Responsible Person (LRP), such as the project owner, to prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to ground-disturbing construction activities to identify construction BMPs to eliminate or reduce soil erosion and pollutants in stormwater and non-stormwater discharges (including soil erosion by wind) to stormwater sewer systems and other drainages. The LRP would upload Permit Registration Documents (PRDs) to the State Water Resources Control Board (SWRCB) online Stormwater Multi-Application and Report Tracking System (SMARTS). PRDs include a Notice of Intent (NOI), site map, risk assessment, SWPPP, post-construction water balance, annual fee, and signed certification statement by the LRP attesting to the validity of the information. These preventive measures during construction are intended to eliminate or reduce soil erosion. Therefore, construction-related impacts regarding soil erosion or the loss of topsoil would be less than significant.

Operation

The project site is located within an area that has generally flat topography. Impacts from soil erosion or the loss of topsoil would be less than significant because the proposed project must be designed to minimize, to the maximum extent practicable, the introduction of pollutants that may result in significant impacts generated from site runoff to the stormwater conveyance system. Additionally, the proposed project would create a much larger area of impermeable surfaces compared to the existing undeveloped land. Therefore, the potential for substantial soil erosion or the loss of topsoil would be less than significant.

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

Less Than Significant Impact

Landslides and Liquefaction

As described in **Section 4.7 a)**, the project site is not located within a landslide or liquefaction zone (see **Figure 4.7-3**). Therefore, there would be less than significant impact in regards to landslides and liquefaction.

Lateral Spreading

Seismically-induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. The topography at the project site and in the immediate vicinity of the site is gently sloping, with no significant nearby slopes or embankments and bedrock. Under these circumstances, the potential for lateral spreading at the project site is considered low. Therefore, impacts from lateral spreading would be less than significant.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is not in an area of subsidence (USGS, 2022b). Project development would not exacerbate hazards related to ground subsidence. Therefore, no impacts related to subsidence would occur.

Collapsible Soils

Collapse occurs in saturated soils in which the space between individual particles is filled with water. This water exerts pressure on the soil particles which influences how tightly the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures.

The site is not mapped within a zone of potentially liquefiable soils (refer to **Figure 4.7-3**). Additionally, the proposed project would comply with applicable federal, state, and local regulations, including the current California Building Standards Code (Title 24, CCR), which would minimize the

potential risks associated with soil collapse. Therefore, impacts would be less than significant and no mitigation would be required.

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 shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Repeated changes in soil volume due to water content fluctuations may compromise structure foundations. The expansion index of soil can be determined by that soil's plasticity index, which is one of the standard measures (Atterberg limits) used to indicate the plasticity characteristics of the soil; the expansion index is the range of water content in which a soil exhibits the characteristics of a plastic solid and the plastic limit is the water content that corresponds to an arbitrary limit between the plastic and semisolid states of soil. As shown in **Table 4.7-1**, the soil mapped on the project site has a plasticity index of 2.3 percent on the site; when the plasticity index is less than 5 percent, contact is entirely elastic. These ratings correlate to an expansion index of Moderate on the site.

The project would be designed and constructed in accordance with the requirements of the City of Hesperia and the CBC, which require that soil tests be performed on sites where expansive soils may occur and include building foundation requirements appropriate to site-specific conditions, such as expansive soils. Therefore, less than significant impacts related to collapsible soils would occur.

Table 4.7-1
USDA SOILS MAPPED ON THE PROJECT SITE

Soil Name (Map Unit Designation)	K Factor (Whole Soil)	Wind Erodibility Group	Plasticity Index Rating
Hesperia Loamy Fine Sand, 2 to 5% slopes	0.28	2	2.3%

Source: Custom Soils Report for San Bernardino County, California, Mojave River Area. Prepared by the USDA NRCS, dated August 22, 2022.

The project would be designed and constructed in accordance with the requirements of the City of Hesperia and the CBC, which require that soil tests be performed on sites where expansive soils may occur and include building foundation requirements appropriate to site-specific conditions, such as expansive soils. Therefore, less than significant impacts related to collapsible soils 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 would connect to the City of Hesperia's existing sewer system. Therefore, the project would not use septic tanks or alternative wastewater disposal systems. For this reason, no impacts associated with septic tanks or alternative wastewater disposal systems would occur.

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

Less than Significant Impact with Mitigation Incorporated

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils. They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion.

The property is situated in the Mojave Desert geomorphic province. The Mojave Desert province is a wedge-shaped area that is enclosed on the southwest by the San Andreas fault zone, the Transverse Ranges province, and the Colorado Desert province, on the north and northeast by the Garlock fault zone, the Tehachapi Mountains and the Basin and Range province, and on the east by the Nevada and Arizona state lines and the Colorado River. The project site boundary is underlain by Hesperia Loamy Fine Sand which is derived from the parent material of granite alluvium emanating from the San Bernardino Mountains to the south. The soils are well drained with a depth of more than 80 inches to a restrictive feature, and the slope is two to five percent (USDA, 2022b).

A paleontology records search by the Natural History Museum of Los Angeles County dated August 28, 2022 (Bell 2022) (**Appendix D2**) yielded records of six fossil localities in the project region, as listed in **Table 4.7-2**.

Table 4.7-2
PALEONTOLOGICAL RECORDS SEARCH RESULTS

Locality Number	Location	Formation	Taxa	Depth*
LACM VP 1224	North of Hesperia, near Dean Ave. & Dean Place	Shoemaker Gravel Formation	Camel family (Camelidae)	Unknown
LACM VP 3353	Second Street at sand & gravel pit; near the top of the bluff, west bank of Mojave River	Shoemaker Gravel Formation	Horse (*Equus*)	Unknown
LACM VP 3352	West bank of the Mojave River, north end of Victorville (more precise locality not available)	Shoemaker Gravel Formation	Horse (*Equus*)	Unknown
LACM VP 3498	West of Portland Cement Co. plant in bluffs on the west side of Mojave River, midway between I-15 and Air Expressway Rd.	Shoemaker Gravel Formation	Horse (*Equus*), Deer (Cervidae), Antelope (Antilocapridae)	Unknown
LACM VP 7786	Southern California	Alluvium	Vole (*Microtus mexicanus*)	10-11 Feet
LACM VP 5942 - 5950	Along Avenue S from Palmdale to Lake Los Angeles	Unknown formation (Holocene)	Kingsnake (*Lampropeltis*), Lizard (Lacertilia), Leopard lizard (*Gambelia*), Snake (Ophidia), Gopher snake (*Pituophis*), Rabbit (*Lagomorpha*), Rodent (Rodentia), Pocket Gopher (*Thomomys*), Pocket Mouse (*Chaetodippus*),Kangaroo Rat (*Dipodomys*),Birds (Aves)	0-9 Feet

Source: Los Angeles County Natural History Museum (NHMLA), 2022
***Below Ground Level (BGL)**

Any substantial excavations below the uppermost layers should be closely monitored to quickly and professionally collect any specimens without impeding development. Grading and excavation activities associated with the development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of paleontological resources. In the event of an unexpected discovery, implementation of mitigation measure **GEO-1** would ensure paleontological resources or unique geologic features are not significantly affected.

Mitigation Measure

MM GEO-1 Before the beginning of project construction, the project applicant shall retain a qualified paleontologist to remain on-call for the duration of project ground disturbance activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities in the immediate area and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover and analyze the finds and curate the find(s) with an accredited repository for paleontological resources. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

Level of Significance After Mitigation

With the implementation of **MM GEO-1**, potential impacts on paleontological resources would be reduced to a less than significant level.

4.8 Greenhouse Gas Emissions

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

4.8.1 Background Information on Greenhouse Gas Emissions

Life on earth depends on energy coming from the sun. About half the light reaching Earth's atmosphere passes through the air and clouds to the surface, where it is absorbed and then radiated upward in the form of infrared heat. About 90 percent of this heat is then absorbed by carbon dioxide (CO_2) and other greenhouse gases (GHG) and radiated back toward the surface, which is warmed to a life-supporting average of 59 degrees Fahrenheit (°F).

Human activities are changing the natural greenhouse. Over the last century, the burning of fossil fuels such as coal and oil has increased the concentration of atmospheric CO_2. This happens because the coal or oil burning process combines carbon in the fuel with oxygen in the air to make CO_2. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of GHGs (NASA, 2018).

GHGs are defined under the California Global Warming Solutions Act of 2006 (AB 32) as CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6).[6]

Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CO_2, CH_4 and N_2O are 1, 25 and 298, respectively (GMI, 2019). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products. HFCs, PFCs, and SF_6 would not be emitted in significant amounts by project sources, so they are not discussed further.

Carbon Dioxide (CO_2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO_2 is produced when an organic carbon compound (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid-1700s, industrial activities have increased in scale and distribution. Prior to the industrial revolution, CO_2 concentrations were stable at a range

[6] http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf.

of 275 to 285 ppm (IPCC, 2007a). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that global concentration of CO_2 was 413.67 parts per million (ppm) in March 2020 (ESRL, 2020). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4). Methane is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and is the main constituent of natural gas, a fossil fuel. CH_4 is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O). Nitrous oxide is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests (USEPA, 2019b). Manmade sources of N_2O include the use of fertilizers in agriculture, nylon and nitric acid production, cars with catalytic converters and the burning of organic matter. Concentrations of N_2O also began to rise at the beginning of the industrial revolution.

4.8.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the California Air Resources Board (ARB) regulates at the state level, and the Mojave Desert Air Quality Management District (MDAQMD) regulates at the air basin level in the Hesperia area.

4.8.2.1 Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

EPA is also getting GHG reductions through partnerships and initiatives, evaluating policy options, costs, and benefits, advancing the science, partnering internationally and with states, localities, and tribe, and helping communities adapt.

4.8.2.2 Corporate Average Fuel Economy (CAFE) Standards

In May 2010, the USEPA finalized the first-ever national GHG emissions standards under the Clean Air Act, and the National Highway Traffic Safety Administration (NHTSA) finalized Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act (USEPA, 2022d). The 2010 CAFE standards were for model year 2012 through 2016 light-duty vehicles. In April 2020, NHTSA and USEPA amended the CAFE and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026 (USEPA, 2022d). Portions of the April 2020 revisions are currently being revised as part of the

development of new CAFE standards for model years 2024-2026 passenger cars and light trucks (NHTSA, 2021).

Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule

On September 27, 2019, the USEPA and the NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (ARB, 2020a), revoked California's authority to set its own GHG emissions standards and to set zero emission vehicle (ZEV) mandates in California. The loss of the ZEV sales requirements would likely result in additional gasoline-fueled vehicles being sold in the State and criteria emissions increasing. On April 30, 2020, USEPA and NHTSA issued the Final SAFE Rule, (ARB, 2020b) which relaxed the federal GHG emissions and CAFE standards resulting in the probable increase of CO_2 emissions. However, this regulation was repealed on December 21, 2021 by the Biden administration (NHTSA, 2021).

4.8.2.3 State Regulations

Executive Order (EO) S 3-05

On June 1, 2005, the governor issued EO S 3-05, which set the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels;
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

To meet these targets, the Climate Action Team (CAT)[7] prepared a report to the Governor in 2006 that contained recommendations and strategies to help ensure that the targets in EO S-3-05 are met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 required that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming. AB 32 also required that by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and it approve a statewide GHG emissions limit, so it may be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007, in its Staff Report. Therefore, in 2020, emissions in California were required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or (BAU)" scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year as noted below. It was estimated that the 2020 estimated BAU of 596 $MMTCO_2e$ would have required a 28 percent reduction to reach the 1990 level of 427 $MMTCO_2e$.

[7] The Climate Action Team (CAT) members are state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency (Cal/EPA). They coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.

Climate Change Scoping Plan

The Scoping Plan released by the ARB in 2008 (ARB, 2008) outlined the state's strategy to achieve the AB 32 goals. This Scoping Plan, developed by ARB in coordination with the CAT, proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health. It was adopted by ARB at its December 2008 meeting.

In August 2011, the Scoping Plan was re-approved by the Board and included the Final Supplement to the Scoping Plan Functional Equivalent Document (ARB, 2011). This document included expanded analysis of project alternatives and updated the 2020 emission projections by considering updated economic forecasts. The updated 2020 BAU estimate of 507 $MMTCO_2e$ yielded that only a 16 percent reduction below the estimated new BAU levels would be necessary to return to 1990 levels by 2020. The 2011 Scoping Plan expanded the list of nine Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Plan.

In May 2014, the ARB developed, in collaboration with the CAT, the First Update to California's Climate Change Scoping Plan (Update) (ARB, 2014), which showed that California was on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32. In accordance with the United Nations Framework Convention on Climate Change, the ARB has mostly transitioned to the use of the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report (AR4)'s 100-year GWP (IPCC, 2007b) in its climate change programs. The ARB recalculated the 1990 GHG emissions level with the AR4 GWPs to be 431 $MMTCO_2e$; therefore the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 $MMTCO_2e$ in the initial Scoping Plan.

In November 2017, the ARB published the 2017 Scoping Plan (ARB, 2017) which builds upon the former Scoping Plan and Update by outlining priorities and recommendations for the state to achieve its target of a 40 percent reduction in GHGs by 2030, compared to 1990 levels. The major elements of the framework proposed are enhancement of the Renewables Portfolio Standard (RPS) and the Low Carbon Fuel Standard; a Mobile Source Strategy, Sustainable Freight Action Plan, Short-Lived Climate Pollutant Reduction Strategy, Sustainable Communities Strategies, and a Post-2020 Cap-and-Trade Program; a 20 percent reduction in GHG emissions from the refinery sector; and an Integrated Natural and Working Lands Action Plan.

In December 2022, the ARB approved the 2022 Scoping Plan update (ARB, 2022c), which proposes actions to further reach the state's carbon neutrality and climate goals for reducing GHG emissions to 85 percent below 1990 levels by 2045. These actions include reducing fossil fuel combustion with clean fuels and technologies, reducing short-lived climate pollutants, supporting sustainable development, and increasing carbon sequestration.

Renewables Portfolio Standard (Scoping Action E-3)

The California Energy Commission estimates that in 2000 about 12 percent of California's retail electric load was met with renewable resources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. California's current RPS was intended to increase that share to 33 percent by 2020. Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. Most recently, Governor Brown signed into legislation Senate Bill (SB) 350 in

October 2015, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030.

Senate Bill 375 (SB 375)

Senate Bill (SB) 375 passed the Senate on August 30, 2008, and was signed by the governor on September 30, 2008. Per SB 375, the transportation sector is the largest contributor of GHG emissions and contributes approximately 45 percent of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation also are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) aligns planning for transportation and housing; and (3) creates specified incentives for the implementation of the strategies.

Executive Order B-30-15

On April 29, 2015, the governor issued EO B-30-15 which added an interim target of GHG emissions reductions to help ensure the State meets its 80 percent reduction by 2050, as set in EO S-3-05. The interim target is reducing GHG emissions by 40 percent by 2030. It also directs State agencies to update the Scoping Plan, update Adaptation Strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the State's Five-Year Infrastructure Plan will take current and future climate change impacts into account in all infrastructure projects.

Title 24

Although not originally intended to reduce GHGs, California Code of Regulations Title 24 Part 6: California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The 2016 standards have been published and became effective July 1, 2017. The requirement for when the 2008 standards must be followed is dependent on when the application for the building permit is submitted. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Standards improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Buildings whose permit applications are dated on or after January 1, 2020, must comply with the 2019 Standards. The 2019 Standards constitute a major step towards meeting the Zero Net Energy goal by the year 2030 and were the last of three updates to move California towards achieving that goal. The California Energy Commission updates the standards every three years. The 2022 Energy Code, adopted August 11, 2021 by the CEC and approved by the California Building Standards Commission in December 2021, took effect for all buildings whose permit applications are applied for on or after January 1, 2023.

4.8.2.4 The Mojave Desert Air Quality Management District (MDAQMD)

The Mojave Desert Air Quality Management District maintains a set of rules and regulations to improve and maintain healthy air quality for the entire population within its jurisdiction. When

developing new regulations, the MDAQMD must comply with complex procedures established by statutes in federal and state codes. Its regulations development process is based on the specific nature of the regulation and its potential impacts.

4.8.2.5 Local Regulations

City of Hesperia Climate Action Plan (CAP)

In compliance with Goal CN-7 in the City's General Plan (City of Hesperia, 2019a), the City of Hesperia prepared a climate action plan (CAP) with the coordination of regional councils of government, and it was approved in July 2010 (Michael Brandman Associates, 2010b). The CAP strategy is primarily based upon the land use, transportation, and conservation policies that are part of the General Plan Update, recent specific plans, and major development plans in the City. The concept is that design, density, and pattern of land uses impact the amount people drive and the options available for using less polluting and energy-consuming modes of transportation such as walking, bicycling, and transit. The plans also promote energy efficiency in buildings, government operations, and through more efficient water use. Implementing these plans helps ensure that the city will be developed in ways that produce fewer greenhouse gas emissions.

This CAP identifies policies within the City of Hesperia General Plan Update that would decrease the City's emissions of greenhouse gases. This CAP also lists implementation strategies that add more details and specific actions to the General Plan policies and clarify how the reductions would occur. This CAP demonstrates that the General Plan Update policies and CAP strategies would reduce emissions to the reduction target. The CAP includes strategies in the following categories:

- CEQA compliance.
- Parking measures.
- Mixed use development.
- Energy efficiency.
- Transit oriented development.
- Water conservation and reuse.
- Compact development.
- Waste reduction and recycling.
- Pedestrian connections.
- Regional cooperation.
- Bicycle infrastructure.
- Governmental operation.

The City of Hesperia's updated General Plan (City of Hesperia, 2019a) includes goals and policies in several elements that aim to reduce GHG emissions and energy consumption by:

Goal: CN-6 Provide programs and incentives to encourage residents, businesses and developers to reduce consumption and efficiently use energy resources.

Implementation Policy CN-6.1: Develop a green building program in the City to educate the development community and promote the conservation of natural resources.

Implementation Policy CN-6.2: Encourage the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.

Implementation Policy CN-6.3: Provide incentives like technical assistance and low interest loans for projects that are energy efficient and contain energy conservation measures

Implementation Policy CN-6.4: Educate the public about energy conservation techniques.

Implementation Policy CN-6.5: Coordinate with the local energy provider in developing policies and procedures to reduce energy consumption in existing and future developments.

Implementation Policy CN-6.6: Encourage residents and businesses to utilize the incentives provided by the local energy providers to retrofit their buildings and businesses for energy efficiency and conservation.

Implementation Policy CN-6.7: Continue the existing recycling program and utilization of the material recovery facility program while exploring additional methods of reducing waste.

Goal: CN-7 Develop, promote and implement policies to reduce and limit Greenhouse Gas Emissions.

Implementation Policy CN-7.1: Coordinate with the regional councils of government in developing appropriate regional climate action policies.

Implementation Policy CN 7.2: In conjunction with regional councils of government, prepare and implement a city climate action plan.

Implementation Policy CN-7.3: Coordinate with neighboring cities and public jurisdictions in the preservation of air quality resources.

Implementation Policy CN-7.4: Promote the utilization of alternative energy resources such as wind and solar in new development.

Implementation Policy CN 7.5: Promote the utilization of environmentally sensitive construction materials to limit impacts on the ozone, global climate change and mineral resources.

Implementation Policy CN 7.6: Preserve land resources for the utilization of energy resources, including wind and solar energy resources.

Implementation Policy CN 7.7: Promote energy conservation through site layout, building design, natural light and efficient mechanical and electrical products in development.

Implementation Policy CN 7.8: Continue the existing recycling program and utilization of the material recovery facility program while exploring additional methods of reducing waste.

Implementation Policy CN 7.9: Promote sustainable principles in development that conserves such natural resources as air quality and energy resources.

4.8.3 GHG Emissions

4.8.3.1 National Emissions

The United States is the second largest emitter of GHGs globally (behind China) and emitted approximately 6.0 billion metric tons of CO_2 equivalent ($MTCO_2e$) in 2018 (WRI, 2021a), not including GHG absorbed by forests and agricultural land. The largest source of GHG in the United States (34.2 percent) is electrical power generation (WRI, 2021b). Burning fossil fuels for transportation accounted for the second largest portion (28.4 percent). The remaining 37.1 percent of U.S. GHG emissions was contributed by building, manufacturing/construction, agriculture, fugitive, industrial, waste, bunker fuels, and other fuels.

4.8.3.2 State Emissions

The World Resources Institute (WRI) reports that in 2018, the average GHG emissions per capita in the United States was 17.74 $MTCO_2e$ (WRI, 2021c) but with a total GHG emissions in California of 425.3 $MMTCO_2e$ in 2018 (ARB, 2020c), California had an average GHG emissions per capita of only 10.76 $MTCO_2e$ (USCB, 2021). California had a larger percentage of its total GHG emissions coming from the transportation sector (40 percent) and a smaller percentage of its total GHG emissions from the electricity generation sector; i.e., California has 12 percent.

4.8.3.3 Local Emissions

The CAP's purpose is to (1) navigate the city government and Hesperia community towards a 29 percent per capita GHG emissions reduction by 2020 while adapting to climate change effects, and (2) guide the city staff on the implementation of key provisions of the CAP with a monitoring framework. The City of Hesperia CAP shows existing and projected GHG emissions. The city's existing (2009) community-wide GHG emissions were 0.639 $MMTCO_2e$ and its projected 2020 and buildout year (2025) inventories were 0.955 $MMTCO_2e$ and 1.256 $MMCO_2e$, respectively. **Table 4.8-1** shows the results of the community-wide baseline inventory, the projected 2020 inventory, and the projected buildout inventory. The emissions forecast estimates future emissions under a Business as Usual (BAU) scenario. The BAU scenario assumes that no special effort has been made to reduce GHG emissions. Therefore, the future emissions depicted in **Table 4.8-1** present how GHG emissions may increase in Hesperia if no reduction programs are implemented.

Table 4.8-1
CITY OF HESPERIA COMMUNITY BUSINESS AS USUAL EMISSIONS

Community Sector	Greenhouse Gas Emissions ($MTCO_2e$ per year)		
	2009	2020	Buildout (2025)
Transportation: Automobiles, Light Duty Trucks, Medium Duty Trucks	199,414	249,365	302,008
Transportation: Heavy Duty Diesel Trucks	200,392	250,587	303,488
Transportation: Other	7,454	9,321	11,288
Natural Gas	34,507	87,734	136,118
Electricity	135,824	233,019	321,378
Solid Waste	28,394	48,713	67,184
Wood Burning Fireplaces and Stoves.	9,528	16,073	22,023
Refrigerants	23,906	59,836	92,825
Total	**639,419**	**954,648**	**1,256,312**
Population	102,896	176,527	243,456
Per Capita Emissions	6.2	5.4	5.2

Source: City of Hesperia, 2010.

4.8.4 Impact Thresholds

CEQA Guidelines §15064.4 provides discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project-related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines § 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines § 15064(h)(3) states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The MDAQMD has established thresholds of significance for GHG emissions, applicable to both construction and operations regardless of whether they are stationary or mobile sources. The MDAQMD's GHG emissions thresholds are 548,000 pounds per day (lbs/day) CO_2e or 100,000

MT/year CO_2e. However, to provide a more conservative analysis, the City recommends evaluating the Project's GHG emissions against the South Coast Air Quality Management District 's (SCAQMD's) GHG thresholds.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). At the Working Group meeting #15 (SCAQMD, 2010), SCAQMD staff proposed to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1. Exemptions:** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2. Consistency with a Locally Adopted GHG Reduction Plan:** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.
- **Tier 3. Numerical Screening Threshold:** If GHG emissions are less than the numerical screening level threshold, project-level and cumulative GHG emissions are less than significant. For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD, under Option 1, proposed land use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects; 3,500 MT CO_2e for residential projects; or 3,000 MT CO_2e for mixed-use industrial projects. Option 2 was a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ per year for all land use types.[8]
- **Tier 4. Performance Standards:** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per-capita efficiency targets. The SCAQMD is not recommending use of a percentage emissions reduction target. Instead, the SCAQMD proposed a 2020 efficiency target of 4.8 MT CO_2e per year per service population for project-level analyses and 6.6 MT CO_2e per year per service population for plan-level projects (e.g., program-level projects such as General Plans).

The 3,000 $MTCO_2e$ per year threshold is based on a 90 percent emission "capture" rate methodology. A 90 percent emission capture rate means that, for a specific geographic area, new facilities whose unmitigated emissions exceed the threshold would account for more than 90 percent of all new unmitigated GHG emissions (Smith and Krause, 2008, p. 3-15). Projects whose emissions exceed the threshold would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while those whose emissions are below the threshold would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission

8 The 3,000-$MTCO_2e$ threshold is discussed in detail below.

threshold high enough to exclude small projects that will, in aggregate, contribute approximate one percent of projected statewide GHG emissions in the Year 2050.

The City understands that the 3,000 $MTCO_2e$/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 $MTCO_2e$/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold document (Smith and Krause, 2008) and subsequent Working Group meetings (the latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use now. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction. Thus, for purposes of this analysis, if Project-related GHG emissions do not exceed the 3,000 $MTCO_2e$/year threshold, then Project-related GHG emissions would clearly have a less than significant impact. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO2e/yr, the Project would be considered a substantial source of GHG emissions.

Based on the foregoing guidance, the City of Hesperia has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 $MTCO_2e$/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

4.8.5 Impact Analysis

4.8.5.1 Methodology

Short-term construction GHG emissions and long-term operational GHG emissions were assessed using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.29 (CAPCOA, 2023). This analysis focused upon emissions of CO_2, CH_4, N_2O and CO_2e only.

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigations are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

As noted above, the City of Hesperia has set 3,000 metric tons of $C0_2e$ per year as its significant emissions threshold for GHG.

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, and offsite hauling, and construction worker trips. All GHG emissions are identified on an annual basis.

Estimated GHG emissions from the Cargo Solutions Truck Warehouse Project's onsite and offsite project construction activities were calculated using CalEEMod, Version 2022.1.1.29. The results of the analysis are presented in **Table 4.8-2**. The GHG emissions from the Cargo Solutions Truck Warehouse Project's construction activities would be **526.57 short tons of CO_2e**. This is below the annual threshold of 3,000 metric tons per year. Thus, GHG impacts from construction are considered individually less than significant.

Table 4.8-2
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS

Year	Annual Emissions (metric tons)			
	CO_2	CH_4	N_2O	CO_2e
2025	182.33	0.01	0.00	183.16
2026	**339.55**	**0.01**	**0.01**	**343.41**
Total	521.89	0.02	0.01	526.57
MDAQMD Significance Thresholds				*3,000*
Significant? (Yes or No)				**No**

Source: Appendix B; MDAQMD, 2020; CAPCOA, 2022

Operational GHG Emissions

Operational GHG emissions calculated by CalEEMod are shown in **Table 4.8-3**. The amortized value of construction emissions for a 30-year period of **17.55 metric tons CO_2e** was added to the Cargo Solutions Truck Warehouses project's annual operational GHG emissions. Total annual unmitigated emissions from the project would be **1,251 metric tons CO_2e**. Modeling results are provided in **Appendix B.**

Table 4.8-3
PROJECT OPERATIONAL GHG EMISSIONS

Emissions Source	Estimated Project-Generated GHG Emissions ($MTCO_2e$ per year)
Area Sources	2.22
Energy Demand (Electricity & Natural Gas)	493
Mobile (Motor Vehicles)	600
Solid Waste Generation	44.4
Water Demand	94
Refrigerants	0.01
Construction Emissions[a]	17.55
Total	**1,251**
MDAQMD Significance Threshold	*3,000*
Significant? (Yes or No)	**No**

Source: Appendix B; MDAQMD, 2016; CAPCOA, 2022.

[a] *Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.*

Therefore, under the first significance criterion, GHG emissions would be less than significant, and no mitigation is necessary.

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

Less than Significant Impact

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

Those Partnership jurisdictions, including Hesperia, choosing to complete and adopt local Climate Action Plans (CAPs) that are consistent with the County's GHG Reduction Plan, and with the prior Regional Plan Program EIR and the addendum or supplemental CEQA document prepared by SBCOG, will be able to tier their future project-level CEQA analyses of GHG emissions from their CAP. In 2010, the City of Hesperia completed a CAP. As part of this effort, the City of Hesperia has selected a goal to

reduce its community GHG emissions to a level that is 40 percent below its 2020 level of GHG emissions by 2030. The City will meet and exceed this goal subject to reduction measures that are technologically feasible and cost-effective through a combination of state (~70 percent) and local (~30 percent) efforts. The Pavley vehicle standards, the State's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Hesperia's on-road, off-road, and building energy sectors in 2030.

As was noted in **Section 4.8.3.3**, the Climate Action Plan (CAP), as presented in the City's General Plan (City of Hesperia, 2019a), has the following purposes:

- Outline a course of action for the City government and the citizens of Hesperia to reduce per capita greenhouse gas emissions 29 percent below business as usual by 2020 and adapt to the effects of climate change.

- Provide clear guidance to City staff regarding when and how to implement key provisions of the CAP. This CAP sets out an implementation and monitoring framework for monitoring its strategies.

The CAP identifies policies within the City of Hesperia General Plan Update that would decrease the City's emissions of greenhouse gases. This CAP also lists implementation strategies that add more details and specific actions to the General Plan policies and clarify how the reductions would occur.

The project will comply with all relevant energy-reducing provisions of Title 24, Parts 6 and 11, which indirectly reduce GHG emissions by reducing energy use. Because the project will not interfere with or conflict with any plan to reduce GHG emissions, its GHG emissions impacts will be less than significant.

4.9 Hazards and Hazardous Materials

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

The analysis in this section is based in part upon the RecCheck report prepared by Environmental Record Search, dated September 13, 2022 (Environmental Records Search, 2022) (**Appendix F**). The RecCheck presents information based on hazards databases to determine if the project site contains potential hazardous materials.

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

Less than Significant Impact with Mitigation Incorporated

Based on the RecCheck report, the project site contains no potential areas of concern/contamination (Environmental Records Search, 2022, p. 1).

Construction

Transportation of hazardous materials/waste is regulated by *California Code of Regulations* (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among federal, state and local governmental authorities and private persons through a state-mandated Emergency Response Plan. Due to the significant short-term risks to public health and the environment associated with hazardous waste management during transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

Construction of the proposed project would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control); California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD); and San Bernardino County Fire Protection District Hazardous Materials Division (HMD) requirements. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials, and in the event of a release of hazardous materials of quantity and/or toxicity that onsite workers could not safely contain and clean up, would notify the HMD immediately.[9] Therefore, compliance with applicable laws and regulations during project construction would reduce the potential for accidental releases of hazardous materials, and construction hazards impacts would be less than significant.

Operation

The proposed project includes construction of two truck warehouse buildings and associated surface parking lot and landscaping. During operations, the future occupant (Cargo Solutions) may require the routine transport of hazardous materials for maintaining supplies onsite and for disposal of waste offsite. Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion.

The project site is located within an industrial and commercial portion of the city, with the closest residences to the project site located along Muscatel Street, approximately 0.22 mile southeast of the

[9] The Hazardous Materials of the San Bernardino County Fire Protection District is designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency or "CUPA" for the County of San Bernardino in order to focus the management of specific environmental programs at the local government level. (San Bernardino County Fire Protection District, 2022).

project site (Google Earth Pro, 2024). Since hazardous materials must not be transported through existing residential areas, the occupant would propose routes that are surrounded primarily by existing industrial land uses.

The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations (CFR), and implemented by Title 13 of the CFR. Appropriate documentation would be provided for all hazardous waste that is transported, as required by existing hazardous materials regulations. Chapter 6.95 of the California Health and Safety Code requires businesses that handle more than a specified amount of hazardous materials onsite to submit a Hazardous Materials Business Plan to firefighters, health officials, planners, public safety officers, health care providers, regulatory agencies, and other interested persons (see mitigation measure **HAZ-1** below). The business plan must include an inventory of the hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training.

Further, proper documentation would be required to identify which hazardous materials would be transported and which routes they would be transported along. As such, **MM HAZ-2** (see below) would be implemented to ensure that the occupant would provide proper hazardous materials transportation information.

In addition to the suggested mitigation measures, the occupant would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, State of California, County of San Bernardino, and City of Hesperia related to storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure to a level that is less than significant.

Mitigation Measures

The following mitigation measure would be adopted to minimize or avoid impacts related to routine transport, use, or disposal of hazardous materials:

MM HAZ-1 In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant to submit a Hazardous Materials Business Plan which would include an inventory of all hazardous materials used, stored, or otherwise managed onsite to the County of San Bernardino County Fire Department – Hazardous Materials Division and the Fontana Fire Protection District. The recommendations of the Hazardous Materials Business Plan would be included in the lease agreement (signed by the tenant) as mandatory measures required to be implemented by the tenant.

MM HAZ-2 In the event that the future occupant will handle hazardous materials above the reportable quantity threshold, the occupancy agreement shall require the occupant, in coordination with the San Bernardino County Fire Department, to identify routes along which hazardous materials may routinely be transported. If essential facilities such as schools, hospitals, child care centers, or other facilities with special evacuation needs are located along these routes, the future occupant shall develop an emergency response plan that can be implemented in the event of an unauthorized release of hazardous materials. The recommendations of the Emergency Response

Plan would be included in the occupancy agreement (signed by the future occupant) as mandatory measures required to be implemented by the future occupant.

Level of Significance After Mitigation

In addition to compliance with established regulatory framework, compliance with mitigation measures **HAZ-1** and **HAZ-2** would provide for the implementation of established safety practices, procedures, and reporting requirements, to ensure that potentially significant impacts regarding hazardous materials are minimized or eliminated. Impacts to the public or the environment resulting from the routine transport, use, or disposal of hazardous materials would be less than significant after mitigation.

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

Less than Significant Impact with Mitigation Incorporated

Construction

As mentioned above, the RecCheck report found no potential areas of concern/contamination on the project site (Environmental Records Search, 2022, p. 3-4). Additionally, the construction of the proposed project would adhere to applicable federal, state and local regulations in regard to the safe handling and transportation of hazardous materials during construction. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials and would train construction workers on such containment and cleanup. In the event of a release of hazardous materials of quantity and/or toxicity that onsite construction workers could not safely contain and clean up, the project proponent would notify the County of San Bernardino County Fire Department - Hazardous Materials Division immediately. Therefore, impacts would be less than significant during construction.

Operation

There is a potential that the proposed project could create a significant hazard to the public or the environment during operation through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Typical incidents that could result in accidental release of hazardous materials involve: leaking storage tanks; spills during transport; inappropriate storage; inappropriate use; and/or natural disasters. Accidental releases such as these could cause contamination of soil, surface water, groundwater, and toxic fumes. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Chemicals and wastes stored in aboveground or underground storage tanks would follow guidelines mandated by the federal and state agencies. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with federal and state standards.

Applicable existing standards include the Cal/OSHA operational requirements, California Health and Safety Code § 25270.7, and San Bernardino County Fire Department regulations regarding the installation and operation of underground tanks. These existing measures would minimize impacts to a less than significant level.

Transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion, and there is a potential for licensed vendors to transport hazardous materials to and from the project site. As discussed previously, the proposed project is subject to compliance with all applicable federal, state and local laws (including Title 49 of the CFR) and regulations pertaining to the transport, use, disposal, handling and storage of hazardous waste. Additionally, with the implementation of mitigation measures **HAZ-1** and **HAZ-2**, the future occupant would coordinate with the city to ensure that transportation, handling and use of hazardous materials would create less than significant impacts. Therefore, with compliance with these regulations and measures, the proposed project would reduce the likelihood and severity of accidents during transit, thereby ensuring that potential impacts would be less than significant.

Mitigation Measures

Refer to mitigation measures **HAZ-1** and **HAZ-2** above.

Level of Significance After Mitigation

In addition to compliance with the established regulatory framework, compliance with mitigation measures **HAZ-1** and **HAZ-2** would provide for the implementation of established safety practices, procedures and reporting requirements, to ensure that potentially significant impacts regarding the accidental release of hazardous materials would be less than significant with the implementation of mitigation measures.

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

No Impact

No schools are located within 0.25 miles of the project site. The closest school to the project site is Canyon Ridge High School, located at 12850 Muscatel St #5566, approximately 0.42 miles southeast of the project site (Google Earth Pro, 2024). The project would not be within 0.25 mile of an existing or a proposed school; therefore, no impacts to schools would occur and mitigation is not required.

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

No Impact

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.

- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs), and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "Cortese List." The project site is not included on the Cortese List (refer to **Figure 4.9-1**). Therefore, there would be no impacts.

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 public-use airport to the project site is Hesperia Airport, approximately five miles to the southeast (see **Figure 4.9-2**). The project site is outside of Hesperia Airport's safety, runway protection, obstacle free, and noise contour zones (Ray A. Vidal, 1991). Therefore, project development would not cause airport-related hazards, or excessive noise, to persons at the project site, and no impacts would occur.

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

Less than Significant Impact with Mitigation Measures Incorporated

Construction

The project would comply with applicable City regulations, such as the City's Fire Code in regard to providing adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of Hesperia would review project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with City and Caltrans design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times.

Figure 4.9-1
PROJECT CORTESE LIST MAP

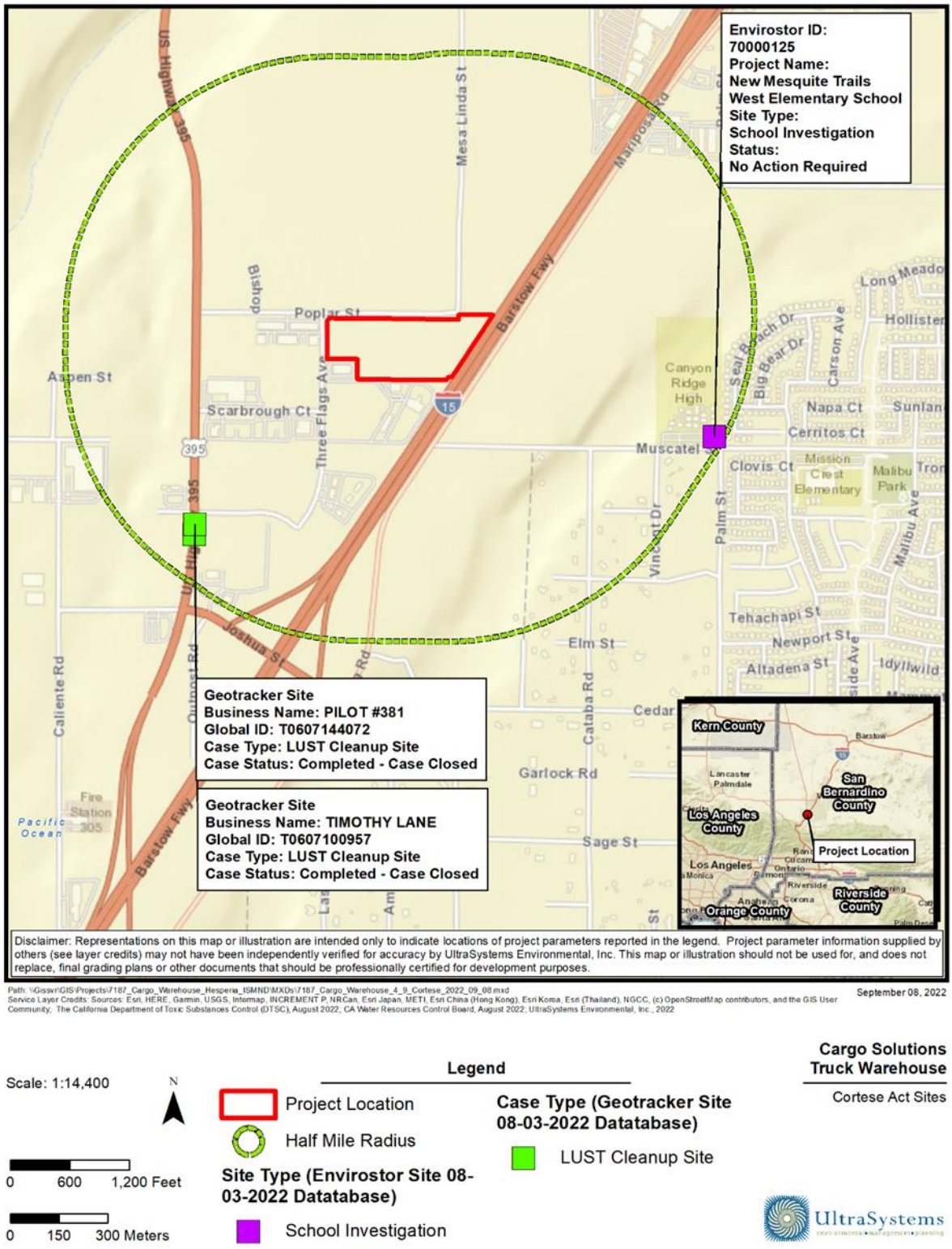
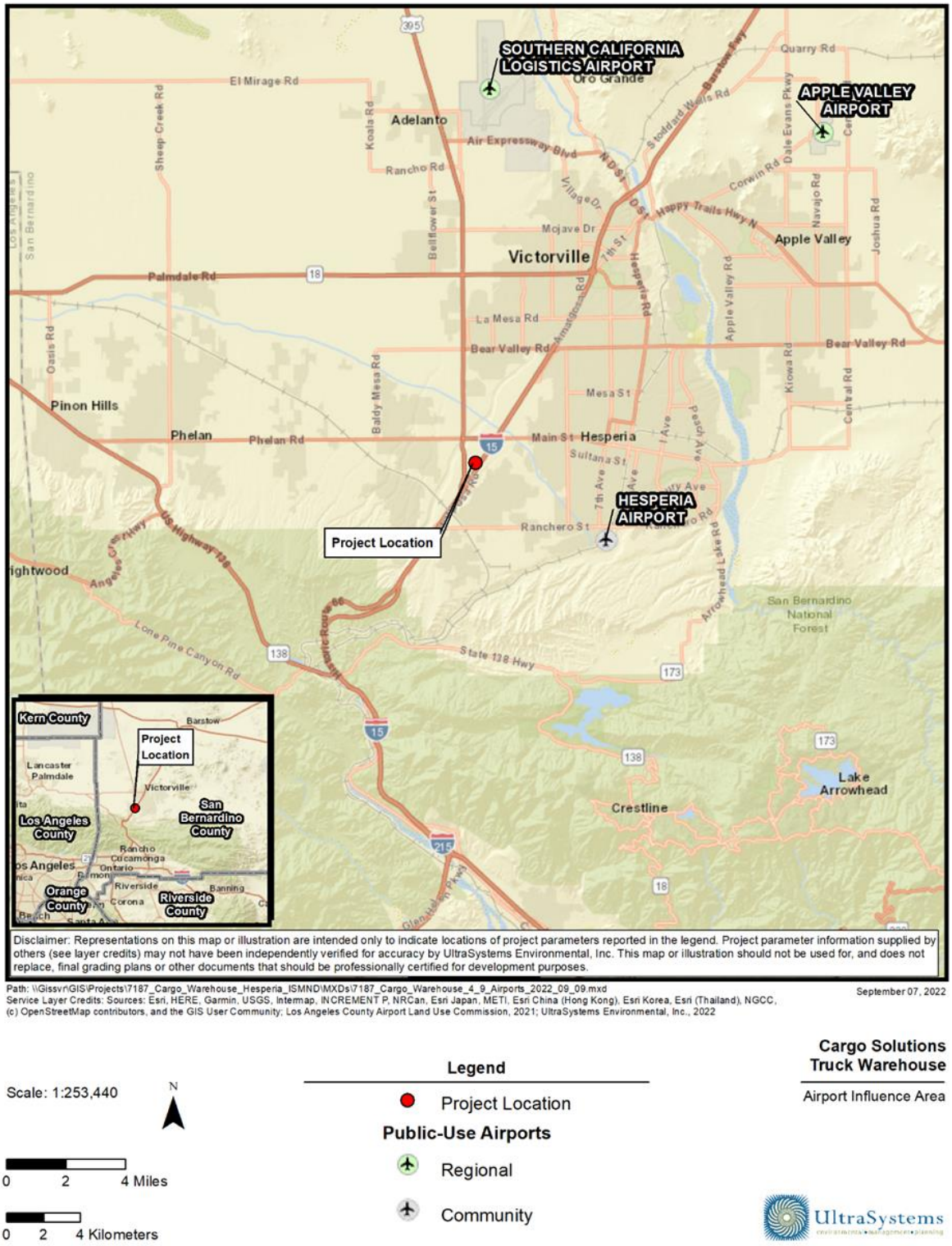


Figure 4.9-2
AIRPORTS IN THE PROJECT REGION



During the construction phase of the project, there may be temporary lane closures that could increase hazards due to geometric design features or incompatible uses. However, the preparation of a construction management plan, as detailed in mitigation measure **TRANS-3**, would reduce the potential for hazards due to geometric design features and incompatible uses to less than significant during the project construction phase.

Mitigation Measures

Refer to mitigation measure **TRANS-3** in **Section 4.17.**

Level of Significance After Mitigation

After implementation of mitigation measure **TRANS-3**, the project would have less than significant construction-phase impacts on emergency access.

Operation

City of Hesperia Hazard Mitigation Plan

The City of Hesperia Hazard Mitigation Plan (HMP) was adopted by the City Council in 2017. The purpose of the City's HMP is to provide a plan for reducing and/or eliminating risk in the City of Hesperia. The goals of the LHMP are to: protect life, property, and the environment; improve public awareness; protect the continuity of government; and improve emergency management preparedness, collaboration and outreach. The City, in cooperation with the San Bernardino County Fire Department, Hazardous Materials Division, will enforce disclosure laws that require all users, generators and transporters of hazardous materials and wastes to clearly identify the materials they store, use or transport. Users, generators and transporters are required to notify the appropriate city, county, state and federal agencies of a change in the quantity or type of hazardous materials and any violations. The Community Emergency Response Team (CERT) Program initiated by the City of Hesperia educates people about disaster preparedness and trains citizens to be self-sufficient following a major disaster (City of Hesperia, 2017, p. 3-7 to 3-12).

The HMP states that interstates would serve as major emergency response and evacuation routes (City of Hesperia, 2017, p. 4-70). As detailed in **Section 4.17**, the project would potentially impact surrounding intersection's level of service (LOS). However, the project would be required to implement **MM TRANS-1**, which would ensure that the Project Applicant would implement all the necessary operational improvements listed in the Section 11.7 of Traffic Impact Analysis (TIA) report (**Appendix I**) to ensure that all affected intersections by project development would operate at an adequate LOS. Additionally, the project would implement **MM TRANS-2**, which would ensure that the Project Applicant contribute to fair-share contributions for intersection operational improvements, resulting in less than significant LOS at all intersections affected in the project area. Therefore, project development would have less than significant impacts on emergency and evacuation plans.

Mitigation Measures

Refer to mitigation measure **TRANS-1** and **TRANS-2** in **Section 4.17.**

Level of Significance After Mitigation

After implementation of mitigation measure **TRANS-1** and **TRANS-2**, the project would have less than significant operational-phase impacts on emergency access.

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

No Impact

The California Department of Forestry and Fire Protection (CAL FIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Very High FHSZ Local Responsibility Areas (LRA). As shown on **Figure 4.9-3** Fire Hazard Severity Zone - *State Responsibility Area* and **Figure 4.9-4**, Fire Hazard Severity Zone - *Local Responsibility Area*, the project site is not located within either an SRA FHSZ or a Very High FHSZ in LRA for San Bernardino County (CAL FIRE, 2022). Therefore, there would be no impact.

Figure 4.9-3
FIRE HAZARD SEVERITY ZONES - STATE RESPONSIBILITY AREA

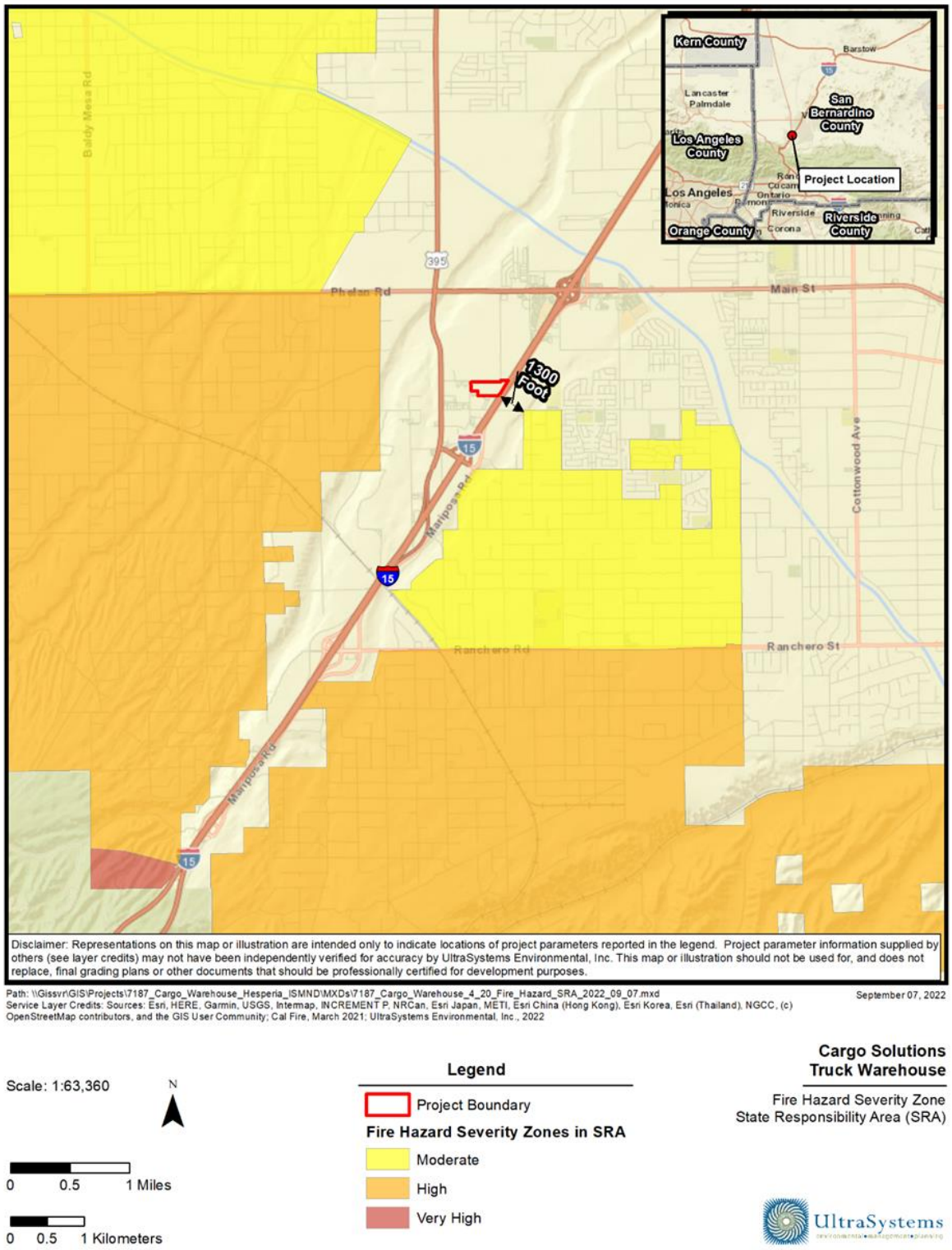
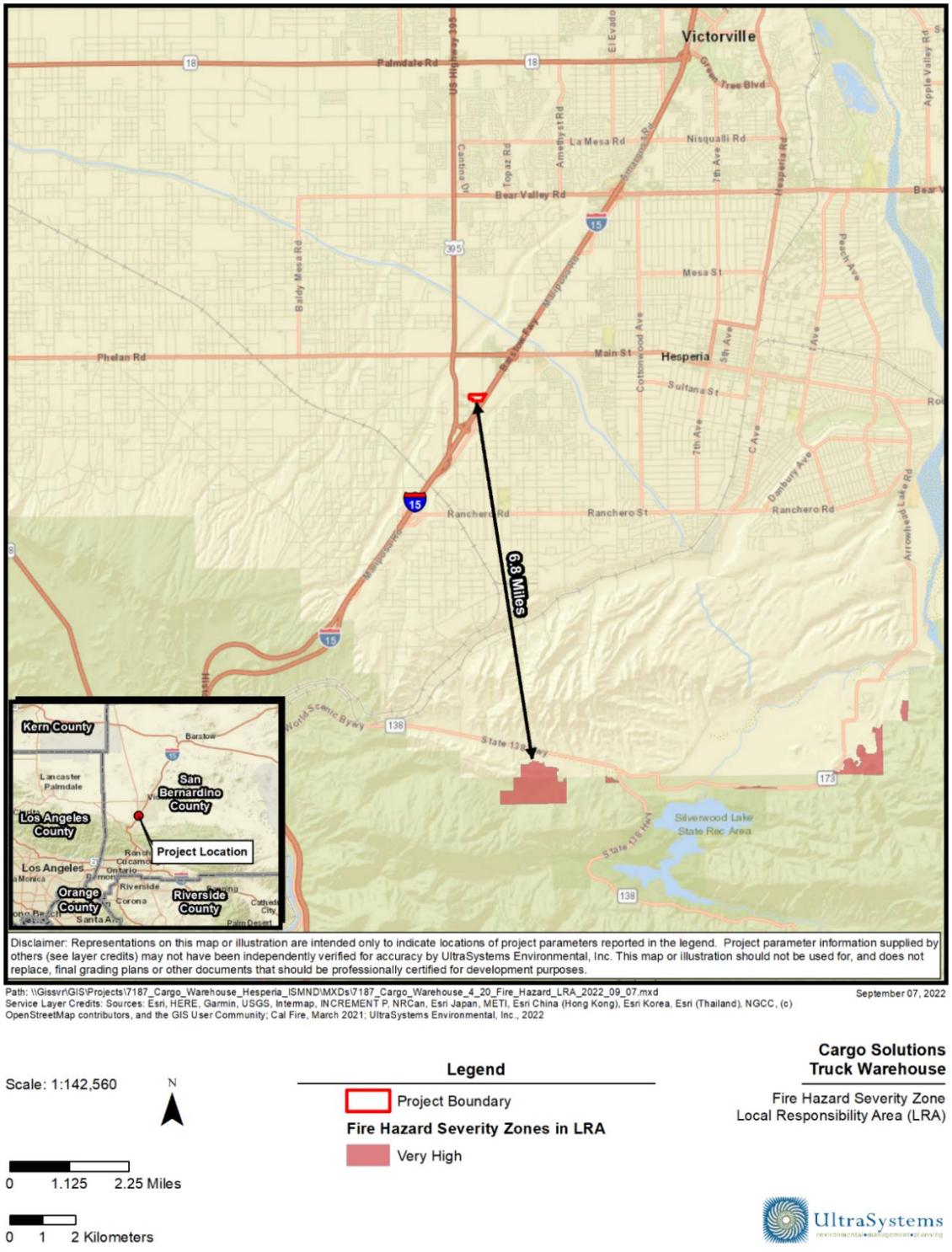


Figure 4.9-4
FIRE HAZARD SEVERITY ZONES - LOCAL RESPONSIBILITY AREA



4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or offsite;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			**X**	
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			**X**	
iv) impede or redirect flood flows?				**X**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

The California State Water Resources Control Board (SWRCB) requires its nine Regional Water Quality Control Boards (RWQCBs) to develop water quality control plans (Basin Plans) designed to preserve and enhance water quality and protect the beneficial uses of all Regional waters.

Specifically, Basin Plans designate beneficial uses for surface waters and groundwater, set narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State antidegradation policy, and describe implementation programs to protect all waters in the Regions (RWQCB 1995). In addition, Basin Plans incorporate by reference all applicable State and Regional Board plans and policies, and other pertinent water quality policies and regulations. The proposed project is under the jurisdiction of the Lahontan (Region 6) RWQCB.

As shown in **Figure 10.4-1,** *USGS Surface Waters and Watersheds*, the project site is located within the Oro Grande Wash hydrologic unit (HU; USGS HU code 180902080704), which drains an area of approximately 24 square miles. The Oro Grande HU is located within the larger Bell Mountain Wash-Mojave River Watershed (USGS HU code 1809020807), which encompasses approximately 276 square miles. The Oro Grande Wash HU drains the Oro Grande Wash and its tributaries beginning at the headwaters of the Wash, southeast of Baldy Mesa and approximately 0.6 mile west of Cajon Summit (USEPA, 2022h; Google Earth Pro, 2022).

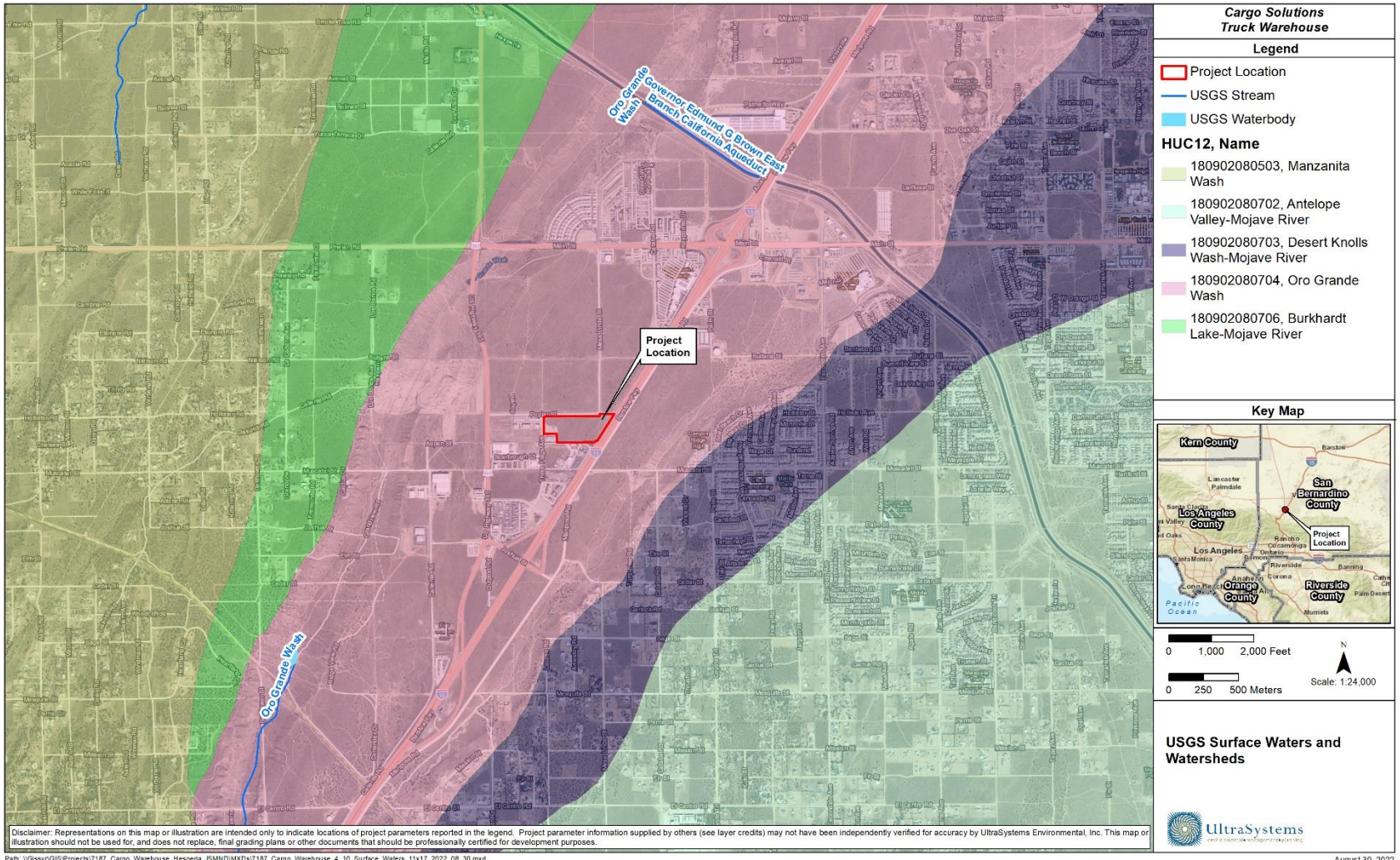
The project has prepared a preliminary Water Quality Management Plan (WQMP; Allard Engineering, 2024), which is designed to retain and treat stormwater generated onsite. The WQMP proposes one 20.33-acre drainage area (DA-1) containing drainage systems in two drainage management areas (DMA-1 and DMA-2).

DMA-1 (10.5 acres) would consist of swales, grated inlets with filter inserts and pipes that would convey the flows to the proposed infiltration/retention Basin-1 at the northeast corner in DMA-1. The proposed Basin-1 would be comprised of a two-stage pit system (Maxwell Plus Drywell System) at the northeast corner in DMA-1. The proposed infiltration/retention Basin-1 is sized to qualify for the required WQMP design capture volume (DCV) volume (30,956 cf) as well as the required detention volume (55,572 cf) from the drainage management area DMA-1 (Allard Engineering, 2024, p. 1-2).

DMA-2 (9.83 acres) would also consist of swales, grated inlets with filter inserts and pipes that would convey the flows to the proposed infiltration/retention Basin-2 with two-stage pit system (Maxwell Plus Drywell System) at the northwest corner in the drainage management area DMA-2. The proposed infiltration/retention Basin-2 is sized to qualify for the required DCV (28,981 cf) as well as the required detention volume (52,035 cf) from the drainage management area DMA-1 (Allard Engineering, 2024, p. 1-2).

Detention volume has been calculated based upon the City of Hesperia "13.5-cubic feet (cf) per 100-square feet (sqft) of impervious area" rule. Required combined detention volume (107,606 cf) exceeds the combined water quality volume (59,937 cf) from DMA-1 & DMA-2. The infiltration/retention Basin-1 with two-stage pit system will drain out at the northeast corner of DMA-1 to Poplar Street via an under-sidewalk parkway drain when the basin reaches capacity. The infiltration/retention Basin-2 with two-stage pit system will drain out at the northeast corner of DMA-2 to Poplar Street via under-sidewalk parkway drain when Basin-2 reaches capacity (Allard Engineering, 2024, p. 1-2). The proposed project site would maintain consistency with the existing drainage pattern in the area. (Allard Engineering, 2024, p. 4-12).

Figure 4.10-1
USGS SURFACE WATERS AND WATERSHEDS



Development of the project has the potential to result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation. Temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area. Erosion and sedimentation affect water quality of receiving waters through interference with photosynthesis, oxygen exchange, and respiration, growth, and reproduction of aquatic species. Runoff from construction sites may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants such as nutrients, trace metals and hydrocarbons can attach to sediment and be carried by stormwater into storm drains which, under some circumstances, may discharge into the Mojave River and eventually to its terminus, East Cronise (Dry) Lake, located in Cronise Valley north of Interstate 15, east of the Cronise Mountains and west of the Soda Mountains, approximately 10 miles west of Zzyzx.

Spills and mishandling of construction materials and waste may also potentially leave the project site and negatively impact water quality. The use of construction equipment and machinery may potentially result in contamination from petroleum products, hydraulic fluids, and heavy metals. Contamination from building preparation materials such as paints and solvents, and landscaping materials such as fertilizers, pesticides, and herbicides may also potentially degrade water quality during project construction. Trash and demolition debris may also be carried into storm drains and discharged into receiving waters.

Construction Pollutants Control

The project proponent is required by the SWRCB to obtain coverage under a General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ; also called the General Permit), as authorized by § 402 of the Clean Water Act, for projects which would disturb one or more acres of soil during construction. The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction best management practices (BMPs) to reduce or eliminate point and non-point source discharges of pollutants. Additionally, BMPs must be maintained and inspected before and after each precipitation event, and repaired or replaced as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of the General Permit (Order 2022-0057-DWQ), potential violations of water quality standards or waste discharge requirements during project construction would be less than significant.

Operational Pollutant Controls

National Pollutant Discharge Elimination System (NPDES; General Permit No. CAS000004), Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (General Permit) requires that the permittees develop a Storm Water Management Program (SWMP). The City of Hesperia is a permittee (County of San Bernardino, 2003).

The SWMP regulates the discharge of pollutants into waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities. These conveyance systems are commonly referred to as municipal separate storm sewer systems (MS4s), or storm drains. In this context, the NPDES Permit is also referred to as an MS4 Permit.

A Phase II Small MS4 is any MS4 that is not already regulated under the Phase I storm water program. Regarding the City of Hesperia, the Phase II Small MS4 serves a small urbanized area as designated by the Bureau of Census. Principal permittees and co-permittees must regulate discharges of pollutants in urban runoff from man-made sources into storm water conveyance systems within their jurisdiction; for example, the Mojave Desert.

New development and redevelopment can significantly increase pollutant loads in stormwater and urban runoff, because increased population density results in proportionately higher levels of vehicle emissions, vehicle maintenance wastes, municipal sewage wastes, household hazardous wastes, fertilizers, pet waste, trash, and other pollutants (SWRCB, 2022). MS4 Permits require new development and significant redevelopment projects to incorporate post construction low impact development BMPs into project to reduce or eliminate the quantity, and improve the quality of, stormwater being discharged from the project site.

A preliminary WQMP (Allard Engineering, 2024), included in **Appendix G** of this document, has been prepared for the proposed project site in accordance with the *Mojave River Watershed Technical Guidance Document for Water Quality Management Plans* (County of San Bernardino, 2016). The *Stormwater Management Program for the Mojave River Watershed* (SWMP; County of San Bernardino, 2003) and the required WQMP includes the implementation of Low Impact Development (LID) features to ensure that most stormwater runoff is treated and retained onsite.

The preliminary WQMP includes structural BMPs, including use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; and completion of grade of landscaped areas at a minimum of one to two inches below top of curb, sidewalk, or pavement, preservation the existing drainage patterns (Allard Engineering, 2024, pp. 4-5 to 4-9). These LID BMPs are highly effective at removing water pollutants such as sediment, nutrients, trash, metals, bacteria, oil and grease, and organic compounds while reducing the volume and intensity of stormwater flow leaving a site.

The WQMP also includes non-structural Source Control BMPs including (but not limited to): education of property owners, tenants, and occupants on stormwater BMPs; activity restrictions; landscape management BMPs; BMP maintenance; implementation of a spill contingency plan; implementation of a litter/debris control program; employee training; implementation of a drop inlets inspection program; housekeeping of loading docks; vacuum sweeping of private streets and parking lots; and compliance with all other applicable NPDES permits (Allard Engineering, 2024, pp. 4-5 to 4-9).

After implementation and design of both Source Control BMPs and Site Design BMP measures, runoff from DMA-1 and DMA-2 would be directed to proposed infiltration/retention Basin 1 and Basin 2, which are designed with two-stage pit systems to contain sediment and debris carried by incoming water. Floating trash, paper, pavement oil, etc. are removed by debris shields in each chamber; these shielding devices are equipped with a screen to filter suspended material and are vented to prevent siphoning of floating surface debris as the system drains. Additionally, settling chambers are equipped with absorbent sponges to remove pavement oils (Torrent Resources, Inc., 2012), as specified in Permit § E.12.e (ii)(c) *Numeric Sizing Criteria for Storm Water Retention and Treatment*.

With implementation of construction and operational BMPs, potential impacts to water quality would be less than significant and mitigation is not proposed.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact

The project site is located within the Upper Mojave River Valley Groundwater Basin (Basin ID 6-42), which covers approximately 645 square miles and underlies a north-south valley with the Mojave River occasionally flowing through the valley from the San Bernardino Mountains on the south, and northward into the Middle Mojave River Valley Groundwater Basin at the City of Helendale. This groundwater basin is bounded on the northeast by the Helendale fault zone, which forms a barrier to the groundwater flow in the regional fan unit, but does not appear to be a barrier to groundwater flow in the floodplain unit. Average precipitation varies across the basin from 5 to 36 inches; the average for the basin is approximately 12 inches (DWR, 2004).

The nearest water well (State Well Number 04N05W21H001S; California Statewide Groundwater Elevation Monitoring Program [CASGEM] Well Identification Number: 4044) is located approximately 0.7 miles northwest of the project. This active well is designated for observation purposes and is drilled to a depth of 670 feet. The most recent measurement, conducted on September 11, 2023, recorded a groundwater elevation of 658.6 feet below ground surface (bgs). The highest groundwater level was 647.4 feet bgs, measured on January 17, 1996 (CASGEM 2024).

The proposed project is within the service area of the Hesperia Water District (District). Water is supplied to the city from the groundwater aquifer, and is extracted using deep well water pumps and booster pumps in the distribution system. The city's water is extracted through 18 wells placed throughout Hesperia, where the water is regularly tested and treated per applicable state and federal regulations (City of Hesperia, 2008).

According to the City's Urban Water Management Plan (UWMP), the District can supply water to meet the needs of the service area through 2045 on a 25-year planning horizon with anticipation of both normal and dry conditions. Hesperia has reliable supplies to meet demand in normal, single dry years, and five consecutive dry year conditions through 2045 (Tully and Young, 2020).

The project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. The project would have a less than significant impact in this regard and mitigation is not required.

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

i) Result in substantial erosion or siltation on or offsite;

Less Than Significant Impact

The project site is relatively flat with average slope of less than 2 percent (Allard Engineering 2024, p. 3-2). Elevations on the site range from approximately 3,606 to 3,620 feet above mean sea level (amsl; Google Earth Pro, 2022b). The southern segment of the project site contains slightly higher elevations that the northern segment. There is no evidence that the project site supports ephemeral, intermittent, or perennial streams or rivers. The site currently drains to the north toward Poplar

Street; the design of the project would direct water to the northeast corner (in DMA-1) and to the northwest corner (in DMA-2; Allard Engineering, 2024, pg. 3-1).

Construction

As described in **Section 4.10 a),** temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area.

The project owner would be required to have a SWPPP prepared by a certified qualified SWPPP developer. The required SWPPP would be project-specific and would prescribe site-specific stormwater BMPs which would be intended to minimize or avoid having soil leave the project site, through either stormwater or wind, and thus minimize or avoid soil erosion onsite and siltation in receiving waters. With implementation of a project specific SWPPP and proper maintenance and replacement of required stormwater BMPs (as necessary), potential impacts that could potentially result in substantial erosion or siltation on- or offsite would be minimized or avoided, and impacts would be less than significant.

Operation

As detailed in **Section 4.10 a)**, the LID BMPs proposed as part of project design would minimize or avoid on- or offsite erosion and siltation by a combination of maintaining drainage patterns, installation of landscaping, and installation of LID BMPs which would prevent erosion and prevent siltation-laden stormwater from leaving the site. Applicable regulations and guidelines (e.g., the SWMP), and installation of LID BMPs, including site design, infiltration, pre-treatment BMPs, etc., would limit pollutant discharges from project. The project's adherence to existing requirements and implementation of the project's WQMP would reduce erosion and siltation during operation; therefore, impacts resulting from operation of the project would be less than significant. Mitigation is not required.

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?

<u>Less than Significant Impact</u>

As discussed in the project's preliminary WQMP, the project design would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 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. Impacts would be less than significant.

As detailed in the proposed project's WQMP and in **Section 4.10 a)** above, the proposed project would incorporate structural BMPs in compliance with the requirements of the SWMP for the Mojave River Watershed. The project proposes installation of two infiltration/retention basins in DMA-1 and

DMA-2 which, combined, retain stormwater onsite to the maximum extent practicable. The required combined detention volume (107,606 cubic feet) exceeds the combined water quality volume (59,937 cubic feet). The infiltration/retention Basins would drain out at the northeast and northwest corners of the site to Poplar Street via storm drain only when Basins reach capacity. (Allard Engineering, 2024, p. 3-1).

The SWMP and the project WQMP would require the implementation of water quality features to ensure that runoff is both retained and treated prior to discharge into native soils (infiltration), storm drains or other regional conveyance facilities, as described above. Therefore, upon adherence to existing state water quality requirements, including SWMP requirements, the proposed project would minimize or avoid causing a substantial increase in the rate or amount of surface runoff in a manner which would: (1) result in flooding on- or offsite; (2) would not 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 (3) 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. Impacts would be less than significant, and no mitigation is proposed.

iv) Impede or redirect flood flows?

No Impact

The project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Bernardino County, California, and Incorporated Areas (Map Number 06071C6475H, effective August 28, 2008); the site is not located a Special Flood Hazard Area (SFHA) and above the elevation of the 0.2 percent annual chance (500-year) flood areas (FEMA, 2008; Google Earth Pro 2022b). The project site is located above the nearest 100- or 500-year floodplain and the proposed project would not impede or redirect flood flows. No impact would occur, and mitigation is not required.

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

No Impact

Two dams or reservoirs are within a 10-mile radius of the project site: Cedar Springs and Amethyst Basin. The project would not be located within the dam breach inundation areas of either of these dams or reservoirs (DWR, 2023) and would not be at risk of flood hazards due to dam breaches. As discussed previously, the project site is located above the 500-year floodplain and would not be at risk of inundation by flood hazards.

The tsunami inundation area nearest to the project site is the City of Long Beach, located approximately 60 miles southwest of the project site (FCGS, 2021), and therefore would not be at risk of inundation by tsunami.

A seiche is an oscillating wave, formed by earthquakes or winds, in an enclosed or partially enclosed waterbody. The nearest waterbody to the project site in which a seiche could form is Cedar Springs, approximately 8.75 miles southeast of the project site; however, flood water resulting from a seiche at that location would be directed into the Mojave River, east of the project site. The project site is

not within the dam breach inundation areas mapped for this waterbody (DWR, 2023), and the project would not be at risk of inundation by seiche.

The proposed project would not be at risk of inundation by flood hazards, tsunami, or seiche, and would therefore not be at risk of release of pollutants due to inundation. No impact would occur, and mitigation is not required.

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

Less than Significant Impact

Groundwater in the Upper Mojave River Valley Groundwater Basin (Basin ID 6-42) is recharged by natural storm water flows, infiltration of the Mojave River and tributaries, imported supplies from the Mojave Water Agency to recharge basins, and irrigation and wastewater return flow. Local supply of groundwater is naturally recharged by surface water from the Mojave River and the Mojave River watershed. Most of this water enters aquifers from the San Bernardino Mountains as rain or snow. Additionally, there are recharge sites in the floodplain aquifer along the Mojave River in Hesperia and southern Apple Valley through the operation of the MWA Regional Recharge and Recovery Project (Tully and Young, 2020).

As discussed in **Section 4.10 a)**, the proposed project would comply with the Construction General Permit by developing and implementing a site-specific SWPPP and construction stormwater BMPs throughout the construction phase. The proposed project would also comply with the SWMP by incorporating LID BMPs into project design, which would avoid or minimize the amount and type of pollutants leaving the project, entering receiving waters, and impacting water quality and beneficial uses defined for these waters by the Basin Plan (RWQCB, 1995). In addition, the LID BMPs would allow stormwater infiltration into the local aquifer, similar to the existing infiltration conditions and minimize or avoid impacts to groundwater quality and beneficial uses of the Upper Mojave River Valley Groundwater Basin (RWQCB, 1995). The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur, and mitigation is not required.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

a) Would the project physically divide an established community?

No Impact

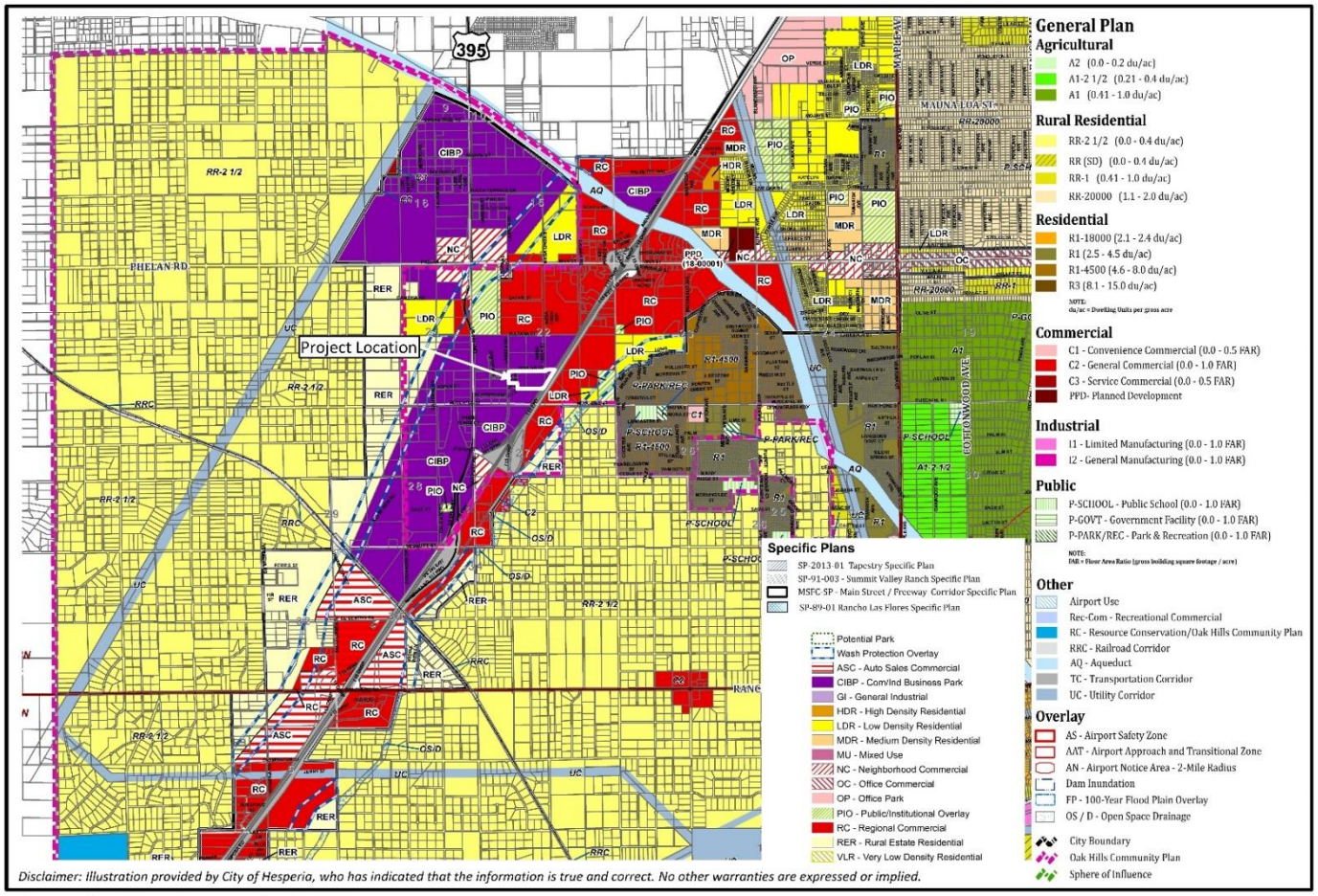
The entire project site is currently undeveloped land. The project site is located in a semi-rural and lightly developed portion of the city with undeveloped land to the north and east; industrial, commercial, and undeveloped land uses to the south; and commercial and undeveloped land uses to the west (Google Earth Pro, 2024). The proposed project would stay within project site boundaries and would not extend into rights-of-way (ROWs) or other property. Therefore, project development would not physically divide an established community, and no impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact

The City's General Plan land use and zoning designation for the project site is Com/Ind Business Park (CIBP) under the Main Street and Freeway Corridor Specific Plan (City of Hesperia, 2020; City of Hesperia, 2010). Refer to **Figure 4.11-1** below, which depicts the General Plan land use and zoning designations of the project site and surrounding areas. The purpose of the CIBP zoning designation is to create employment-generating uses in a business park setting. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, which will produce only a small environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Permitted uses include commercial storage facilities, manufacturing, offices, repair shops, warehousing and wholesale distribution centers, and other similar uses (The Arroyo Group, 2021, p. 196-197). The project proposes two truck warehouse buildings that would have warehouse, office, grade level door areas, and associated surface parking lot and landscaping. The proposed project would be consistent with the city's General Plan and zoning designation standards for the project site.

Figure 4.11-1
GENERAL PLAN LAND USE AND ZONING DESIGNATION



Source: City of Hesperia, November 18, 2021.

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Truck Warehouse
General Plan Land Use and Zoning

A consistency analysis of the proposed project in regards to applicable City of Hesperia General Plan Land Element and the Main Street and Freeway Corridor Specific Plan (MSFCSP) goals and policies is provided below in **Tables 4.11-1** and **4.11-2**, respectively.

Table 4.11-1
CONSISTENCY ANALYSIS: PROPOSED PROJECT COMPARED TO APPLICABLE CITY OF HESPERIA GENERAL PLAN LAND USE ELEMENT GOALS AND POLICIES

Goals and Policies	Consistency Analysis
Goal LU-1: Regulate development so that the density of residential development and the intensity of non-residential development are appropriate to the property, surrounding properties, and the general neighborhood.	
Policy LU-1.1: Require that new construction, additions, renovations, and infill developments be sensitive to neighborhood context and building form and scale.	The project would be a new construction project that is surrounded by similar industrial developments with similar building heights. Therefore, the project would be in compliance with this policy.
Policy LU-1.3: Require that new construction, additions, renovations, and infill developments be sensitive to the intent of the land use designations, incorporating neighborhood context as well as building form and scale.	The proposed buildings would be surrounded by similar industrial developments and would follow the project site's Com/Ind Business Park (CIBP) land use designation requirements. Therefore, this project would be consistent with this policy.
Goal LU-4: Promote industrial development within the City which will expand its tax base and provide a range of employment activities, while not adversely impacting the community or environment.	
Policy LU-4.2: Encourage a diverse mix of industrial and service businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.	The proposed project would construct and operate two industrial truck warehouse developments on an undeveloped and underutilized lot within the city, which would create additional jobs for the local workforce. Therefore, this project would be consistent with this policy.
Policy LU-4.3: Discourage the re-zoning of industrial land to other uses as sufficient industrial land should be maintained to provide a full range of industrial businesses to the community and surrounding areas.	The proposed project would adhere to its CIBP zoning and would provide an industrial development to the community and surrounding areas. Therefore, this project would be consistent with this policy.
Policy LU-4.6: Incorporate varied planes and textures and variety in building materials on industrial buildings to achieve high quality architectural design.	The proposed project would be built with a variety of high-quality materials that would adhere to the City's design guidelines, which would complement the industrial buildings surrounding the project. Therefore, the project would be consistent with this policy.
Policy LU-4.8: Require delivery areas to be separated from pedestrian areas.	The project has planned the office use and warehouse use on opposite sides of the buildings. Additionally, all truck parking areas are not within pedestrian rights-of-way (ROWs) such as sidewalks. Therefore, the project would be consistent with this policy.
Policy LU-4.9: Include full architectural treatment on all sides of buildings facing streets.	The proposed project would include full architectural treatment on all sides facing streets. Therefore, the project would comply with this policy.

Goals and Policies	Consistency Analysis

Sources: City of Hesperia, 2019a, p. XIX to XXIV. City of Hesperia General Plan. Accessed online at https://www.cityofhesperia.us/DocumentCenter/View/15728/General-Plan-Update-August-2019 , accessed on August 30, 2022.

Table 4.11-2
CONSISTENCY ANALYSIS: PROPOSED PROJECT COMPARED TO APPLICABLE CITY OF HESPERIA MAIN STREET AND FREEWAY CORRIDOR SPECIFIC PLAN GOALS AND POLICIES

Goals and Policies	Consistency Analysis
Goal LU-2: Create a jobs/housing balance in the City.	
Policy LU-2.1: Designate land near Interstate-15 and Highway 395 for freeway-oriented commercial and industrial/business park development.	The proposed project would construct and operate two industrial truck warehouse developments located between the I-15 and the U.S. 395 freeways. Therefore, the project would be consistent with this policy.
Policy LU-2.2: Add to the City's industrial land base where logically and physically possible to do so.	The proposed project would be located in a Com/Ind Business Park (CIBP) zoned area and within proximity to truck routes such as the I-15 and U.S.-395. Therefore, the project would be consistent with this policy.

Sources: The Arroyo Group, 2021, p. 24. City of Hesperia Main Street and Freeway Corridor Specific Plan. Accessed online at https://www.cityofhesperia.us/DocumentCenter/View/15940/MSFCSP-update , accessed on August 30, 2022.

As shown in **Tables 4.11-1** and **4.11-2**, the proposed project would adhere to all applicable land use goals and policies of the city's General Plan Land Use Element and the Main Street and freeway Corridor Specific Plan. Therefore, impacts would be less than significant.

4.12 Mineral Resources

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

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

and

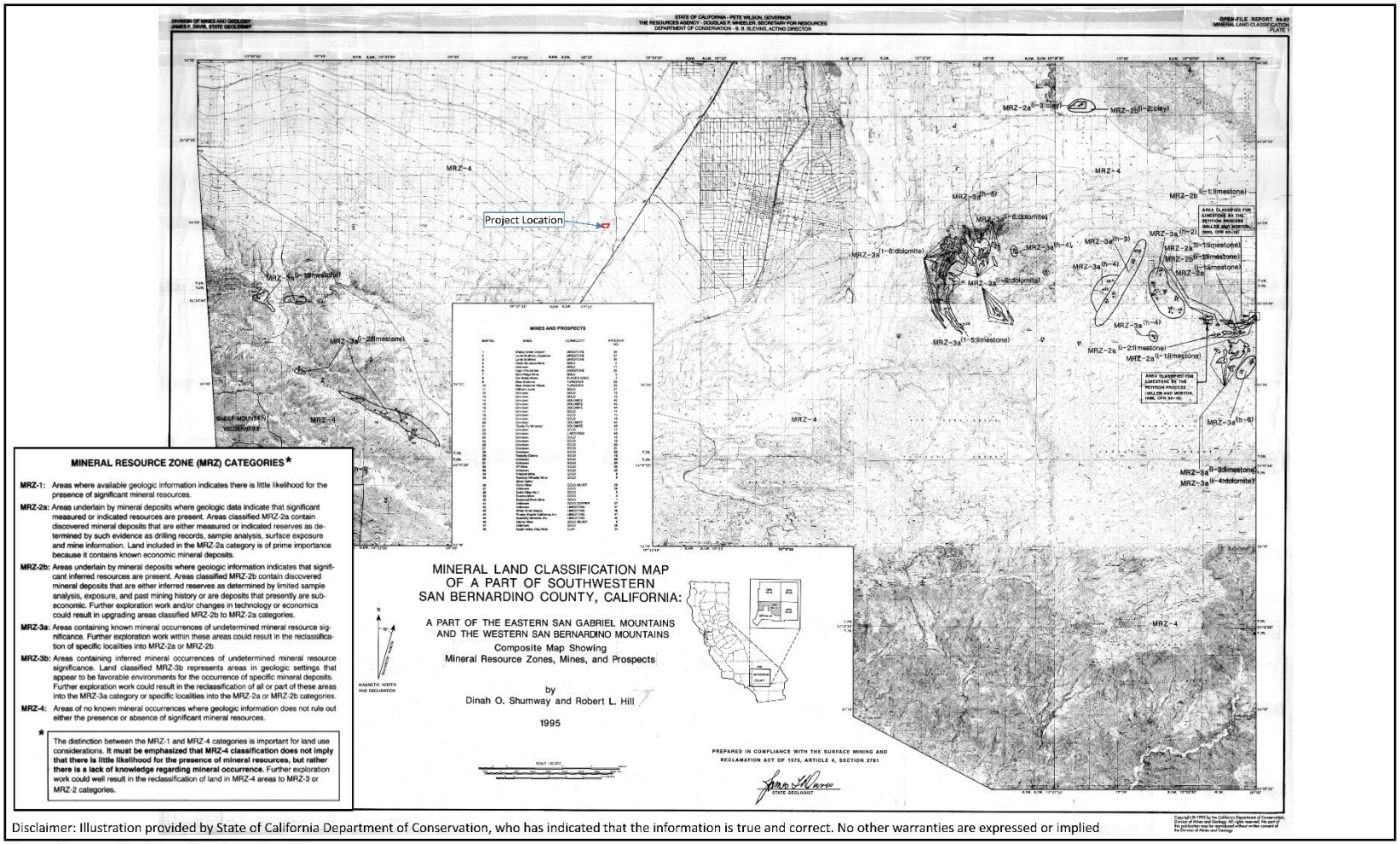
b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less Than Significant Impact

The project site area is designated Mineral Resource Zone (MRZ-3a) by the California Department of Conservation (DOC), meaning that geologic data indicate that this area may contain significant aggregate deposit (DOC, 1993); see **Figure 4.12-2**. According to the proposed Hesperia General Plan Conservation and Open Space Element, the City of Hesperia currently has not identified any known mineral resources that would be of value to the region and the residents of the state (City of Hesperia, 2019a). Additionally, the project site is not scaled large enough for a mining operation.

The nearest mine to the project site mapped by the Division of Mines Reclamation (DMR) is a White Knob and White Ridge Mine at Crystal Creek Road and Gateway Road in the County of San Bernardino approximately 11.7 miles to the southeast (DOC, 2022a). The nearest oil or gas well to the project site is a plugged well approximately eight miles southwest of the project site (DOC, 2022b); see **Figure 4.12-2**. Therefore, project development would not cause a loss of availability of known mineral resources valuable in regards to the region with less than significant impact.

Figure 4.12-1
DESIGNATED MINERAL RESOURCE ZONE



Disclaimer: Illustration provided by State of California Department of Conservation, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: Shumway, Dinah O. and Hill, Robert L., 1995.

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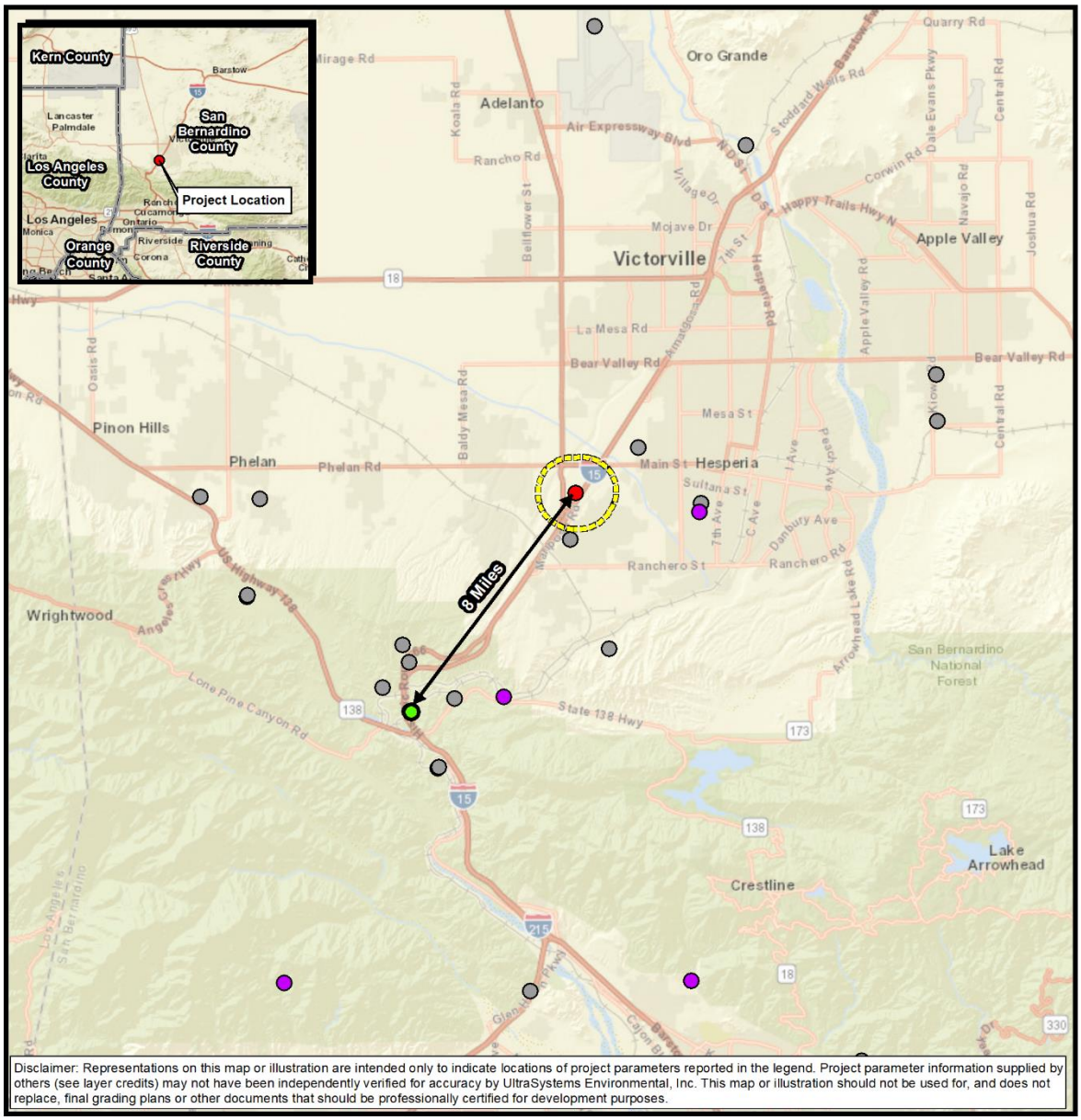
Designated Mineral Resource Zones

Figure 4.12-2
OIL AND GAS WELLS



4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micro pascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.

- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. L_{max} is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Hendriks, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA "penalty" added to noise that occurs between 10:00 p.m. and 7:00 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise

The proposed project includes the construction and operation of two truck warehouses at the southeast corner of Poplar Street and Three Flags Avenue in the City of Hesperia in San Bernardino County, California. The western half of the project site (20.32 acres) will include the first truck warehouse building and surface parking for trucks and cars. The eastern half of the project site (9.8 acres) will include the second truck warehouse building and additional surface parking for trucks and cars. The project site will be divided and surrounded by an eight-foot-tall wall that serves as a property line and will help to attenuate noise during operation.

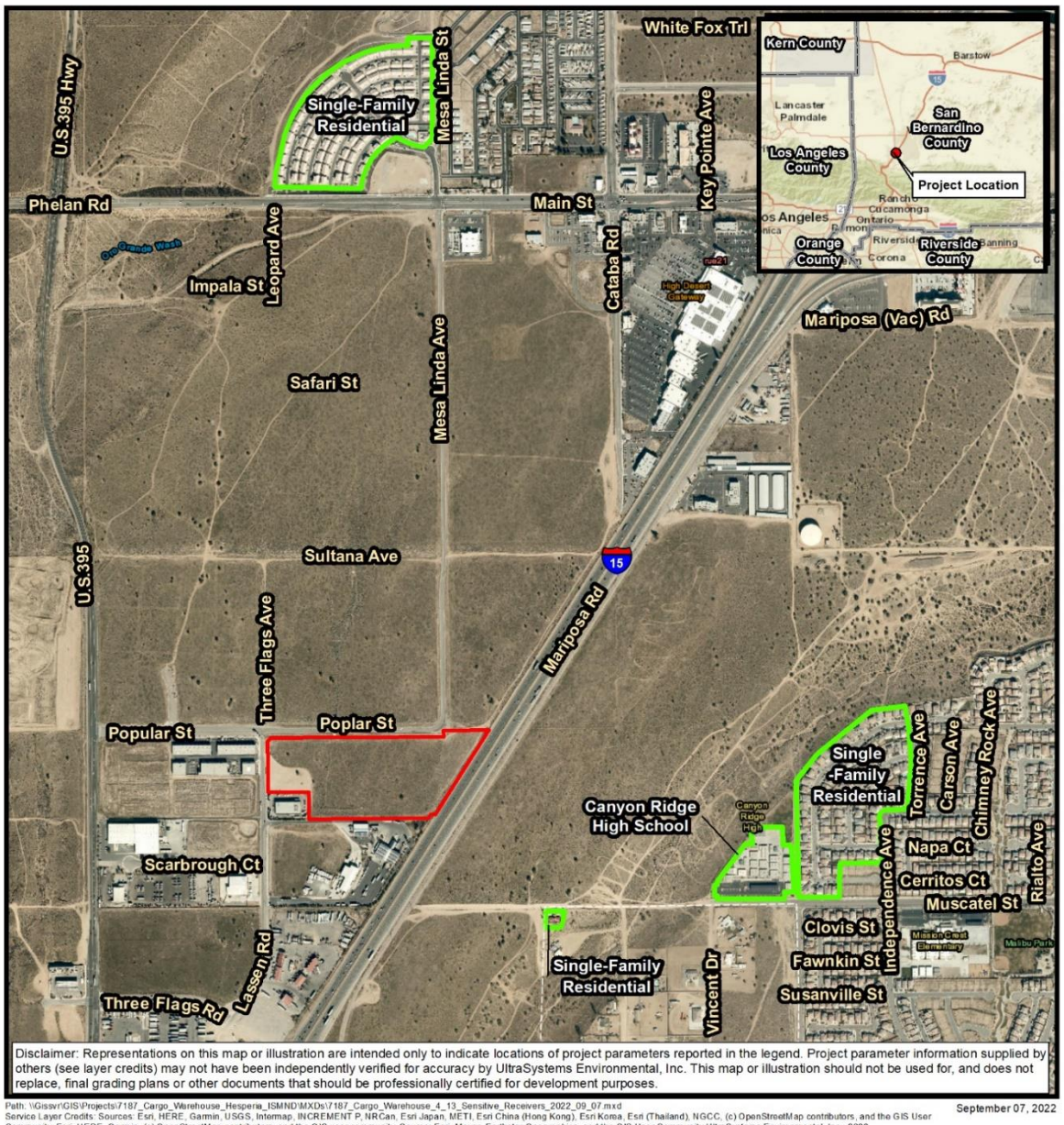
The City of Hesperia's General Plan lists a "*Noise Sensitive Land Use"* as a land use associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, public assembly facilities, amphitheaters, congregate care facilities, childcare facilities, and libraries (City of Hesperia, 2019a). Additionally, the City's Municipal Code has applicable noise standards in regard to construction noise, interior noise, and exterior noise (City of Hesperia Municipal Code, 2022). The closest noise sensitive land use to the project site is a rural single-family dwelling southeast of the project site, on the east side of the I-15 freeway and on the south side of Muscatel Road (Google Earth Pro, 2022). Noise sensitive land uses are shown in **Figure 4.13-1**. **Table 4.13-1** summarizes information about them.

Table 4.13-1
NOISE SENSITIVE LAND USES IN PROJECT AREA

Description	Location	Distance From Site Boundary (feet)[a]	Nearest Ambient Sampling Point[b]
Single-family Residence (Southeast)	12623 Muscatel Street	1,079	1
Canyon Ridge High School (Southeast)	12850 Muscatel Street	2,192	2
Single-family Residence (East)	9048 Seal Beach Drive	2,395	3
Single-family Residence (North)	9800 Mesa Linda Drive	4,059	4

[a]These distances were not used for the construction noise calculations; see **Section 4.13.6**.
[b]See **Figure 4.13-2** for locations of ambient noise sampling points.

Figure 4.13-1
SENSITIVE RECEIVERS NEAR THE PROJECT SITE



Freeway traffic (passenger vehicles and trucks) and traffic on heavily traveled surface streets are the largest contributors to ambient noise levels. City roadways that generate the most traffic noise include the major north-south trending I-15 and US Highway 395, due to their higher traffic volumes and vehicle speeds. The nearest east-west roadway that generates significant noise is Main Street, about 0.75 mile north of the project site. The project site is adjacent to the aforementioned freeways; the closest large noise-generating roadway to the project site is I-15 freeway, approximately 28 feet southeast of the project site and abutting the project boundary (Google Earth Pro, 2022).

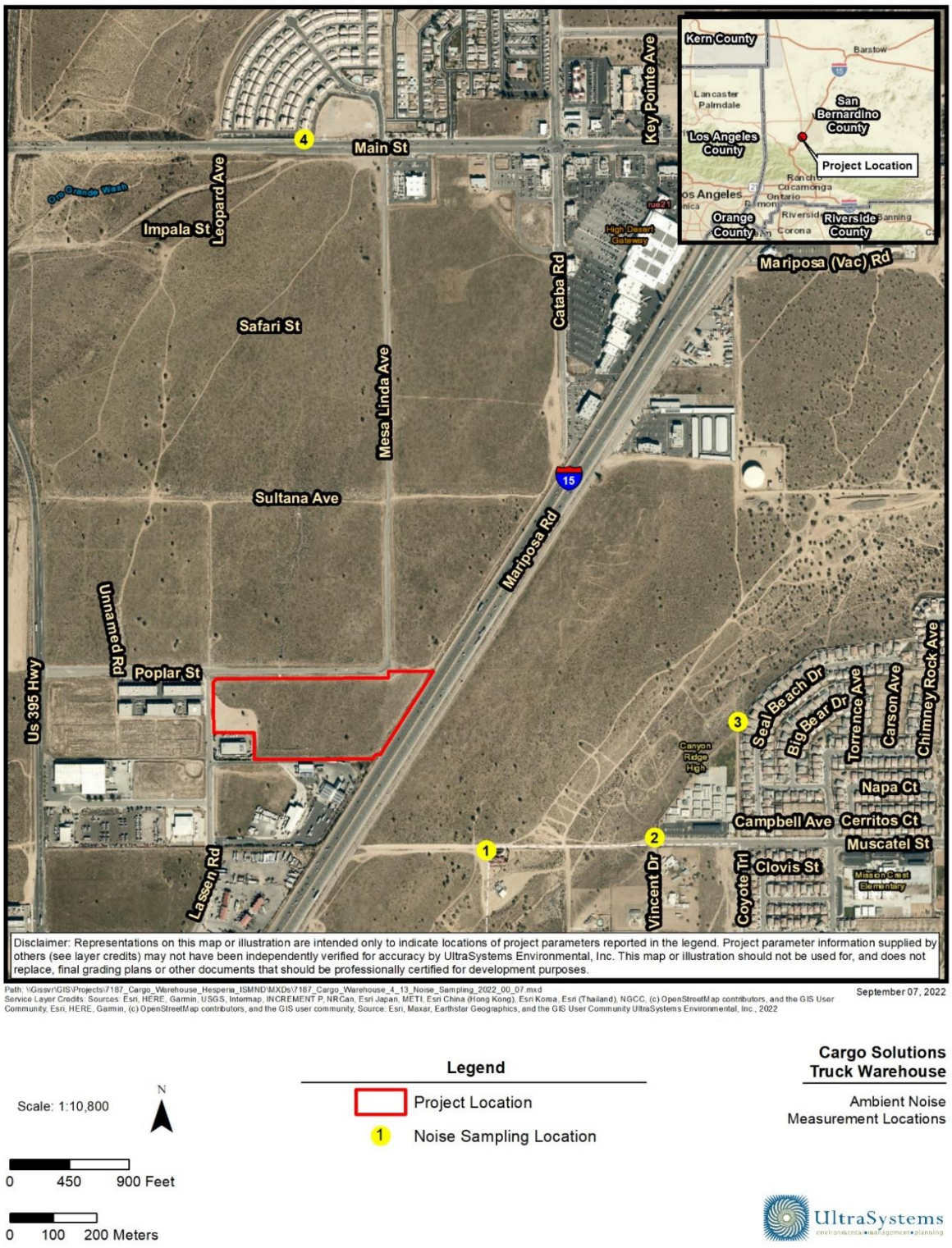
UltraSystems conducted ambient noise sampling at four locations around the project site area, as shown in **Figure 4.13-2**. **Table 4.13-2** lists the measurement points, sampling locations, and measurement results. Details of the ambient sampling methods and results are provided in **Appendix H**. The samples were taken between 10:52 a.m. and 12:53 p.m. on Thursday, August 25, 2022. The 15-minute L_{eq} values ranged from 49.8 dBA to 71.5 dBA. The lowest of these values was measured at Point 2, which is located in front of Canyon Ridge High School along Muscatel Street southeast of the project site. The maximum ambient noise level was located at Point 4, located in front of a single-family residence along Main Street approximately 0.75 mile north of the project site.

Table 4.13-2
AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
2	S270	10:52 a.m. – 11:07 a.m.	12850 Muscatel Street	49.8	62.6	45.7	Southwest corner of Canyon Ridge High School, east-southeast of project site
3	S271	11:22 a.m. – 11:37 a.m.	9048 Seal Beach Drive	50.6	62.8	47.5	In front of residential wall on Canyon Ridge High School property east of project site
1	S272	11:58 a.m. – 12:13 p.m.	12623 Muscatel Street	53.1	61.1	49.8	In front of a rural single-family residence southeast of project site
4	S273	12:38 p.m. - 12:53 p.m.	9800 Mesa Linda Street	71.5	89.2	51.9	In front of single-family housing tract along residential wall north of project site

Source: UltraSystems, 2022.

Figure 4.13-2
AMBIENT NOISE MEASUREMENT LOCATIONS



4.13.4 Regulatory Setting

State of California

The California Department of Health Services (DHS) Office of Noise Control, which no longer exists, studied the correlation of noise levels with effects on various land uses. The most current guidelines prepared by the state noise officer are contained in the "General Plan Guidelines" issued by the Governor's Office of Planning and Research in 2003 and reissued in 2017 (OPR, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

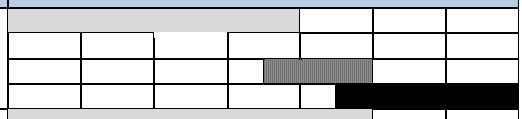
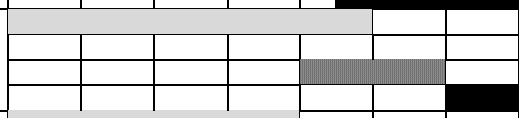
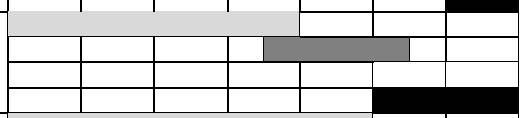
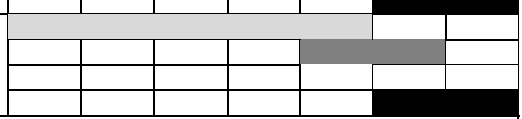
- Normally Acceptable: Is generally acceptable, with no mitigation necessary.
- Conditionally Acceptable: May require some mitigation, as established through a noise study.
- Normally Unacceptable: Requires substantial mitigation.
- Clearly Unacceptable: Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in Table 4.13-4. There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in a given situation.

Title 24 of the California Code of Regulations requires performing acoustical studies before constructing dwelling units in areas that exceed 60 dBA L_{dn}. In addition, the California Noise Insulation Standards identify an interior noise standard of 45 dBA CNEL for new multi-family residential units. Local governments frequently extend this requirement to single-family housing.

Table 4.13-4
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							

Land Use Category	Noise Exposure (dBA, CNEL)
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings, Business Commercial and Professional	
Industrial, Manufacturing, Utilities, Agriculture	

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, 2017.

City of Hesperia General Plan Noise Element

The City of Hesperia General Plan Noise Element has the following applicable goals and associated policies for addressing noise issues in the community (City of Hesperia, 2019a):

Goal: NS-1 To achieve and maintain an environment which is free from excessive or harmful noise through identification, control and abatement.

Policy NS-1.1: Incorporate noise reduction features during site planning and into land use planning decisions to mitigate anticipated noise impacts on affected residential noise-sensitive land uses.

Policy NS-1.2; Control and abate undesirable sounds through the use of the land use compatibility criteria shown in Exhibit NS-1, Table N-3, and Municipal Code Section 16.20.125(B).

Policy NS-1.3; Enforce the California Noise Insulation Standards (California Code of Regulations, Title 24). Title 24 requires that an acoustical analysis be performed for all new multifamily residences in areas where the exterior sound level exceeds 60 dBA CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 dBA CNEL or below.

Policy: NS-1.4; Require that an acoustical analysis be performed for all new single-family residences in areas where the exterior sound level exceeds 60 dBA CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 dBA CNEL or below.

Policy NS-1.5; Require the design and construction of commercial, industrial, office and mixed-use structures developments with noise attenuation methods to minimize excessive noise upon noise-sensitive land uses.

Policy NS-1.6: Provide developers and builders with development noise policy guidelines. The guidelines shall provide specific design criteria, minimum standards for submittal of acoustical studies and descriptions of acceptable noise mitigation measures.

Policy NS-1.7: Ensure that areas of frequent outdoor use … are not subjected to inappropriate noise levels resulting from transportation systems.

Policy NS-1.8: Coordinate with state and local agencies to maintain and enforce noise control policies and standards.

Policy NS-1.9: Encourage commercial, industrial, office and mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from noise-sensitive land uses.

Policy NS-1.10: Limit the hours of construction activity in, and around, residential areas in order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays.

Policy NS-1.11: Limit delivery hours for businesses with loading areas or docks fronting, siding, or bordering or gaining access on driveways adjacent to noise-sensitive areas.

Policy NS-1.12: Implement nighttime and daytime on-site noise level limits to address noise generated by commercial and industrial uses where it affects abutting residential and other noise sensitive land uses.

Policy NS-1.13: Ensure adequate noise control measures at construction sites by requiring that construction equipment be fitted with manufacturer-recommended mufflers and ensuring physical separation of machinery maintenance and staging areas from adjacent residential uses.

Policy NS-1.14: Encourage noise compatible land uses within airport influence areas in accordance with federal and state noise standards and guidelines.

Policy NS-1.15: Require an avigation easement for new residential development within the Airport Noise Area, as defined in the Land Use Element.

Policy NS-1.16: Review the noise element when major changes in the noise environment occur. Building Design Goal: NS-2 To achieve and maintain an environment which is free from excessive vibration.

Goal: NS-2 To achieve and maintain an environment which is free from excessive vibration.

Policy NS 2.1: Control exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels as set forth in Table NS-1 and Municipal Code Section 16.20.130.

Policy NS 2.2: Evaluate potential vibration impacts during site planning and into land use planning decisions for proposed residential building within 200 feet of the centerline of the nearest track of the BNSF and UP railroad.

To the extent that the foregoing applies to the proposed project, the project design and operational characteristics are compatible with the Noise Element's goals, objectives and policies.

The City of Hesperia exterior and interior noise standards are shown in **Table 4.13-5**.

Table 4.13-5
CITY OF HESPERIA INTERIOR AND EXTERIOR NOISE STANDARDS

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

Land Use Categories		Community Noise Equivalent Level (dBA CNEL)	
Categories	**Land Uses**	**Interior[a]**	**Exterior[b]**

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

Source: Kimley-Horn (2010), p 10.

City of Hesperia Municipal Code

The City of Hesperia's regulations with respect to noise are included in Municipal Code Article V § 16.20.125 (Noise) and 16.20.130 (Vibration). The City of Hesperia Municipal Code noise standards are shown in **Table 4.13-6**.

City of Hesperia Municipal Code § 16.20.125

A) Noise Measurement. Noise will be measured with a sound level meter, which meets the standards of the American National Standards Institute (ANSI Section S1.4-1979, Type 1 or Type 2). Noise levels shall be measured using the "A" weighted sound pressure level scale in decibels (ref. pressure = 20 micro-newtons per meter squared). The unit of measure shall be designated as dB(A). The building official shall be the noise control officer.

B) Noise Standards.

1. The following table describes the noise standard for emanations from any source, as it affects adjacent properties:

Table 4.13-6
CITY OF HESPERIA NOISE STANDARDS

Affected Land Use (Receiving Noise)	Maximum Noise Level (dB)	Time Interval
A-1, A-2, R-1, R-3, and RR Zone Districts	55	10:00 p.m. – 7:00 a.m.
A-1, A-2, R-1, R-3, and RR Zone Districts	60*	7:00 a.m. – 10:00 p.m.
C-1, C-2, C-3, C-4, C-R, AP, and P-I Zone Districts	65*	Anytime
I-1 and I-2 Zone Districts	70*	Anytime

Affected Land Use (Receiving Noise)	Maximum Noise Level (dB)	Time Interval

* Due to wind noise, the maximum permissible noise level may be adjusted so that it is no greater than 5 dB(A) above the ambient noise level.

2. No person shall operate or cause to be operated any source of sound at any location or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:

   a. The noise standard for that receiving land use (as specified in subsection (B)(1) of this section) for a cumulative period of more than thirty (30) minutes in any hour; or

   b. The noise standard plus five dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or

   c. The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour; or

   d. The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one minute in any hour; or

   e. The noise standard plus twenty (20) dB(A) for any period of time.

C) If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

D) If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in subsection (B)(1) of this section shall be reduced by five dB(A).

E) Exempt Noises. The following sources of noise are exempt:

1. Motor vehicles not under the control of the industrial use;

2. Emergency equipment, vehicles and devices;

3. Temporary construction, repair, or demolition activities between seven a.m. and seven p.m. except Sundays and federal holidays.

City of Hesperia Municipal Code § 16.20.130

The maximum allowable vibration at or beyond the lot line of a vibration-producing activity is peak particle velocity of 0.2 inch per second. Construction activities are exempt from this restriction as long as they occur between 7:00 a.m. and 7:00 p.m., except Sundays and holidays.

4.13.5 Significance Thresholds

Two criteria were used for judging noise impacts. First, noise levels generated by the proposed project must comply with all applicable relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project will be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of impact used in this analysis is a significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people. The proposed project would have a significant noise impact if it would:

- Expose persons to or generate noise levels in excess of standards prescribed by the City of Hesperia Municipal Code; or
- Include construction activities within the hours prohibited by the Municipal Code, without a permit; or
- Result in total (ambient plus project-related) short-term noise exposures exceeding 80 dBA L_{eq}
- Contribute, with other local construction projects, to a significant cumulative noise impact; or
- Increase operational exposures at sensitive receivers (mainly because of an increase in traffic flow) by 5 dBA CNEL or more.

4.13.6 Impact Analysis

a) Would the project result in generation of 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

Noise impacts associated with commercial and industrial projects include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include those from project-generated onsite and offsite operational noise sources. Onsite (stationary) noise sources from the project site would include operation of mechanical equipment such as air conditioners, landscape and building maintenance; and onsite automobile and truck traffic. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity.

Construction

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment, onroad delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. For the purpose of this analysis, it is estimated that the proposed project would be built in one phase, whose subphases are listed in **Table 4.13-7**. **Table 4.3-4** lists the starts and ends of the subphases. Construction is anticipated to take about eleven months, from February 2025 to December 2025. This was taken into account in the analysis of construction noise.

The types and numbers of pieces of equipment to be deployed during each construction phase were determined as part of the air quality and greenhouse gas emissions analyses for this project. (See **Appendix B**.) For each equipment type, **Table 4.13-7** shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated fraction of operating time that the equipment would be producing noise at the stated level.

Table 4.13-7
CONSTRUCTION EQUIPMENT CHARACTERISTICS

Phase	Equipment Type	Horse-power	No. of Pieces	Usage Factor	dBA @ 50 Feet
1 – Grading	Graders	148	1	0.41	85
	Tractor/Loader/Backhoes	84	1	0.37	85
	Scrapers	367	4	0.48	84
2 – Offsite Phase – Poplar Street - Trenching	Excavators	158	2	0.38	77
	Tractor/Loader/Backhoes	84	1	0.37	85
2 – Offsite Phase– Three Flags Ave – Trenching	Excavators	158	2	0.38	77
	Tractor/Loader/Backhoes	84	2	0.37	85
3 – Vertical/Site Work Phase - Building Construction	Rough Terrain Forklifts	231	4	0.30	67
	Tractor/Loader/Backhoes	84	3	0.37	85
	Skid Steer Loaders	65	4	0.40	80
4 – Vertical/Site Work Phase - Paving	Pavers	81	2	0.42	77
	Paving Equipment	89	2	0.4	85
	Rollers	36	2	0.38	74
5 - Vertical/Site Work Phase - Architectural Coating	Air Compressors	37	1	0.48	81

Source: CalEEMod Version 2020.4.0 and FHWA, 2006.

Using calculation methods published by the Federal Transit Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at the nearest sensitive receiver for each construction phase. The receivers evaluated included single-family houses along the south side of Muscatel Street, southeast of the project site; Canyon Ridge High School along the north side of Muscatel Street, east-southeast of the project site; a single-family house along the north side of Main Street, north of the project site; and a single-family house on Seal Beach Drive east of the project site (see **Figure 4.13-1**). The distances used for the calculation were measured from the receivers to the approximate center of activity of each construction phase, since that would be the average location of construction equipment most of the time.

Table 4.13-8 shows the results of the construction noise calculations. The combination of building construction and trenching would create the highest exposures at any of the sensitive receivers. This is why the table shows two distances: first the distance from the building construction noise source then the distance from the trenching noise source. Given the low exposure levels, noise attenuation by walls shielding some of the receivers was not calculated. Given that the Municipal Code exempts construction activities from noise exposure limits and that the total noise exposures (ambient plus project-related) will be less than 80 dBA L_{eq}, the noise impacts from construction will be less than significant and no mitigation is necessary.

Table 4.13-8
MAXIMUM ESTIMATED CONSTRUCTION NOISE LEVELS

Sensitive Receivers	Distance (feet)	15-minute L_{eq} (dBA)	
		Existing	Projected
1 - 12623 Muscatel Street	1,445, 2,057	53.1	55.1
2 - 12850 Muscatel Street	2,402, 3,023	49.8	51.2
3 - 9048 Seal Beach Drive	2,858, 3,414	50.6	51.4
4 - 9800 Mesa Linda	4,456. 4,100	71.5	71.5

Operations

Onsite

Onsite (stationary) noise sources from the Proposed Project in the operational phase would include automobiles and heavy-duty trucks entering, exiting, and idling within the project. According to the CalEEMod Version 2022.1.1.29 analysis for this project, the maximum hourly traffic would be 168.3 passenger vehicles and 92.1 heavy-duty trucks (CAPCOA, 2022). The maximum hourly noise exposure for a given number of individual arrivals is (FTA, 2018, p. 44):

$$L_{eq} = SEL + 10 \log(V) + C_S \log(S/50) - 35.6$$

where

SEL = sound exposure level of one vehicle[10]

[10] The sound exposure level (SEL) is equivalent to the total sound energy experienced during a measurement period, as if it had all occurred in one second.

V = number of vehicles per hour

C_S = speed constant (15 for trucks, 30 for autos)

S = average vehicle speed, miles per hour (15 miles per hour)

No information on SEL values for diesel trucks was publicly available. A typical noise exposure level for a heavy-duty diesel truck at 50 feet and moving at 50 miles per hour is about 82 dBA (FHWA, 2019, p. 69). This is the same as the SEL for a diesel bus (FTA, 2018, p. 78). It is reasonable, for the purpose of this analysis, to use 82 dBA for the trucks. Therefore, for 92.1 heavy-duty trucks per hour, the L_{eq} would be 58.2 dBA at 50 feet. The SEL for automobiles was assumed to be 74 dBA (FTA, 2018, p. 44). A similar analysis for onsite automobile use results in an estimate of 45.0 dBA at 50 feet. Total onsite mobile source noise would be 58.4 dBA L_{eq}. Increases in L_{eq} at the closest residence used for the construction noise analysis would essentially be undetectable. Noise impacts from onsite sources would be less than significant.

Offsite

The principal noise source in the project area is traffic on local streets. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on neighborhood roadways and at intersections. A noise impact would occur if the project contributes to a permanent increase in ambient noise levels affecting sensitive receivers along roadways that would carry project-generated traffic. According to the CalEEMod Version 2022.1.1.29 analysis for this project, the project would generate 260.4 trips per day (CAPCOA, 2022).

The proposed warehouses are close to two major transportation corridors: U.S. Highway 395 and Interstate 15. Traffic to and from U.S. 395 would likely follow Three Flags Avenue and Poplar Street; all project entrances and exits would be on Poplar Street. An offramp from the southbound I-15 leads to Joshua Street and then U.S. 395, and the aforementioned route to the facility. An offramp from the northbound I-15 leads to Mariposa Road, and then Joshua Street and again the aforementioned route to the project site. All these alternatives pass through industrial and commercial areas, with few sensitive receivers.

I-15 is the predominant onroad traffic noise source in the project area and is the nearest source to surrounding sensitive receivers. According to Caltrans (2024), the 2021 average annual daily traffic (AADT) on I-5 north of its intersection with US Route 395 was 133,000 vehicles per day. Assuming that all project traffic travels on I-5, the increase in traffic would be 0.2 percent.

Given the logarithmic nature of the decibel, traffic volume needs to be doubled in order for the noise level to increase by 3 dBA, the minimum change perceived by the average human ear (ICF Jones & Stokes, 2009). A doubling is equivalent to a 100% increase. Because the maximum increase in traffic along any route to and from the project site is far below 100%, the increase in roadway noise experienced at sensitive receivers would not be perceptible to the human ear. Therefore, roadway noise associated with project operation would not expose a sensitive land use to noise levels that are considered incompatible with or in excess of adopted standards, and impacts would be less than significant.

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

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the RMS velocity are usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in dB is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The receiver at the stated distance is a single-family residence at 12623 Muscatel Street.

Pile drivers or other major vibration sources will not be used for construction of the Cargo Solutions Truck Warehouses Project. The question is whether the equipment that will be deployed will have significant vibration impacts. In 2018, the FTA published standard vibration levels for construction equipment operations, at a distance of 25 feet. The construction related vibration levels for the nearest sensitive receivers for major construction phases are shown in **Table 4.13-9**. These calculations were based on the distances from the construction activity to the closest sensitive receiver.

Table 4.13-9
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 1,791 feet (in/sec)[a]	Vibration Decibels at 1,791 feet (VdB)[a]	PPV at 99 feet (in/sec)[a]	Vibration Decibels at 99 feet (VdB)[a]
Loaded Trucks	0.076	86			0.017	68
Jackhammer	0.035	79	0.00032	23		
Small bulldozer	0.003	58	0.00003	2.3		
Large bulldozer	0.089	87	0.00081	31		

Source: Calculated by UltraSystems.
Note: PPV = peak particle velocity, VdB = vibration decibels, in/sec = inches per second.
[a]Applies to onsite construction activities to the nearest sensitive receiver (12623 Muscatel Street).

As shown in **Table 4.13-9**, the PPV of construction equipment at the nearest sensitive receiver (99 feet) is at most 0.017 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. It is also lower than the Hesperia Municipal Code § 16.20.130 standard of 0.2 inch per second. The maximum VdB are 68 VdB, which is below the FTA threshold for human annoyance of 80 VdB. Unmitigated vibration impacts would therefore be less than significant.

Operational Vibration

Operation of the proposed project would not involve significant sources of ground-borne vibration or ground-borne noise. Thus, operation of the proposed project would result in a less than significant impact.

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 closest active airport is the Hesperia Airport, located 4.9 miles southeast of the project site (Google Earth Pro, 2022). The project site is not located within the 65-dBA CNEL noise contours of that airport (City of Hesperia, 2019a). Therefore, the project would not expose people residing or working in the project area to a safety hazard or excessive noise levels associated with airports and no impact would occur.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Would the project induce substantial unplanned growth in an area either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact

The project proposes the construction and operation of two truck warehouse developments, which does not propose a residential development that would cause direct population growth. The project would create limited employment opportunities (both during the construction and operational phases). However, it is anticipated that employees from the local workforce would be hired during both the construction and operational phases of the project, and the project is not of the scope or scale to induce people to move from out of the project area to work at the proposed project. Additionally, as discussed in **Section 4.11**, the City's General Plan Land Use and zoning designation for the project site is Com/Ind Business Park (CIBP) under the Main Street and Freeway Corridor Specific Plan (MSFCSP) (City of Hesperia, 2023; City of Hesperia, 2010). Since the MSFCSP development accounts for this site being developed according to its current zoning designation, the project would not induce substantial unplanned growth in this area. Proposed offsite utility improvements would be minor and not of the scale to induce indirect unplanned population growth in the project area. Therefore, less than significant impacts would occur regarding unplanned growth as a result of the project. Based on the discussion above, a less than significant impact would occur.

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

No Impact

No housing exists onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people and the project would not necessitate the construction of replacement housing. No impact would occur.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			**X**	
b) Police protection?			**X**	
c) Schools?				**X**
d) Parks?				**X**
e) Other public facilities?				**X**

a) Fire protection?

Less than Significant Impact

The City of Hesperia and the sphere of influence are served by the San Bernardino County Fire Department (Michael Brandman Associates, 2010a, p. 3.13-1). The city has three fire stations within city boundaries – Fire Stations 302, 304, and 305. Station 305 is the closest station to the project site, approximately 0.95 mile southwest of the project site. Fire Station 305 is staffed by eight personnel daily, including one Battalion Chief, and serves as the Battalion 8 Quarters. Apparatus includes one paramedic engine, two paramedic ambulances, one battalion chief command vehicle, one brush engine, one urban and search and rescue (USAR) unit, one swift rescue unit and equipment (including rescue boat), and one mobile command post (City of Hesperia, 2022b).

As detailed in **Section 4.11**, development of the project site would be consistent with the project site's General Plan land use and zoning designation of Com/Ind Business Park (CIBP), and the land use goals and policies included in the city's General Plan and the Main Street Freeway Corridor Specific Plan (MSFCSP). Therefore, a development like the proposed project is expected and would be adequately served by the fire department. In addition, the Fontana Fire Protection District collects development mitigation fees for fire facilities which would be available to fund additional fire protection facilities as needed. Therefore, impacts would be less than significant.

b) Police protection?

Less than Significant Impact

The San Bernardino County Sheriff's Department provides police protection and crime prevention services for the City of Hesperia and its sphere of influence on a contractual basis (Michael Brandman Associates, 2010a, p. 3.13-1). The Hesperia Police Department is comprised of 58 sworn law enforcement personnel including one captain, one lieutenant, seven sergeants, five detectives, and 44 deputy sheriffs (City of Hesperia, 2022a).

Development of the project site would be consistent with the project site's General Plan land use and zoning designation of Com/Ind Business Park (CIBP), and the land use goals and policies included in the city's General Plan and the Main Street Freeway Corridor Specific Plan (MSFCSP). Therefore, a development like the proposed project is expected and would be adequately served by the police department. In addition, the police department collects development mitigation fees for police facilities which would be available to fund additional police protection facilities as needed. Therefore, impacts would be less than significant.

c) Schools?

No Impact

The Hesperia Unified School District (HUSD) provides school services to the City of Hesperia (Michael Brandman Associates, 2010a, p. 3.13-2). The HUSD has 15 elementary schools, three middle schools, and six high schools (HUSD, 2022). Impact on school facilities is based on the direct population increase that the project would bring. As detailed in **Section 4.13**, as a non-residential development the proposed project would not induce a direct population increase and would most likely create employment for the local workforce. Therefore, there would be no population increase and no impacts on schools.

d) Parks?

No Impact

The Hesperia Recreation and Park District (HRPD) provides park and recreational amenities to the city (Michael Brandman Associates, 2010a, p. 3.13-5). HRPD has 15 different parks and recreational centers to serve the city (HRPD, 2022). Impacts on park facilities are based on the direct population increase the project would have. As a non-residential development, the proposed project would not induce a direct population increase and would most likely create employment for the local workforce. Therefore, there would be no population increase and no impacts on parks.

e) Other Public Facilities?

No Impact

The County of San Bernardino Library operates the Hesperia Branch Library located at the Civic Center Plaza, 9650 Seventh Avenue in the City of Hesperia. This state-of-the-art 20,000 square foot facility, constructed in 2006, provides library services for the City of Hesperia and its Sphere of Influence (Michael Brandman Associates, 2010a, p. 3.13-5). The project would not induce population growth and would not impact libraries. Therefore, there would be no impact on libraries.

4.16 Recreation

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

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

No Impact

Recreational services in the City of Hesperia are provided by the City's Recreation and Parks District, which maintains over 15 parks, sports facilities, and community centers (HRPD, 2022). The project proposes two truck warehouse developments. The residential population is not expected to increase as a result of the proposed project. While the project would create limited employment opportunities (both during the construction and operational phases), it is anticipated that employees from the local workforce would be hired during both phases. Therefore, there would be no impact in regards to recreational facilities.

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

No Impact

As described above, the project does not propose new or expanded recreational facilities that would have potential adverse effects on the environment. Therefore, no impact would occur.

4.17 Transportation

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

The following analysis is based upon the Cargo Solution Express Warehouse Project Traffic Impact Analysis (TIA) for the proposed project conducted by RK Engineering Group, Inc. dated May 23, 2025 (RK Engineering Group, Inc., 2025) (**Appendix I**).

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

Less than Significant Impact with Mitigation Incorporated

Applicable Plans, Ordinances, and Policies

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The proposed project development is not a transportation project and would not conflict with the STIP.

San Bernardino County Transportation Authority (SBCTA) Recommended Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment

As detailed in **Section 4.17b)** below, the project meets the requirement of a Low VMT Area and impacts would be less than significant in regards to VMT. In the TIA report, it was determined that the project would generate 402 passenger car equivalent (PCE) daily trips with 34 PCE trips in the AM peak hour and 36 PCE trips in the PM peak hours. With project implementation, there would be six intersections near the project site that would create several operationally deficient LOS and queueing intersections in the project area (RK Engineering Group, Inc., 2024, p. 4-1). However, the project would be required to implement **MM TRANS-1**, which would ensure that the Project

Applicant would implement all the necessary operational improvements listed in the Section 11.7 of TIA report to ensure that all affected intersections by project development would operate at an adequate LOS. Additionally, the project would implement **MM TRANS-2**, which would ensure that the Project Applicant contribute to fair-share contributions for intersection operational improvements, resulting in less than significant LOS at all intersections affected in the project area.

MM TRANS-1 The Project Applicant would be required to implement operational improvements detailed in section 11.7 of the Traffic Impact Analysis (TIA) report to ensure that all affected intersections by project buildout would have an adequate level of service (LOS) (**Appendix I**).

MM TRANS-2 The Project Applicant would be required to contribute to fair-share contributions for intersection operational improvements in the project area. The contributions are identified in section 11.8 of the Traffic Impact Analysis (TIA) report (**Appendix I**).

Level of Significance After Mitigation

With the implementation of **MM TRANS-1** and **MM TRANS-2**, potential impacts in regard to LOS would be reduced to a less than significant level.

City of Hesperia General Plan—Circulation Element

The City of Hesperia General Plan's Circulation Element has several goals and policies that apply to the proposed project. Refer to **Table 4.17-1** below, which lists the applicable policies and how the proposed project would comply.

Table 4.17-1
PROJECT COMPLIANCE WITH CITY OF HESPERIA GENERAL PLAN POLICIES REGARDING MOBILITY AND TRANSPORTATION

General Plan Element	Project Compliance
Goal CI-1: Develop a safe, efficient, convenient, and attractive transportation system throughout the community, providing links within the City and with neighboring regions, and accommodating automobile, truck, pedestrian, recreational, equestrian, rail, air, and public transit needs which will meet current and future development requirements within the planning area.	
Implementation Policy CI-1.10: Ensure that new development provides for adequate road improvements to serve internal circulation needs, as well as to mitigate the impacts of increased traffic on the existing road system.	The proposed project would provide road improvements such as widening Three Flags Avenue and Poplar Street to include AC pavement, curb and gutter, sidewalks, and connection to existing utility lines. Therefore, the proposed project would not conflict with this policy.
Implementation Policy CI-1.12: Provide a safe and efficient pedestrian network.	Sidewalks would be provided surrounding the project site along Poplar Street and Three Flags Avenue, where there are currently none. Therefore, the proposed project would not conflict with this policy.
Goal: CI-4: Provide a circulation system that facilitates the movement of goods and services throughout the City while protecting residences, sensitive land uses, and pedestrians from activities along rail and truck corridors	

General Plan Element	Project Compliance
Implementation Policy CI-4.2: Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for access to the development and its parking.	The project site is located along the I-15 freeway and near U.S.-395. Additionally, the project is surrounded by commercial and industrial land uses. Therefore, the project would not utilize residential streets for access and parking, and the project would not conflict with this policy.

Source: City of Hesperia, 2019a.

As detailed above, the proposed project would not conflict with any applicable policies from the city's General Plan that address the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, the project would have a less than significant impact in this regard.

San Bernardino Congestion Management Program (CMP)

The intent of the CMP is to provide the analytical basis for transportation decisions through the STIP process. The San Bernardino County CMP, published by the San Bernardino County Transportation Authority (SBCTA), defines a network of state highways and arterials in the county and provides guidelines regarding the LOS standards, impact criteria, and a process for mitigation of impacts on CMP facilities. With certain exceptions, the minimum acceptable Level of Service (LOS) standards for CMP facilities is defined as LOS E. More specifically, the CMP states, "In no case shall the LOS standards established be below the LOS E or the current level, whichever is farthest from LOS A. When the LOS on a segment or at an intersection fails to attain the established LOS standard, a deficiency plan shall be adopted pursuant to Section 65089.4" (SANBAG, 2016, p. 1-2).

As detailed above, the project would create operationally deficient intersections and would potentially impact LOS in the project area. However, with implementation of **MM TRANS-1** and **MM TRANS-2**, the Project Applicant would be required to incorporate operational improvements and pay fair-share contributions, which would ensure adequate LOS at affected intersections with project buildout, resulting in less than significant LOS impacts.

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

Less than Significant Impact

CEQA Guidelines § 15064.3(b) pertains to the use of Vehicle Miles Traveled (VMT) as a method of determining the significance of transportation impacts. The SBCTA Senate Bill 743 Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into three categories: Transit Priority Area screening, Low VMT Area screening, and Project Type screening. A land use project need only meet one of the screening thresholds to result in a less-than-significant impact. As detailed in the traffic report, the project meets the requirement of a Low VMT Area and impacts would be less than significant (RK Engineering, 2025, p. 10-4). Therefore, the project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, and impacts would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact with Mitigation Measures Incorporated

Construction

During the construction phase of the project, there may be temporary sidewalk and lane closures that could increase hazards due to geometric design features or incompatible uses. However, the preparation of a construction management plan, as detailed in mitigation measure **TRANS-3**, would reduce the potential for hazards due to geometric design features and incompatible uses to less than significant during the project construction phase.

MM TRANS-3 Prior to construction, the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the City of Hesperia. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips during the peak traffic periods, as is feasible for construction operations. All measures, including identified truck routes and designated employee parking areas, shall be included in the Construction Management Plan. The Plan shall include but is not limited to the following provisions:

- The Construction Management Plan shall specify how traffic will be routed and controlled during the construction phase, including which lane(s) of traffic will be temporarily blocked off for construction work.
- Specification of permitted hours for construction-related deliveries and removal of heavy equipment and material.
- Specification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with any surrounding parking availability.
- Identification of how emergency access to and around the project site will be maintained during project construction.
- Specification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal of oversized equipment or material loads shall be conducted during off-peak traffic periods.
- Provide pedestrian and bicycle connections around the project site and designate safe crossing locations for all pedestrian detours.
- Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the

construction phase of the project shall be in compliance with the lighting requirements of the City of Hesperia.

- If temporary lane closures are necessary for the installation of utilities, emergency access should be maintained at all times.
- Flag persons and/or detours shall be provided as needed to ensure safe traffic operations.
- Construction signs shall be posted to advise of reduced construction zone speed limits.
- The project design shall include entry/exit gates for first responders' vehicles to gain access to the project site.

Level of Significance After Mitigation

With the implementation of **MM TRANS-3**, potential impacts to transportation hazards during construction would be reduced to a less than significant level.

Operation

Vehicular access to the project would be provided by four driveways, all located along Poplar Street. The project's circulation system, including driveways and parking areas, would be designed to meet the development standards of the City and would not result in uses or design features that would create traffic hazards. Therefore, impacts regarding increases in hazards due to geometric design features or incompatible uses would be less than significant during the operational phase of the project.

d) Would the project result in inadequate emergency access?

Less than Significant Impact with Mitigation Measures Incorporated

Construction

During the construction phase of the project, there may be temporary lane closures that could result in inadequate emergency access. However, the preparation of a construction management plan, as detailed in mitigation measure **TRANS-3**, would result in less than significant impacts in regard to inadequate emergency access to the project site during the project construction phase.

MM TRANS-3 Refer above in this section.

Level of Significance After Mitigation

With the implementation of **MM TRANS-3**, potential impacts in regard to emergency access would be reduced to a less than significant level.

Operation

The project would comply with applicable city regulations, such as the requirement to comply with the city's fire code to provide adequate emergency access, as well as the California Building Standards

Code. Prior to the issuance of building permits, the City of Hesperia would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. The project's site design includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with all applicable design requirements. The city's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided. Therefore, the project would not result in inadequate emergency access, and there would be less than significant impacts during the operational phase of the project.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?				**X**
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?		**X**		

Information from UltraSystems' Phase I Cultural Resources Inventory for the proposed project dated April 15, 2021 (refer to **Appendix D1**) is included in the analysis below.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?

No Impact

No traditional cultural sites within the area of the project boundary are documented in the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) search. No resources as defined by Public Resources Code § 21074 have been identified (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D1 to this IS/MND**). Additionally, the project site has not been recommended for historic designation for prehistoric and tribal cultural resources (TCRs). No specific tribal resources have been identified by local tribes responding to inquiries for the Cultural Resources Inventory.

No prehistoric archaeological resources were observed during the archaeological field survey conducted August 31, 2022 by Daniel Ballester, M.A., RPA, and Hunter O'Donnell, B.A., as part of the cultural resources investigation (Section 4.3, **Appendix D1**). The results of the pedestrian assessment indicate that it is unlikely that prehistoric resources will be adversely affected by construction of the project. Findings of a records search at the South Central Coastal Information Center (the local California Historic Resources Information System facility) received October 4, 2022 indicated that a prehistoric isolate consisting of a single worked obsidian nodule was located in the north-central area of the project parcel; no other prehistoric resources were recorded within the half-mile buffer of the project boundary.

No tribal cultural resources onsite are 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 § 5020.1(k). Therefore, the project would have no impact in this regard.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2022).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

The City of Hesperia (the lead agency) initiated AB 52 outreach to local tribes for the Cargo Solutions Warehouses project following submittal of the project cultural resources report to the City Planning Department so that it could be included in the consultation request package to the several tribes. The City Planning Department prepared and sent letters to the several tribes on their list for AB 52 contact, informing them of the project. The letters were sent via certified mail to: the Torres-Martinez Desert Cahuilla Indians, the Cabazon Band of Mission Indians, and the San Manuel Band of Mission Indians (SMBMI) on September 22, 2022 by Ryan Leonard, Senior Planner with the City of Hesperia (Leonard, personal communication, 2022a). The letters conveyed that the recipient has 30 days from the receipt of the letter to request AB 52 consultation regarding the project.

On October 7, 2022, Ryan Nordness, Cultural Resource Analyst with the Yuhaaviatam of San Manuel Nation (YSMN) (formerly the SMBMI) replied to Mr. Leonard via email stating that they wished to participate in AB 52 consultation. Mr. Nordness stated that the project area exists within Serrano ancestral territory and asked for the following documents for review: cultural report, geotechnical report, and project plans including depth of proposed disturbance. The project cultural resources report was provided to Mr. Leonard by Stephen O'Neil, UltraSystems Cultural Resources Manager, on October 27, 2022; it was then forwarded to the YSMN. On November 3, 2022, Mr. Nordness replied to Mr. Leonard stating that, following their review of the cultural resources report, they did "not have any concerns with the project's implementation, as planned, at this time." Mr. Nordness did provide three recommended Cultural Resource Mitigation Measures and two recommended Traditional Cultural Resources Mitigation Measures, which the City has agreed to implement. While the YSMN still requested "a final copy of the project/permit/plan conditions to review," otherwise this concluded the tribe's input and no additional consultation was required (Leonard, personal communication, 2022b).

The other two contacted tribes did not request AB 52 consultation.

No traditional cultural sites within the area of the project boundary are documented in the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) search. No resources as defined by Public Resources Code § 21074 have been identified (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D1 to this IS/MND**). Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific tribal resources have been identified.

No prehistoric resources and one early twentieth-century refuse scatter were observed during the archaeological field survey. Findings of the records search at the South Central Coastal Information Center indicated a prehistoric isolate consisting of a single worked obsidian nodule was located in the north-central area of the project parcel; no other prehistoric resources were recorded within the half-mile buffer of the project boundary.

There were five responses to UltraSystems' outreach contacts to NAHC listed tribes conducted as part of its cultural resources study. Patricia Garcia-Plotkin, Director for the Agua Caliente Band of Cahuilla Indians indicated the project is not located within the Tribe's Traditional Use Area and that they are deferring any comments to closer tribes. Jill McCormick, Historic Preservation Officer for the Quechan Tribe of the Fort Yuma Reservation responded indicating that the tribe does not wish to comment on this project and defers to more local tribes. Ryan Nordness, Cultural Resources Analyst for the San Manuel Band of Mission Indians indicated that the proposed project is located 0.4 miles south of two known prehistoric privy/scatter sites and 0.6 miles northeast from a lithic scatter and hearth site; the area is of concern to the tribe and the Band's cultural resources department is interested to consult whenever this project moves into AB 52/CEQA territory.[11] Chairperson Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated that he did not have much information about the project area. Christina Conley, Tribal Consultant and Administrator for the Gabrielino Tongva Indians of California Tribal Council indicated that the tribe does not have any comment as it is outside of their tribal area, so they defer to sister tribes. (See Attachment C in **Appendix D1**).

Land at the project site has remained relatively undisturbed open desert into the early 21st century despite being part of a larger homestead established in the 1890s, with an historic road running north/south through the far eastern portion. In the past decade or so there has been shallow grading gathering soil to build berms along the parcel border, though not to the extent of removing several Joshua trees and a large juniper bush. Therefore, while the potential for subsurface prehistoric cultural deposits is considered to be moderate, the relatively undisturbed nature of the land in a region known to have been used for habitation and natural resource gathering by the local Serrano tribe (see Section 2.2.2 in **Appendix D1**) suggests the potential for the presence of cultural material.

The project proposes grading and trenching. Grading activities associated with development of the project would involve new subsurface disturbance and may result in the unanticipated discovery of cultural resources. The implementation of mitigation measures **TCR MM-1** and **TCR-MM 2,** as suggested and provided by the YSMN, upon the discovery of prehistoric cultural material would ensure impacts relate to such discoveries would be less than significant.

The ground disturbing construction work associated with the project also may result in the unanticipated discovery of unknown human remains, including those interred outside of formal

[11] The results of the AB52 consultation, which has concluded, are summarized above.

cemeteries. In the unlikely event of an unexpected discovery, implementation of **mitigation measure TCR-3** dealing with human remains are recommended to ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measures

MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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.

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

MM TCR-3: As specified by California Health and Safety Code § 7050.5, if human remains are found on the project site during construction or during archaeological work, the San Bernardino County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The Coroner would determine within two working days of being notified, if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.

Level of Significance After Mitigation

With implementation of **MM TCR-1** and **TCR MM-2** potential project impacts on TCRs would be less than significant. With implementation of Mitigation Measure **MM TCR-3** above, the proposed project would result in less than significant impacts to human remains and associated funerary objects.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of whi1ch could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

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

Less than Significant Impact

As discussed in **Section 3.0**, the proposed project would require a sewer, domestic water, fire water, stormwater drainage, gas and dry utilities connections to existing utility infrastructure in Poplar Street.

Wastewater Treatment and Conveyance – As detailed in **Threshold 4.19 c)** below, the current wastewater conveyance and treatment system servicing the project site would adequately serve the proposed project. Therefore, impacts would be less than significant.

Domestic Water – As detailed in **Threshold 4.19 b)** below, the project would have sufficient water supplies available to serve the and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts would be less than significant.

Fire Water – Fire water would come from the same water line that supplies domestic water. A six-inch water line is proposed to connect to the existing main in Poplar Street. As detailed in **Threshold 4.19 b)** below, there would be sufficient water supply to serve the project site. Therefore, there would be less than significant impacts regarding fire water supplies.

Stormwater – As detailed in **Section 4.10** of this document, development of drainage management area (DMA)-1 and DMA-2 would ensure that the proposed new development site would maintain consistency with the existing drainage pattern in the area (Allard Engineering, 2024, p. 1-2). Impacts regarding stormwater would be less than significant.

Electric Power: Southern California Edison (SCE) would provide electricity to the project site. The proposed project is in a partially developed area, and infrastructure for providing electric power to the area is established. SCE typically utilizes existing utility corridors to reduce environmental impacts and has energy-efficiency programs to reduce energy usage and maintain reliable service for its service area (Southern California Edison, 2021).

Electrical utilities would be undergrounded. Construction would need to occur in the public right-of-way during installation of a new utility connections to the project site. The project would be constructed in accordance with applicable Title 24 regulations. Therefore, a less than significant impact would occur.

Natural Gas: – Natural gas services to the project site would be provided by Southern California Gas Company (SoCalGas). SoCalGas's projections out to 2035 show available capacity that is well above the existing and future anticipated natural gas demand in the area (California Gas and Electric Utilities, 2022). Gas utilities would be installed underground to a gas service riser and meter the proposed building to be used for the HVAC units. Construction would need to occur in the public right-of-way during installation of a new utility connections to the project site. Therefore, the proposed project would be adequately served and would not require new gas service facilities to be developed. Less than significant impact would occur.

Telecommunications Facilities: Spectrum serves internet & cable television customers in the project area (Cabletv, 2022). It is expected that facilities of the telecommunications provider would be extended into the project site from existing lines in adjacent roadways. The proposed project would not interfere with operation of telecommunications facilities, and therefore a less than significant impact would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact

Water Supplies and Demands

The Hesperia Water District (HWD) provides water to the City (Michael Brandman Associates, 2010, p. 3.16-2). Groundwater is the primary water supply source for the City. The City pumps groundwater

from the Alto Subarea of the Upper Mojave River Valley subbasin that is part of the groundwater basins covering the broader Mojave region. The groundwater system incorporates a number of sources that mix and blend to become the groundwater sources available in the Mojave Basin Area. Local supplies consisting of percolated natural supplies, wastewater imports, and return flows derived from wastewater and percolation make up the total groundwater supply. Percolated natural supplies are derived from stream flow in the drainage basins like the Mojave River as well as infiltrating natural precipitation.

Wastewater imports come from Lake Arrowhead Community Services District, Big Bear Area Regional Wastewater Agency, and Crestline Sanitation District also augment the supplies in the groundwater basin. Return flows are percolated supplies that are derived from non-consumptive uses including septic system percolation, applied irrigation water, treated wastewater, or returns through storm drains and other items. Desalination opportunities for the City water supply are not currently feasible and are not included in the projections. Mojave Water Agency (MWA) surface water imports are used to augment the groundwater supplies. All of these supplies together constitute the supplies available to meet demands in the City's service area (Tully & Young, 2021).

HWD's forecast retail water supplies in normal, dry, and multiple dry years are listed below in **Table 4.19-1**.

Table 4.19-1
CITY OF HESPERIA SUPPLY AND DEMAND COMPARISON (ACRE-FEET PER YEAR)

Supply and Demand		2025	2030	2035	2040	2045
Average Year						
Supply Totals		15,250	16,290	16,990	17,740	18,420
Demands Totals		15,250	16,290	16,990	17,740	18,420
Difference		0	0	0	0	0
Single-Dry Year						
Supply Totals		15,250	16,290	16,990	17,740	18,420
Demands Totals		15,250	16,290	16,990	17,740	18,420
Difference		0	0	0	0	0
Multiple Dry Years Supply and Demand Comparison						
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

Source: Tully & Young, 2021, p. 4.12-2 to 4.12-3.

As shown above, the City would have sufficient water supplies to meet demands in normal water year, single-dry-year, and multiple-dry-year conditions over the 2020-2040 period.

Estimated project water demand is 1.94 acre-feet per year (afy), as shown below in **Table 4.19-2**. The estimated project water demand is a small fraction of the City's project water increase in the future (see **Table 4.19-1** above).

Table 4.19-2
ESTIMATED PROJECT WATER DEMAND

Unit Water Demand Factor Gallons Per Day (GPD)/per unit[a]	Industrial Units	Estimated Water Demand in gallons per day	Estimated Water Demand (gallons per year)[b]	Estimated Water Demand (acre-feet per year)
866	2	1,732	632,180	1.94

[a] 866 gallons per unit per day
[b] Assuming a 365 day per year operation.
Source: City of Hesperia, 2022e, Table 2

As detailed in **Section 4.11**, the proposed project would adhere to the project site's development regulations. Therefore, although the project would use water during project operation, increased water use for the proposed project has been accounted for in the latest UWMP. The UWMP found that with its current water supplies, planned future water supplies, and water conservation, HWD will be able to reliably provide water to all current and future planned developments. Therefore, impacts would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact

The Hesperia Water District (HWD) serves as a subsidiary special district of the City of Hesperia (City). The City owns, operates, and maintains a wastewater collection system that serves the entire city. The City's sewer system connects to Victor Valley Wastewater Reclamation Authority's (VVWRA) three-mile interceptor that runs along the northeast boundary of the City, and ultimately flows to the Regional Wastewater Treatment Plant (RWWTP) that is owned and operated by the VVWRA. VVWRA was originally formed to meet the requirements of the Federal Clean Water Act and provide wastewater treatment for the growing area.

According to the City's 2015 Wastewater Masterplan (WWMP), approximately 11 percent of the geographic area studied in the WWMP is currently served by the City's sewers which ultimately flow to the RWWTP. The remaining area is either undeveloped or served by on-site systems (septic tanks). Based upon the WWMP, the wastewater flow volume from the service area is 2.0 million gallons per day (mgd) or 2,240 acre-feet per year (afy). The City has future plans to expand its sewer collection system and in conjunction with VVWRA, construct sub-regional wastewater treatment plants to treat the city's future wastewater flows and create a supply source for its planned recycled water system (Tully & Young, 2021, p. 3-14).

As part of the adoption of the Main Street and Freeway Corridor Specific Plan and City of Hesperia General Plan, the availability of infrastructure and water/sewer services was assessed and determined that adequate water supply and sewer capacity is available for future residential and non-residential uses (Tully & Young, 2021, p. 2-9).

The project proposes two eight-inch sewer laterals connecting to an existing sewer in Poplar Street. The proposed project would adhere to the project site's General Plan land use and zoning regulations for the project site. Therefore, project-generated wastewater was taken account and would be

adequately served by the RWWTP, and project development would not require construction of a new or expanded wastewater treatment facility. Impacts would be less than significant.

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

Less than Significant Impact

Advance Disposal Company, located at 17105 Mesa Street, Hesperia, CA 92345, currently provides residential and commercial waste collection and recycling programs under a franchise agreement with the City. This waste is processed and separated at the Advance Disposal Company facility into material that can be recycled while the remaining solid waste is transferred approximately 15 miles north for disposal at Victorville Sanitary Landfill. The Victorville Sanitary Landfill is located at 18600 Stoddard Wells Road, Victorville, CA 92307 and is owned and operated by the County of San Bernardino (Michael Brandman Associates, 2010, p. 3.16-8). **Table 4.19-3** below summarizes the two facilities long-term and daily capacities for handling solid waste.

Table 4.19-3
SOLID WASTE FACILITIES SERVING HESPERIA

Facility and Nearest City/Community	Remaining Capacity, tons	Daily Permitted Disposal Capacity, tons	Actual Daily Disposal, tons	Residual Daily Disposal Capacity, tons	Estimated Closing Date
Advance Disposal Company Large Volume Transfer/Processing Facility (Hesperia)	n/a	1,500	461[a]	1,039	n/a
Victorville Sanitary Landfill	111,160,000	3,000	1,612[b]	1,388	10/1/2047

[a] Daily disposal quoted as the peak value observed on 7/7/2022 during most recent inspection report dated 7/28/2022.
[b] Daily disposal quoted as the peak value observed on 8/2/2022 during most recent inspection report dated 8/10/2022.
Sources: CalRecycle. 2022a, b, c, e, f, g.

Construction

Materials generated during construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scraps and other materials. During construction (short-term) and operation (long-term), bulk solid waste, excess building material, fill, and other construction-related solid waste, would be disposed of in a manner consistent with State of California Integrated Waste Management Act of 1989 (CIWMA) and would be removed from the project site. Existing regulations related to recycling during construction phase of the project require that the project provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals. Therefore, impacts during the construction phase would be less than significant.

Operation

The project proposes development of two truck warehouse buildings and a surface parking lot for 448 employees in the City of Hesperia in San Bernardino County, California. Industrial units in the City generated an average of 8.93 pounds of solid waste per employee per day in 2014, the latest year for which data are available.[12] Thus, the proposed industrial development with 448 employees is estimated to generate 4,001 pounds of solid waste per day or 731 tons per year, as shown below in **Table 4.19-4**.

Table 4.19-4
ESTIMATED PROJECT-GENERATED SOLID WASTE

Land Use	Generation Rate*	Approximate Waste (pounds/year)	Approximate Waste (tons/year)
Industrial	8.93 pounds per employee per day	1,460,224	731

*(CalRecycle, 2022d).

Two facilities are involved in the processing and disposal of solid waste within the city, and both are analyzed to ensure that they have sufficient capacity to satisfy the demands of the project. The Advance Disposal Company Large Volume Transfer/Processing facility has remaining processing capacity of 1,039 tons per day or 379,235 tons per year. The remaining solid waste capacity at Advance Disposal Company Large Volume Transfer/Processing facility is unknown at this time. The project is under daily maximum capacity of this facility. But should the landfill be filled, the remaining solid waste would go to Victorville Sanitary Landfill.

The Victorville Sanitary Landfill facility has remaining disposal capacity of 1,388 tons per day or 506,620 tons per year. For the purposes of this analysis only, a worst-case scenario is used that 100 percent of the project waste goes to landfill. Estimated project operational solid waste disposal of 731 tons per year is approximately 0.00007 percent of remaining disposal capacity at Victorville Sanitary Landfill. Sufficient processing and disposal capacity is available in the region for estimated project solid waste generation, and project impacts on solid waste disposal capacity would be less than significant.

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

Less Than Significant Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), in an effort to address solid waste problems and capacities in a comprehensive manner. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000.

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land

[12] The estimate is based on an assumed operation of 365 days per year producing 8.93 lbs total solid waste generation from each employee per day, which yields 183 tons per year or 1,000 pounds per day. Source: CalRecycle, 2022d.

uses. To comply with the State requirements of AB 341, the City has an exclusive franchise agreement with Advance Disposal Co. to collect, process, recycle and dispose of solid waste from residential premises and commercial businesses in the City of Hesperia. This process is considered to be the equivalent of mandatory commercial recycling in that all solid waste generated by businesses and multifamily units will be collected by Advance Disposal Co. using existing trash enclosures and bins, and processed through a mixed waste materials recovery facility. This eliminates the need to modify existing bin enclosures to accommodate separate recycling bins and train employees on recycling requirements. As required by AB 341, the City and Advance Disposal Co. track, monitor and report to the State on program effectiveness and diversion data (Advance Disposal Company, 2022).

The proposed project would comply with applicable local, state and federal solid waste disposal standards; therefore, impacts would be less than significant.

4.20 Wildfire

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

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact

As shown in **Figure 4.9-3** in **Section 4.9** of this IS/MND, the project site is not located in or adjacent to a Very High Fire Hazard Severity Zone (VHFHSZ) within a State Responsibility Area (SRA), where the State is responsible for the costs of wildfire prevention and suppression. The nearest SRA to the project site is in unincorporated San Bernardino County approximately 2.15 miles to the south of the site (CAL FIRE, 2022). As shown in **Figure 4.9-4** in **Section 4.9** of this IS/MND, the project site is not located within or adjacent to a Local Responsibility Area (LRA), where cities or counties are responsible for the costs of wildfire prevention and suppression. The nearest VHFHSZ in LRA to the project site is about 6.8 miles to the southeast. Therefore, the proposed project would have no impact in this regard.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other

factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact

The project site is not located in or near VHFHSZs. Therefore, the proposed project would have a no impact in this regard.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact

The project site is not located in or near VHFHSZs. Therefore, the proposed project would have a no impact in this regard.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

The project site is not located in or near VHFHSZs. Therefore, the proposed project would have a no impact in this regard.

4.21 Mandatory Findings of Significance

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

a) Would 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

As detailed in **Section 4.4**, the project site is undeveloped and contains Western Joshua Trees with a low-to- medium potential of wildlife on the project site. However, with the implementation of **MM BIO-1** to **BIO-7**, impacts to plant and wildlife species would be less than significant.

As detailed in **Section 4.5**, the project site does not contain any significant historic or archaeological resources. However, if archaeological or human remains are discovered during project construction, **MM CUL-1** and **CUL-2** would be implemented to ensure impacts would be less than significant.

b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact with Mitigation Incorporated

In the short term, there would be a potential for cumulative effects on traffic, air quality, and noise if other development projects were implemented concurrently with the project.

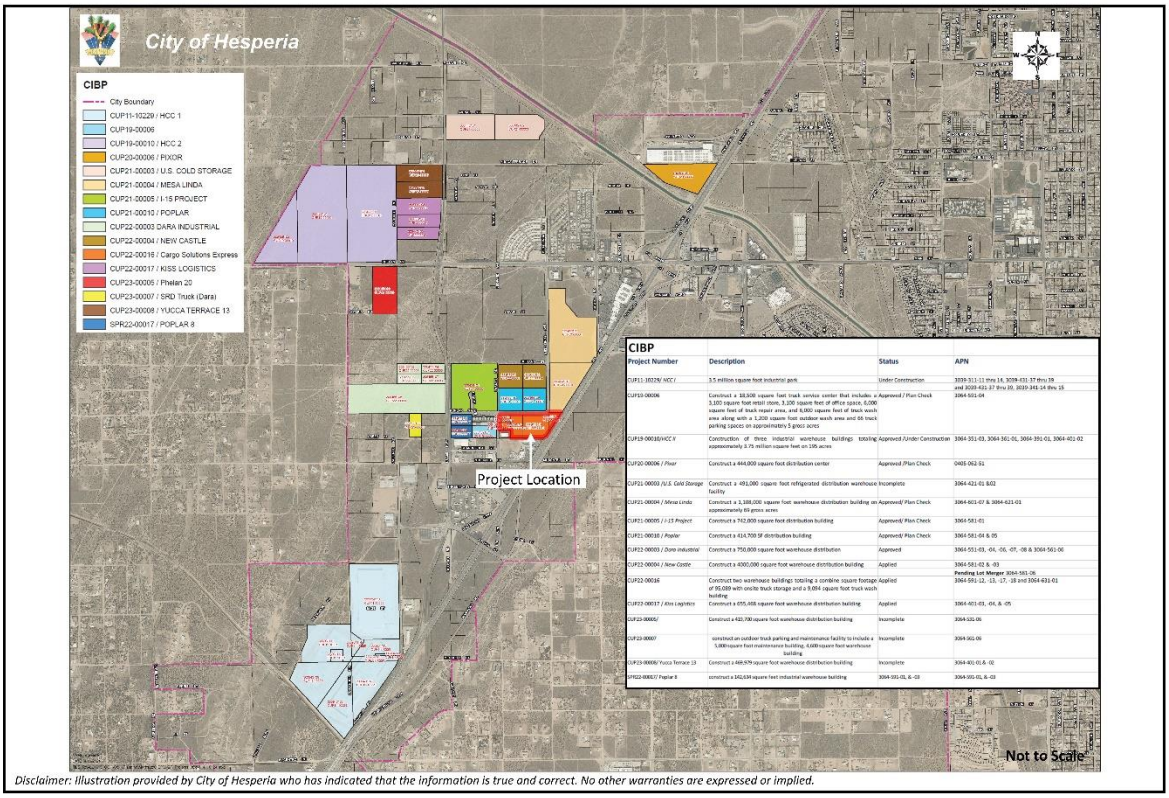
As shown in **Figure 4.21-1,** Cumulative Projects, there are several current projects within the City of Hesperia's Commercial/Industrial Business Park. However, as analyzed throughout this document, the proposed project would create less than significant impacts with mitigation incorporated. Therefore, the project would not significantly contribute to cumulative impacts in the area with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated

As detailed in **Section 4.8**, Hazards and Hazardous Materials, after implementation of **MM HAZ-1** and **MM HAZ-2**, potential impacts from hazard materials storage and transportation would be reduced to less than significant. As discussed in **Sections 4.1** through **4.20** of this document, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly.

Figure 4.21-1
CUMULATIVE PROJECTS



Source: City of Hesperia, April 10, 2024

UltraSystems
environmental•management•planning

Cargo Solutions Truck Warehouse
Cumulative Projects

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a MND or an EIR. The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those MM that are within the responsibility of the City and/or Applicant to implement.

The following table lists impacts, mitigation measures adopted by the City of Hesperia in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.

Only those environmental topics for which mitigation is required are listed in this Mitigation Monitoring and Reporting Program.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.4 Biological Resources				
Threshold 4.4a) 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 Game or U.S. Fish and Wildlife Service?	**MM BIO-1: 2081 Incidental Take Permit** Western Joshua trees are a state candidate for listing under CESA and will require a 2081 Incidental Take Permit (ITP) with compensatory mitigation for impacts, in addition to the surveys that are recommended in the discussion of **MM BIO-7**. The exceptions and permitting process under the California Desert Native Plants Act and the separate exceptions under the Native Plant Protection Act will not apply to western Joshua tree in any manner. For projects where "take" is incidental to carrying out an otherwise lawful activity, an ITP may be obtained from CDFW. **MM BIO-2: Focused Borrowing Owl Survey** Although BUOW was not detected on site during the general wildlife survey, the BSA contains suitable habitat to potentially support BUOW in the future. A qualified biologist would conduct a focused BUOW survey in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW, 2012). Following the completion of the survey, the biologist would prepare a letter report summarizing the results of the survey. The report would be submitted to the City prior to initiating any ground disturbance activities. If no BUOWs or signs of BUOW are observed during the survey and concurrence is received from Environmental Management Division of the San Bernardino County Department of Public Works (County EMD) and CDFW, project activities may begin and no further mitigation would be required. If BUOW or signs of BUOW are observed during the survey, the site would be considered occupied. The biologist would implement mitigation measure BIO-2 and contact the City of Hesperia, EMD, and CDFW to assist in the development of avoidance, minimization, and mitigation measures, prior to commencing project	Applicant	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	activities. The list of potential measures to avoid and minimize impacts to BUOWs described below would be implemented. **BUOW Protection Measures** If BUOWs or signs of BUOW are observed during the survey, then the site would be considered occupied and the biologist shall contact the City, EMD, and CDFW to assist in the development of avoidance, minimization, and mitigation measures discussed below, prior to commencing project activities.). If no BUOW or signs of BUOW are observed during the focused surveys, the components of this measure (discussed below) would not be applicable. **Planning BUOW Protection** Grading, construction, and other project activities on all grassland habitat will be delayed until the qualified biologist has implemented burrow exclusion and closure. No ground-disturbing activities within 165 feet of an active BUOW burrow will be permitted until burrow exclusion and closure have been implemented. No destruction of foraging habitat will be permitted until burrow exclusion and closure have been implemented. **Preconstruction BUOW Protection** Prior to the initiation of grading and construction activities, the biologist shall implement passive relocation of an active BUOW burrow by installing a one-way door and then permanently excluding the BUOW from returning once it is confirmed that no BUOW individuals remain in the burrow. A biological monitor will visit the site daily to verify that the burrow is empty by monitoring and scoping the burrow. **Construction BUOW Protection Measures** A biological monitor will be onsite to monitor any BUOW or signs of BUOW. If any BUOW are observed then the biologist will consult with the County EMD and CDFW to determine the appropriate measures. **MM BIO-3: Pre-Construction General Wildlife Survey** Special-status wildlife species that have no designated status under the ESA, the CESA, and/or the NPPA, but are designated as sensitive or locally important by	Applicant	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	federal agencies, state agencies, local agencies such as the RCA, and nonprofit resource organizations such as the CNPS are referred to as "sensitive" in this section. The following measures will be implemented to minimize impacts to these species which include but are not limited to: Blainville's horned lizard and desert kit fox. The measures below will help to reduce direct and indirect impacts caused by construction on various sensitive species to less than significant levels. • A qualified biologist will conduct a pre-construction general wildlife survey for sensitive wildlife and potential nesting sites such as open ground, shrubs, and burrows within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance. • If sensitive species and/or active nesting sites are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required. • If any sensitive wildlife species are identified within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency. zone. • Sensitive wildlife species and/or potential nesting sites will not be disturbed, captured, handled or moved. **MM BIO-4: Loggerhead Shrike Survey and Protection Measures** The following measures are proposed in order to minimize impacts to loggerhead shrike, for which there is suitable habitat in the BSA.	Applicant	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	• If activities occur during the breeding/nesting period, a wildlife survey will be completed by a qualified biologist to identify potential loggerhead shrike activity in the area of the project activities. • Additional species surveys to determine presence/absence of birds prior to disturbances, from May 1 until the work start date, if the work start date is prior to August 31. Surveys are to occur weekly in May, every other week in June, and once per month in July and August (assuming no loggerhead shrike are observed). • Incidental occurrences of other sensitive avian species such as Swainson's hawk, prairie falcon, and Cooper's hawk should also be recorded during the survey. **MM BIO-5: Pre-Construction Breeding Bird Survey** To maintain compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels. Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, or burrows, during the breeding season would be a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season to avoid potential direct impacts on migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities.	Applicant	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	• If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance. • If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required. • If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone. • If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency. • Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Threshold 4.4b) Have 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?	**MM BIO-6: Mitigation for Impacts to Western Joshua Tree and California Juniper Woodlands** **Avoidance and Minimization Measures** The entirety of the project area is currently planned for development. Approximately 19 acres is California juniper woodland. The California juniper woodland is a sensitive natural community, as such, impacts as a result of the project, shall be mitigated so that all impacts to these habitats are mitigated on acreage and tree basis. Proposed project activities including the construction phase, operations, and maintenance phase shall be designed to avoid California juniper woodland (and Joshua tree) habitat to the full extent practicable. If the California juniper (or associated Joshua trees) are removed as a result of project activities, then compensatory mitigation is required, as follows. The preferred compensatory mitigation is through an in-lieu fee to a qualified mitigation bank within the service area of the site, ideally within the same watershed. The project proponent shall coordinate with CDFW to identify appropriate mitigation banks and number of required mitigation credits to fully offset site impacts at a minimum of a 2:1 replacement to impact ratio. However, applicant-responsible compensatory mitigation is acceptable through preparation of a Habitat Preservation and Protection Plan, to be approved by CDFW prior to project approval. **Habitat Preservation and Protection Plan** For applicant-responsible compensatory mitigation, then the project proponent shall enter into a binding legal agreement regarding the preservation of offsite lands describing the terms of the acquisition, enhancement, and management of those lands. Fee title to acquired habitat lands, or a conservation easement over these lands, shall be transferred to CDFW or to an entity approved by CDFW, along with	Applicant	Field Verification	1 City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	financial assurances (funds) for preservation, rehabilitation, and enhancement of the land, and an endowment for permanent management of the lands. A formal Habitat Preservation and Protection Plan to detail methods for site preservation, restoration, monitoring, and protection shall be written. The plan will include permanent photo documentation points from the pre-restoration stage to the conclusion of the monitoring requirement. Photo documentation shall occur on a quarterly and annual basis or as required by CDFW. The number of western Joshua and California juniper trees existing onsite, transplanted, installed as container stock, will be recorded and qualitatively assessed quarterly and quantitatively assessed on an annual basis until performance criteria and/or contingency criteria are successfully attained. A final monitoring report will be provided at the conclusion of the post-construction restoration phase. The project proponent shall provide the final monitoring report to CDFW for approval of completion for the project.			
Threshold 4.4e) Have 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?	**MM BIO-7: Native Desert Vegetation Survey and Protected Plant Preservation Plan** A Preservation Plan will be prepared and submitted to the City, which is required by City Municipal Code. A native desert vegetation survey must be conducted to produce findings that will guide the formation of this plan. The survey objective is to evaluate the health and general condition of the western Joshua trees and creosote bush present on the project site. A project-specific plan will provide further guidance regarding the transplant and/or preservation of the western Joshua trees and protection for creosote rings "10 feet or greater in diameter" as per § 16.24.150 of City Municipal Code. Transplant suitability of the western Joshua trees will be determined by the results of the survey. This survey shall be conducted by a qualified City-approved biologist or arborist. The plan will incorporate survey data, identify and outline preconstruction survey methods for the native desert vegetation on the project site, describe preconstruction and construction-phase biological monitoring and transplant methods that are applicable, or outline any identified CDFW permit and Memorandum of Understanding requirements for	Applicant	Field Verification	1 City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	active relocation, if either is necessary. The Plan should be referred to for a detailing of protective actions regarding the western Joshua trees on the project site.			
4.5 Cultural Resources				
Threshold 4.5b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	**MM CUL 1** If archaeological resources are discovered during construction activities, the contractor will halt construction activities in the immediate area of the find (within a 60-foot buffer) and notify the City of Hesperia. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology who will be notified and afforded the necessary time to assess the find. Work on the other portions outside the buffer area may continue during this assessment period. The archaeologist will also be afforded the necessary time and resources to recover, analyze, and curate the find(s). The qualified archaeologist will recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the South Central Coastal Information Center. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Qualified Archaeologist and Project Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During construction activities
	MM CUL 3 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The	Qualified Archaeologist and Project Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	archaeologist shall monitor the remainder of the project and implement the Plan accordingly.			3. During construction activities
Threshold 4.5c): Disturb any human remains, including those interred outside of formal cemeteries.	**MM CUL 2** If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the San Bernardino County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Project Construction Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project construction activities
4.7 Geology and Soils				
Threshold 4.7f): Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM GEO 1** Before the beginning of project construction, the project applicant shall retain a qualified paleontologist to remain on-call for the duration of project ground disturbance activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities in the immediate area and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover and analyze the finds and curate the find(s) with an accredited repository for paleontological resources. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site	Project Applicant, Qualified Paleontologist	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During construction activities
4.9 Hazards and Hazardous Materials				
Threshold 4.9a)	**MM HAZ-1**	Project Applicant	Field Verification	

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant to submit a Hazardous Materials Business Plan which would include an inventory of all hazardous materials used, stored, or otherwise managed onsite to the County of San Bernardino County Fire Department – Hazardous Materials Division and the Fontana Fire Protection District. The recommendations of the Hazardous Materials Business Plan would be included in the lease agreement (signed by the tenant) as mandatory measures required to be implemented by the tenant **MM HAZ-2** In the event that the future occupant will handle hazardous materials above the reportable quantity threshold, the occupancy agreement shall require the occupant, in coordination with the San Bernardino County Fire Department, to identify routes along which hazardous materials may routinely be transported. If essential facilities such as schools, hospitals, child care centers, or other facilities with special evacuation needs are located along these routes, the future occupant shall develop an emergency response plan that can be implemented in the event of an unauthorized release of hazardous materials. The recommendations of the Emergency Response Plan would be included in the occupancy agreement (signed by the future occupant) as mandatory measures required to be implemented by the future occupant.			1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During project design, during project construction activities, and during operation
Threshold 4.9b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment**?**	Refer to **MM HAZ-1 and MM HAZ-2** in **Threshold 4.9a).**			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Threshold 4.9f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Refer to **MM TRANS-3** in **Threshold 4.17c).**			
4.17 Transportation				
Threshold 4.17a) Would the project conflict with a program plan, ordinance or policy addressing circulation system, including transit, roadway, bicycle and pedestrian facilities?	**MM TRANS-1** The Project Applicant would be required to implement operational improvements detailed in section 11.7 of the Traffic Impact Analysis (TIA) report to ensure that all affected intersections by project buildout would have an adequate level of service (LOS). **MM TRANS-2** The Project Applicant would be required to contribute to fair-share contributions for intersection operational improvements in the project area. The contributions are identified in section 11.8 of the Traffic Impact Analysis (TIA) report.	Project Applicant	Field Verification	1. City of Hesperia 2. City of Hesperia 3.Before construction
	MM TRANS-3 Prior to construction, the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the City of Hesperia. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips during the peak traffic periods, as is feasible for construction operations. All measures, including identified truck routes and designated employee parking areas, shall be included in	City of Hesperia and Construction Manager	Field Verification	1. City of Hesperia 2. City of Hesperia 3. During Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Threshold 4.17c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	the Construction Management Plan. The Plan shall include but is not limited to the following provisions: • The Construction Management Plan shall specify how traffic will be routed and controlled during the construction phase, including which lane(s) of traffic will be temporarily blocked off for construction work. • Specification of permitted hours for construction-related deliveries and removal of heavy equipment and material. • Specification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with any surrounding parking availability. • Identification of how emergency access to and around the project site will be maintained during project construction. • Specification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal of oversized equipment or material loads shall be conducted during off-peak traffic periods. • Provide pedestrian and bicycle connections around the project site and designate safe crossing locations for all pedestrian detours. • Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the construction phase of the project shall be in compliance with the lighting requirements of the City of Hesperia. • If temporary lane closures are necessary for the installation of utilities, emergency access should be maintained at all times. • Flag persons and/or detours shall be provided as needed to ensure safe traffic operations.			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	• Construction signs shall be posted to advise of reduced construction zone speed limits. • The project design shall include entry/exit gates for first responders' vehicles to gain access to the project site.			
Threshold 4.17d) Would the project result in inadequate emergency access?	**MM TRANS-3.** Refer to **Threshold 4.17c).**	City of Hesperia and Construction Manager	Construction Management Plan	1. City of Hesperia 2. City of Hesperia 3. During Construction
4.18 Tribal Cultural Resources				
Threshold 4.18b): cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe	**MM TCR-1** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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	Qualified Archaeologist and Project Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During construction activities

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?	monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.			
	MM TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Qualified Archaeologist and Project Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During construction activities
	MM TCR-3 As specified by California Health and Safety Code § 7050.5, if human remains are found on the project site during construction or during archaeological work, the San Bernardino County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The Coroner would determine within two working days of being notified, if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.	Qualified Archaeologist and Project Contractor	Field Verification	1. City of Hesperia Planning Department 2. City of Hesperia Planning Department 3. During construction activities