



**NOTICE OF AVAILABILITY
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR)
ADELANTO GATEWAY LOGISTICS CENTER**

**State Clearinghouse Number
2008071129**

DATE: September 21, 2026

TO: Responsible Agencies, Organizations, and Interested Parties

PROJECT TITLE: Adelanto Gateway Logistics Center

CASE NOS: Location and Development Plan (LDP) No. 25-02, Tentative Parcel Map No. 20837

Notice is hereby given that the City of Adelanto (City) as the Lead Agency has prepared a SEIR, under the California Environmental Quality Act (CEQA) for the proposed Project identified below. We are requesting comments on the SEIR.

AVAILABILITY OF THE SEIR

Electronic copies of the SEIR are available for public review on the following website: https://ad-elan-toca.gov/services/community_development_services/planning/ceqa_process_policy.php#outer-342 (See Folder for LDP 25-02-Adelanto Industrial Park).

The SEIR will also be available for public review at the following location during regular business hours.

City of Adelanto Community Development Services Department-Planning Division, 11600 Air Expressway Adelanto, CA 92301

PUBLIC COMMENT PERIOD

The public comment period on the DEIR begins on **September 23, 2026**, and closes at 5:00 p.m. on **November 6, 2026**. Any person wishing to comment on the DEIR must submit written comments by mail, email, or in person on or before **November 6, 2026**, to:

James Hirsch, Contract Planner
City of Adelanto Community Development Services Department-Planning Division
11600 Air Expressway Adelanto, CA 92301
jhirsch@adelantoca.gov

If you have any questions, please contact Mr. Hirsch by email or by telephone at 760-246-2300 ext. 11190.

Project Description

Project Overview

The Project proposes seven industrial warehouse/distribution buildings totaling approximately 8.26 million square feet on approximately 451 acres. Buildings would range from approximately 151,000 to 1.5 million square feet, with warehouse and ancillary office space for goods movement and logistics tenants. Improvements include landscaping, parking, stormwater retention and infiltration facilities, water and sewer infrastructure, roadway and intersection improvements, and dry utilities.

All seven buildings would meet Class A industrial standards, with modern materials, interior clear heights of at least 40 feet, and large structural bays. They would include cross-dock configurations, trailer and auto parking, finishes, landscaping, and lighting. Facilities would serve large logistics, e-commerce, and manufacturing tenants requiring energy-efficient space, advanced building systems, and current fire and life-safety compliance. Ancillary offices would support logistics, management, and administration. The Project would develop seven buildings, each on its own parcel (Figure 3-1, Illustrative Site Plan and Building Tabulation).

Changes from the 2009 Approved Project

The Project proposes seven buildings totaling 8,256,274 square feet, compared with nine buildings totaling 6,935,398 square feet under the 2009 Approved Project. Building area increases by 1,320,876 square feet. The property is approximately 472 gross acres after the CarMax parcel sale, compared with approximately 502 gross acres in 2009. More land is developable because the Project omits the 2009 reservations: approximately 36.7 acres for the High Desert Corridor, 27.2 acres for detention and drainage easements, and a 1.5-acre fire station parcel. The City removed the fire station requirement when it adopted the Adelanto North 2035 Comprehensive Sustainable Plan. ADMP Channel 1 and the on-site retention system described in Section 3.10 now handle drainage.

Already mentioned in the paragraph above and discussed in 2.0 3.2 Project Objectives

The Project's underlying purpose is to develop modern logistics and distribution facilities on a large, contiguous site the City has designated for industrial use. The Project objectives are:

- **Objective 1.** Develop Class A industrial warehouses and distribution facilities meeting current standards for clear height, structural bay spacing, dock ratio, and truck court depth. The buildings would accommodate logistics, e-commerce, and manufacturing tenants without later retrofit.

- **Objective 2.** Achieve sufficient development intensity to fund and support the Project's off-site water, sewer, drainage, and roadway improvements. Make efficient use of a large, contiguous industrial site under single ownership.
- **Objective 3.** Expand economic development, attract businesses, and provide Adelanto employment opportunities. Improve the city's jobs-to-housing balance to reduce the local workforce's need to commute outside the area.
- **Objective 4.** Make full and efficient use of land previously surveyed and analyzed under the certified 2009 Adelanto Gateway Logistics Center EIR, consistent with the site's Manufacturing/Industrial designation.
- **Objective 5.** Implement the infrastructure improvements identified in the City's Mobility Element, Water Master Plan and Sewer Master Plan.
- **Objective 6.** Provide temperature-controlled warehouse capacity to serve regional food and pharmaceutical distribution.
- **Objective 7.** Incorporate energy-efficient and low-emission design consistent with the California Green Building Standards Code, City of Adelanto General Plan policies, and California Air Resources Board guidance.
- **Objective 8.** Develop a logistic/warehouse facility near the Southern California Logistics Airport and US 395 to support regional goods movement.

Project Entitlements

Tentative Parcel Map No. 20837

Tentative Parcel Map No. 20837 would divide the 451-acre site into seven industrial parcels. It establishes boundaries, roadway and utility corridors, and easements for separate financing or ownership and orderly infrastructure installation under the Subdivision Map Act and City standards. The map establishes rights-of-way for Joshua Avenue, a new Project public street, and dedicates required drainage and utility easements for each parcel. The map is on file with the City of Adelanto Planning Division.

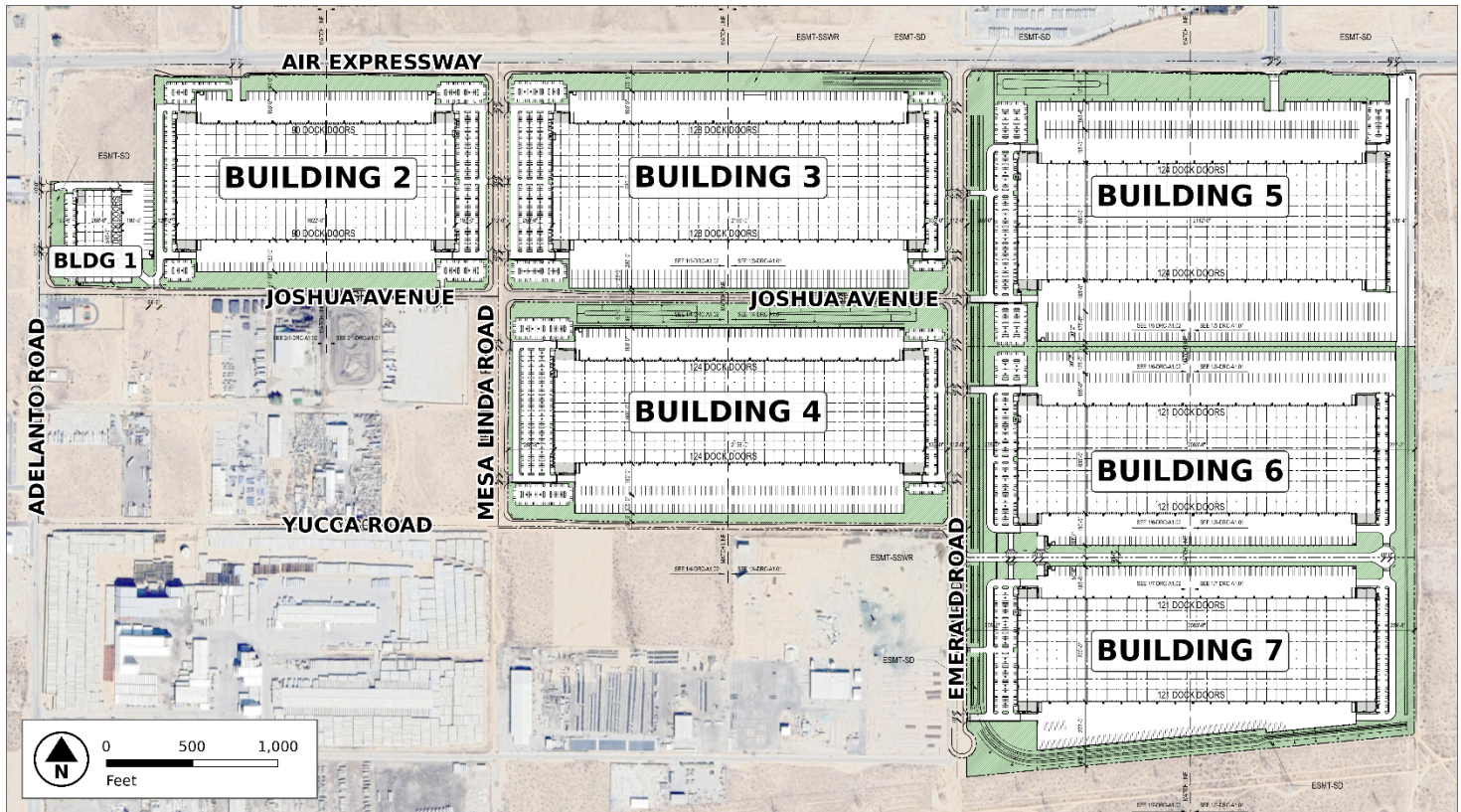
Location and Development Plan No. 25-02

The City requires review and approval of a detailed Location and Development Plan for new development or uses. Review addresses safe, efficient circulation; surrounding-use compatibility; attractive, efficient design; and required landscaping, open space, and other areas. Approval criteria include: (a) The proposed uses align with the General Plan; (b) The impact on adjacent uses, buildings, and structures has been considered, ensuring no significant adverse effects; (c) The site size and shape are adequate for the intended use and structures; and (d) The use complies with all relevant development standards of the Zoning District. (AMC Chapter 17.150).

Figure 3-1, *Illustrative Site Plan and Building Tabulation*, shows site area, building area, and parking by building. The Project includes 8,129,274 square feet of warehouse and 127,000 square feet of ancillary office space, totaling 8,256,274 square feet on 451.00 net acres. Each building has two office floors: 3,500 square feet per floor in Building 1 and 10,000 in Buildings 2 through 7. The floor area ratio is approximately 42 percent.

Figure 3-1. Illustrative Site Plan and Building Tabulation

Source: Steve K. Hong Architect, Adelanto Industrial Park Development Application Package, Sheet DRC-A1.00, Master Site Plan.



Building	Net Site Area (acres)	Warehouse (SF)	Office (SF)	Total (SF)	Auto Parking	Trailer Stalls
1	8.43	144,186	7,000	151,186	86	33
2	55.43	1,119,727	20,000	1,139,727	774	214
3	74.83	1,485,304	20,000	1,505,304	891	475
4	74.64	1,311,796	20,000	1,331,796	891	466
5	95.64	1,473,139	20,000	1,493,139	720	955
6	73.19	1,328,811	20,000	1,348,811	527	484
7	68.84	1,266,311	20,000	1,286,311	405	273
Total	451.00	8,129,274	127,000	8,256,274	4,294	2,900

Site Planning and Design Features

Site Access and Circulation

Driveways and new streets connect the buildings to Air Expressway and Adelanto Road along the site boundary. Internal circulation includes two main north-south streets from Air Expressway, Emerald Road and Mesa Linda Road, and one east-west street from Adelanto Road, Joshua Avenue.

Three full-access driveways serve Building 1. On Adelanto Road, automobile-only driveway "A" is approximately 260 feet north of Joshua Avenue, and truck-only driveway "B" is approximately 630 feet north. Driveway "C" is on Joshua Avenue, approximately 675 feet east of Adelanto Road. All distances are measured centerline to centerline.

Buildings 2, 3, and 4 are served by three full-access driveways on Air Expressway, seven on Emerald Road, and three on Joshua Avenue. Air Expressway along the Project frontage carries two westbound and two eastbound lanes.

Buildings 5, 6, and 7 are served by two driveways on Air Expressway and six on Emerald Road. Emerald Road is currently unpaved within the Project area and would be improved per City standards.

Development Standards

The site is in the Manufacturing/Industrial (MI) zoning district. Table 3-1 lists applicable MI development standards and Project compliance.

Table 3-1. Manufacturing Industrial (MI) District Development Standards

(1) Standard	MI Requirement	Project
Minimum lot size	20,000 square feet	367,327 square feet (smallest parcel, Building 1)
Front yard — building	25 feet	Varies (meets minimum)
Front yard — parking	10 feet	10 feet
Street side yard — building	25 feet	25 feet
Street side yard — parking	10 feet	10 feet
Side yard, all others	0 feet	0 feet

(1) Standard	MI Requirement	Project
Rear yard abutting residential	25 feet building; 10 feet parking	N/A
Maximum building height	60 feet north of Holly Road	55 foot parapet (1)
Maximum floor area ratio	No maximum	Approximately 42 percent
Landscaping, project area	At least 5 percent of project area	Approximately 13 percent
Landscaping, parking areas	At least 10 percent of parking areas	Verified as prior to building permit issuance
Off-street parking, warehouse	1 space per 1,000 square feet for the first 20,000 square feet; 1 per 2,000 square feet from 20,000 to 40,000; 1 per 4,000 square feet above 40,000 (2,261 spaces required)	Included in total
Off-street parking, office	1 space per 300 square feet (423 spaces required)	Included in total
Total off-street parking	2,684 spaces required	4,294 spaces provided
(2) Building Height and Navigable Airspace. The FAA has issued preliminary findings that two corners of Building 3 would exceed the Runway 35 approach surface. MM HAZ-1 requires FAA clearance for each structure before a building permit is issued (Section 4.6, Hazards and Hazardous Materials).		

Source: Adelanto Municipal Code §17.30.040, Table 30-1 (development standards), and §17.65.060 (off-street parking). Project provisions from the Project Tabulation.

Landscaping

Landscaping of varying widths would surround buildings and enclose and screen truck-loading and passenger-parking areas from public view. Drought-tolerant species and efficient irrigation would minimize nutrient and sediment runoff.

Outdoor Lighting

Site lighting consists of low-level light-emitting diode (LED) fixtures that meet the City's outdoor lighting requirements. All outdoor lighting fixtures — including spotlights, electrical reflectors, and other illuminations for signs, structures, landscaping, parking, loading, unloading, and similar areas — shall be focused, directed, and arranged downward to prevent glare or direct illumination on streets or adjoining property. The Project complies with the City's "Dark Sky" requirements.

Architectural Design

Architectural Features

Buildings would use contemporary architecture with concrete tilt-up panels painted in neutral white, grey, and blue shades. Maximum building height is 55 feet. Entries would feature glass curtain walls with neutral color palettes. Low-reflective windows would minimize glare for on-site and off-site viewers.

Recessed and projecting walls, reveal lines, and panel color changes would break up concrete expanses. Two-story glazing at corner offices would identify primary entries from adjacent streets. The 55-foot parapet would screen roof-mounted mechanical and refrigeration equipment from ground-level view. Where the site plan allows, dock doors and truck courts would face inward, with perimeter landscaping screening them from public rights-of-way. Exterior materials would be painted concrete tilt-up panels, low-reflective glazing, and painted metal trim.

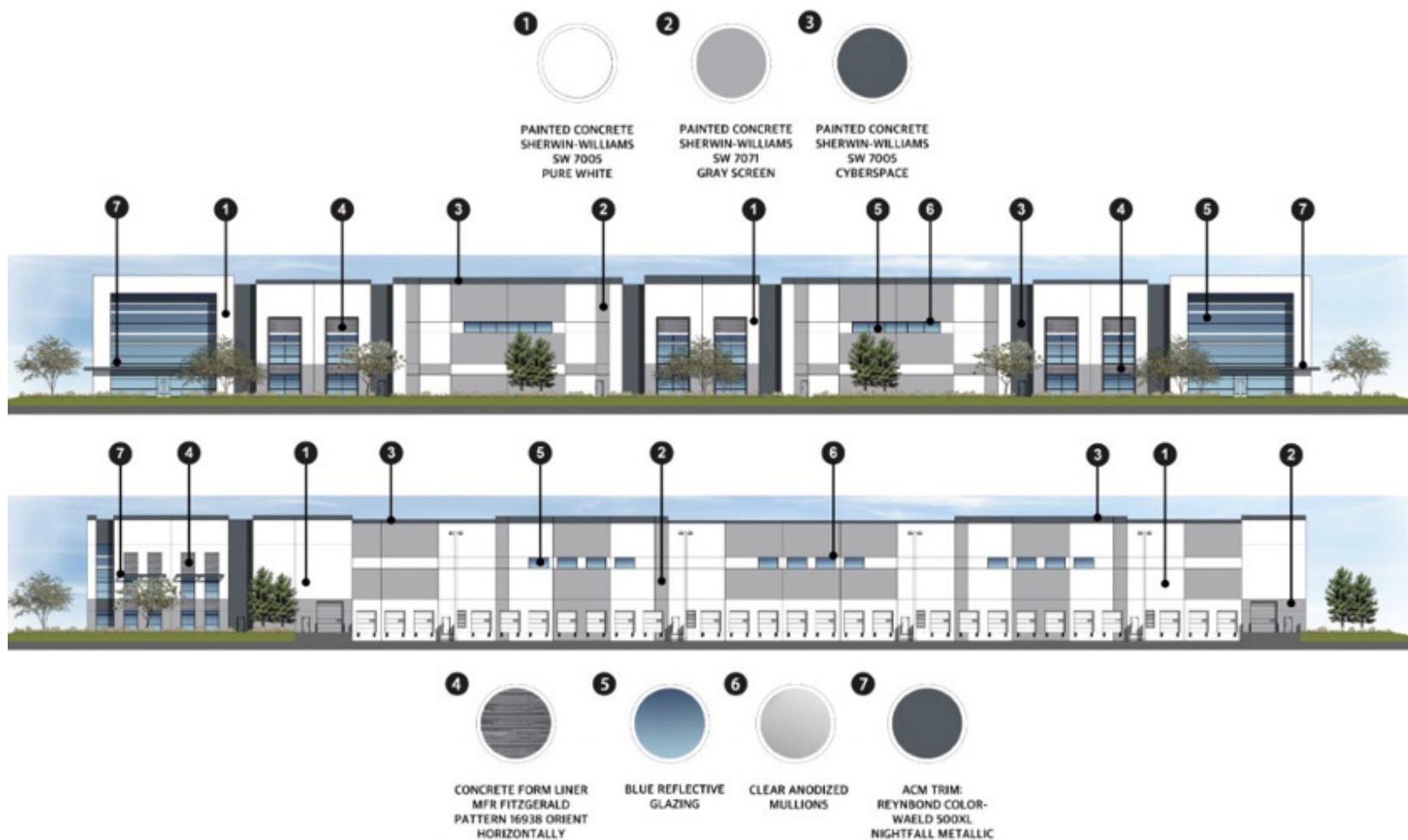
Figure 3-2. Conceptual Site Rendering (View Looking Northeast)

Source: Steve K. Hong Architect, Adelanto Industrial Park Development Application Package.



Figure 3-3. Typical Architectural Design

Source: Steve K. Hong Architect, Adelanto Industrial Park Development Application Package.



Building Design Features

Energy Efficiency and Sustainability

The Project incorporates high-efficiency, low-emission technologies and construction practices consistent with City of Adelanto General Plan policies and the California Green Building Standards Code (CALGreen). It also follows best management practices recommended by the California Attorney General and the California Air Resources Board (CARB). These features reduce energy demand, support electrification, and improve environmental performance. The following Project Design Features (PDFs) would be implemented through building plan review and permitting:

- **PDF-1: Building Energy Design.** Building heating, water heating, and other building systems are designed to operate on electricity. Natural gas service to the buildings and the natural gas generation option are described below under On-Site Natural Gas Generation Option. Natural gas use is evaluated in Sections 4.1 (Air Quality), 4.4 (Energy), and 4.5 (Greenhouse Gas Emissions) at the levels analyzed in Appendix A-4.
- **PDF-2: Electric Cargo-Handling Equipment.** All on-site operational and cargo-handling equipment (e.g., forklifts, pallet jacks) shall be electric, with dedicated charging infrastructure integrated into the Project's electrical system and storage areas.
- **PDF-3: Electric Vehicle (EV) Charging Infrastructure.** Provide EV chargers and EV-capable parking spaces that exceed California Green Building Standards Code requirements by at least 10 percent. Electrical hookups shall also be installed at loading docks to allow electric trucks to plug in while parked or idling.
- **PDF-4: On-Site Photovoltaic Systems.** Each warehouse building shall include a minimum 45-kilowatt photovoltaic (PV) solar system that exceeds energy code minimum requirements.
- **PDF-5: Optimized Building Envelope.** The Project shall incorporate energy-efficient design measures, including low-emissivity glazing, reduced U-values and solar heat gain coefficients (SHGC), and high solar reflectance index (SRI) roofing and wall materials.
- **PDF-6: High-Efficiency Lighting.** Lighting fixtures will exceed Title 24 efficiency requirements through the use of high-lumen-per-watt technology and advanced lighting controls.
- **PDF-7: Enhanced Indoor Air Filtration.** Mechanical ventilation systems will include Minimum Efficiency Reporting Value (MERV)-8 filters or higher to improve indoor air quality and reduce exposure to airborne particulates.

- **PDF-8: Low-Emission and Carpool Parking.** Under CALGreen Section 5.106.5.2, a minimum of 95 parking spaces will be designated for low-emitting, fuel-efficient, and carpool/vanpool vehicles.
- **PDF-9: EV-Ready Raceways.** Under CALGreen Section 5.106.5.3.2, raceways and electrical infrastructure will be provided in at least 28 standard parking spaces and all accessible spaces to accommodate future EV charging installations.
- **PDF-10: Refrigeration System Efficiency.** Cold storage buildings shall use high-efficiency refrigeration systems incorporating variable-speed compressors, floating head pressure control, and evaporator fan controls, and shall use refrigerants with a global warming potential of 150 or less where permitted by code.

Building Code Characteristics

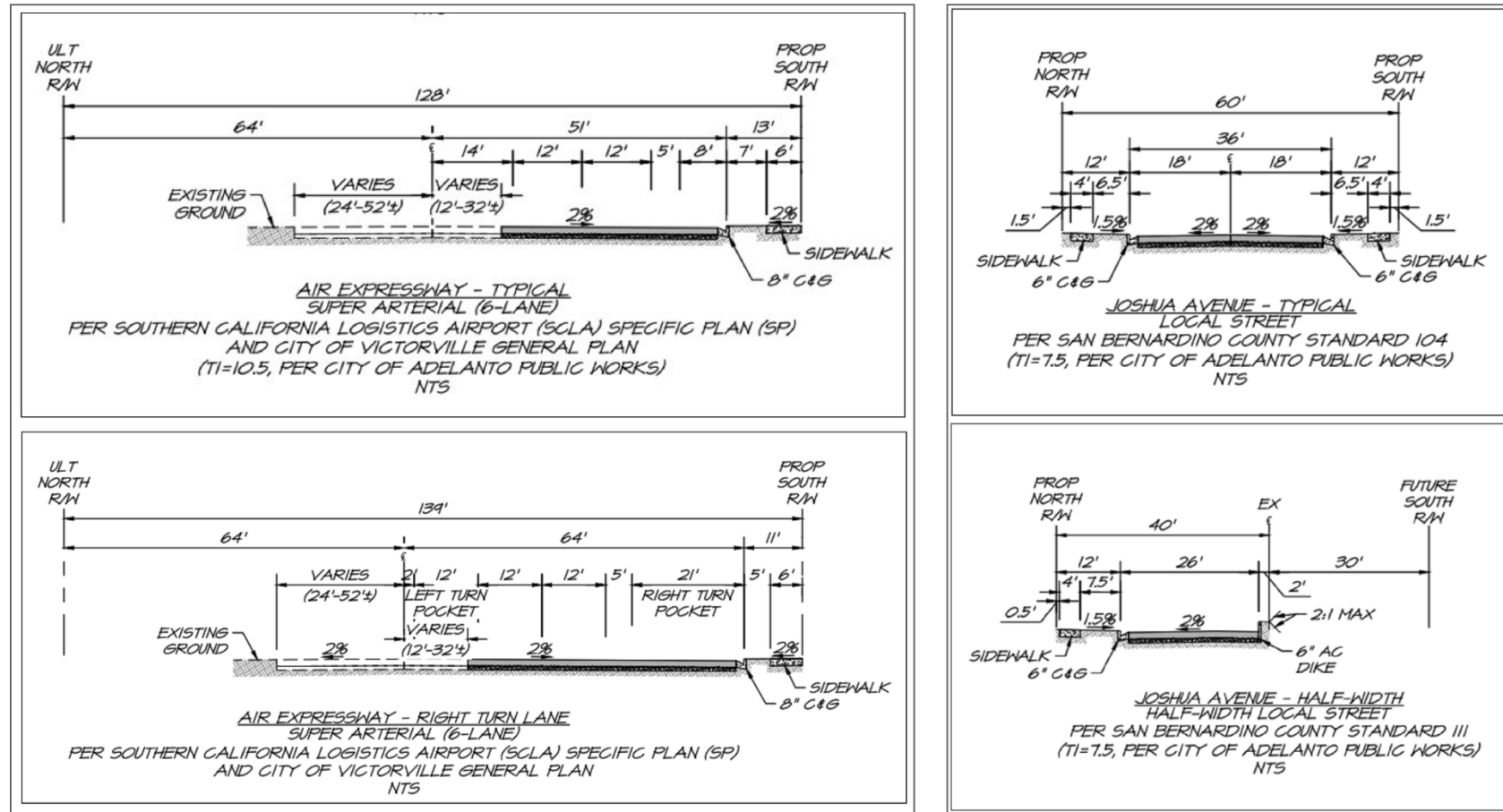
The Type III-B buildings have S-1 warehouse and B office occupancies with no required occupancy separation. Each has one story, a two-story office component, and a 55-foot parapet. Early suppression fast response sprinklers throughout eliminate the draft curtain requirement. Building area is unlimited under California Building Code §506, and maximum travel distance is 400 feet under §1017.2.2.

Circulation Improvements

Street Improvements

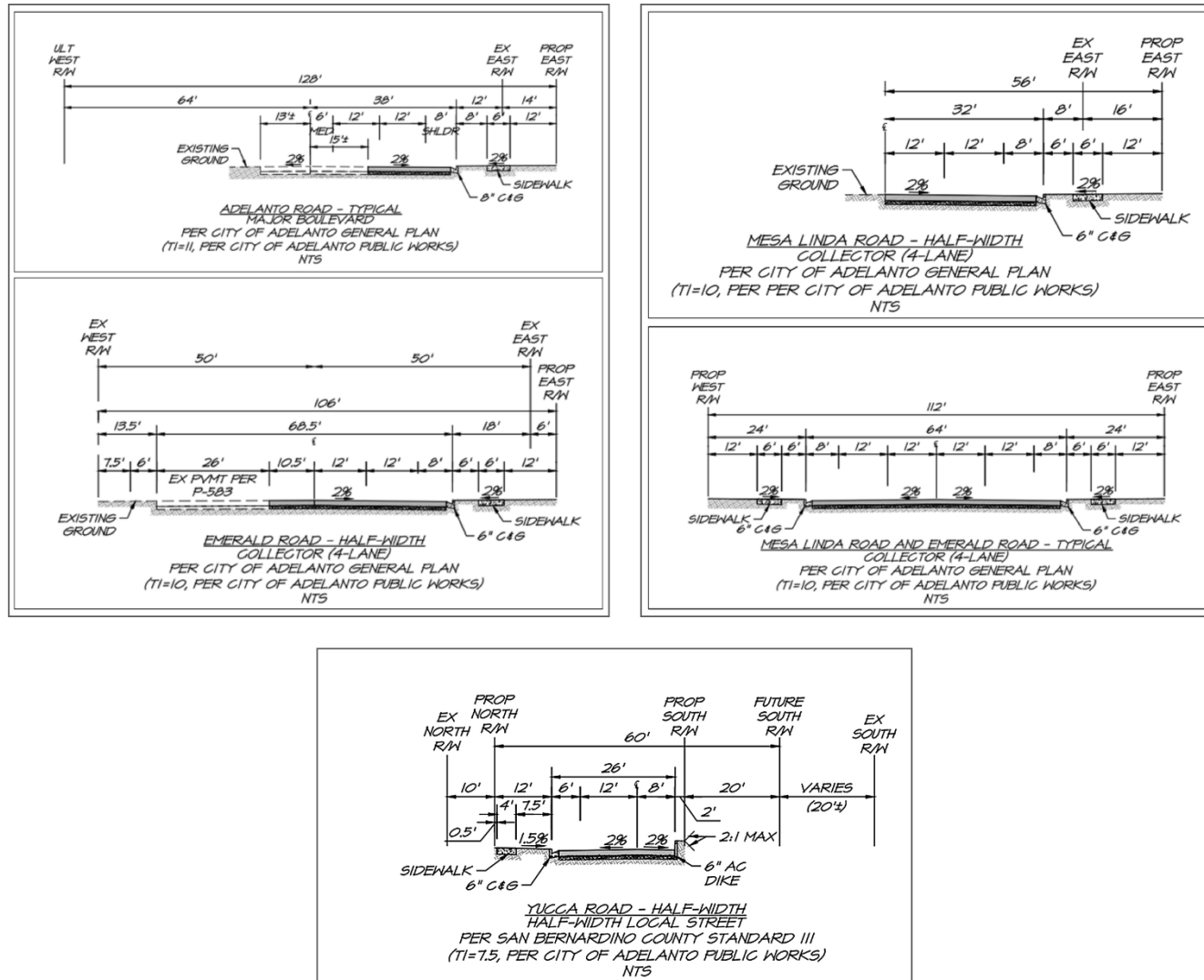
Transportation improvements include standard half-width frontage construction along adjacent public streets and reconstructed intersection approaches at four Air Expressway access points. The Project would also build Joshua Avenue along its southern frontage and internal driveways. Air Expressway and Adelanto Road would retain their existing through-lane cross-sections. Construction outside existing pavement is limited to intersection approaches for added turn lanes and half-width segments along the Project frontage. The Revised Traffic Impact Study (Appendix H-1), including Conceptual Striping Plans, provides the technical basis. Each street would be built to its typical or half-width section (Figure 3-4, Street Cross Sections).

Figure 3-4. Street Cross Sections (Sheet 1 of 2)



Source: Project preliminary street improvement plans.

Figure 3-4. Street Cross Sections (Sheet 2 of 2)



Improvements Constructed Beyond Project Boundaries

Table 3-2 lists street construction areas beyond the 451-acre site. Restriping within existing pavement is excluded because it causes no ground disturbance.

Table 3-2. Off-Site Street Improvements

Improvement	Location	Extent
New intersection legs — Air Expressway	Air Expressway at Gateway Drive, Mesa Linda Road, Emerald Road, and Phantom West	Construction of a new south leg at each of the four Project access intersections, connecting the Project site to Air Expressway. New pavement outside the existing roadway.
Intersection approach widening	Air Expressway at the four Project access intersections, and Adelanto Road at Joshua Avenue	Widening of intersection approaches to accommodate turn lanes. Work occurs outside the existing pavement edge at each approach.
Traffic signals	Air Expressway at Mesa Linda Road and at Emerald Road	Installation of two new traffic signals at currently unsignalized intersections, including poles, foundations, and conduit. Existing signals at Gateway Drive and Phantom West would be modified to eight-phase operation.
Right-in/right-out driveway	Air Expressway, approximately 700 feet east of the south leg at Phantom West	Construction of a right-in/right-out driveway providing supplementary access to the eastern portion of the Project site.

Source: Revised Traffic Impact Study, David Evans and Associates, Inc., August 24, 2026 (Appendix H-1).

Water Infrastructure Improvements

Off-site waterline extensions and on-site distribution improvements would supply domestic water and fire flow to each building. Improvements include four master-plan components and on-site distribution, described below. (See Figure 3-5, *Proposed Water Infrastructure Improvements*).

Mesa Linda Road and Joshua Avenue Waterline Extension (Portion of Master Plan Improvement W-6)

A 12-inch-diameter waterline extension is required along Mesa Linda Road and Joshua Avenue. On Mesa Linda Road, it extends north from Yucca Road to Building 2's point of connection (POC), just south of Air Expressway. On Joshua Avenue, it extends east from Adelanto Road to Emerald Road.

Emerald Road Waterline Loop (Portion of Master Plan Improvement W-7)

A 12-inch-diameter waterline is needed along Emerald Road from Violet Road to Building 5's POC, just south of Air Expressway. If the possible existing 8-inch-diameter line between Yucca Road and Violet Road is confirmed, it would be replaced with the 12-inch line.

The Feasibility Study identifies a 12-inch-diameter waterline on Emerald Road between Violet Road and Rancho Road as an "Implementing Facility". It was needed before the Project could receive adequate water supply and fire flow, and it has been installed.

U.S. 395 Pressure-Reducing Station and Waterline (Master Plan Improvements W-10 and V-3)

Pressure Zone 3, approximately 1.5 miles southwest of the Project, has a higher hydraulic grade and approximately 15 MG of storage. Connecting the pressure zones requires approximately 2,000 feet of 12-inch-diameter waterline in Adelanto Road and a pressure reducing station (PRS). Multiple PRS valves would meet flow and pressure requirements under varying demand. The Project would construct or secure them before service begins, subject to City-approved reimbursement.

Adelanto Road 12-Inch Waterline Replacement (W-5)

An 8-inch-diameter waterline of substandard PVC in Adelanto Road between Air Expressway and Yucca Road has reached the end of its service life. The developer would replace it with a 12-inch-diameter pipe along the Project frontage. Reimbursement may cover work beyond the property under the W-5 General Infrastructure Improvement waterline replacement.

On-Site Distribution

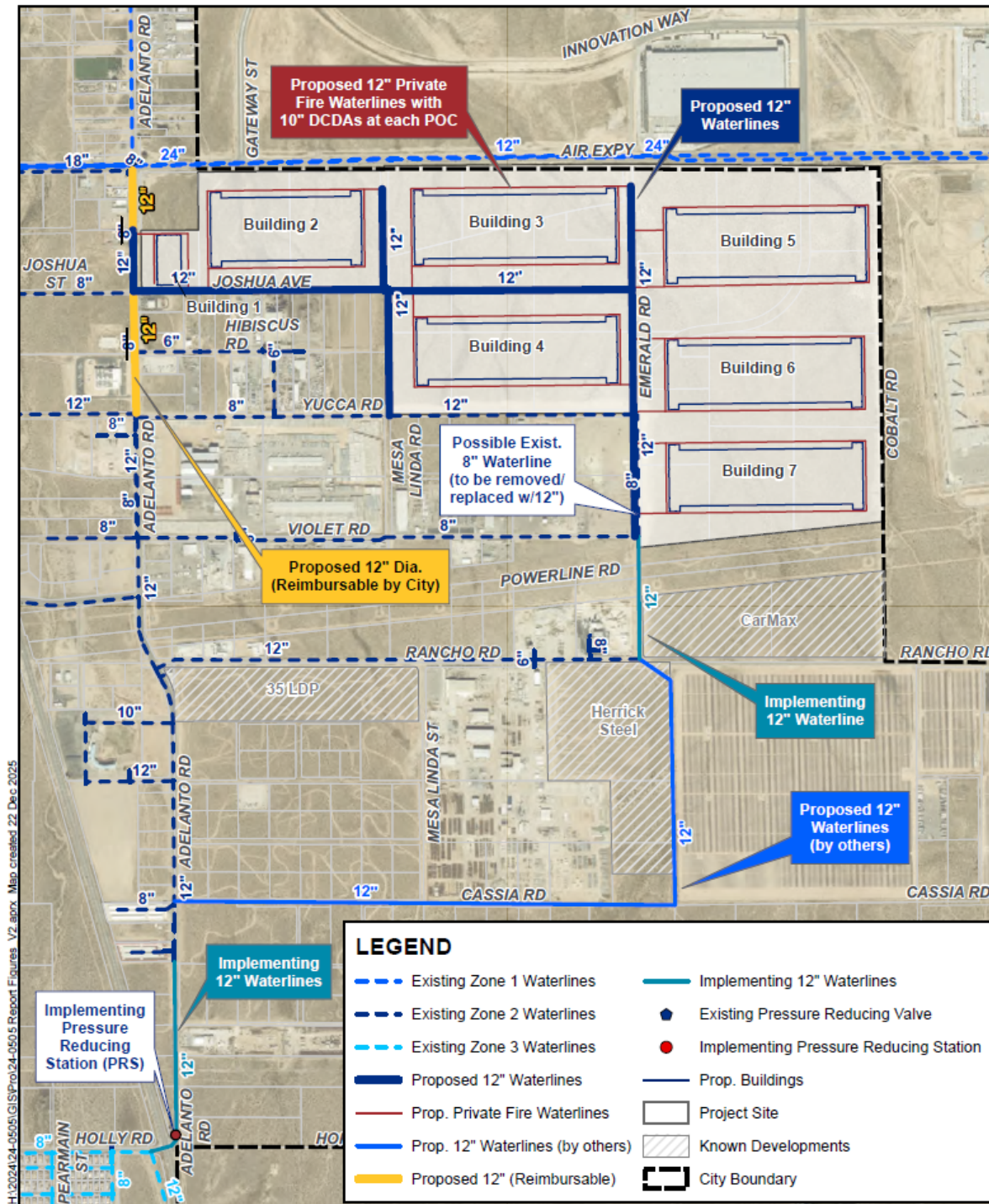
Each building has two connections to the public 12-inch-diameter waterlines. Each POC would have a 10-inch-diameter double check detector assembly (DCDA). Private on-site fire waterlines are expected to be 12-inch-diameter to maintain low head losses. Domestic lines would meet building and plumbing code sizing requirements.

Improvements Constructed Beyond Project Boundaries

Off-site work beyond the 451-acre site includes a pressure-reducing station at Adelanto Road and Holly Road and a 12-inch waterline. The line extends approximately 2,000 feet north within the Adelanto right-of-way to south of Cassia Road, as shown on Figure 3-5, *Proposed Water Infrastructure Improvements*

Figure 3-5. Proposed Water Infrastructure Improvements

Source: Albert A. Webb Associates, Sewer and Water Feasibility Study (Appendix I).



Sanitary Sewer System Improvements

No public sanitary sewer serves the site. The Project would build on-site collection lines and an off-site extension to the Adelanto Public Utility Authority (APUA) system. Gravity mains of 8-inch diameter or larger in Joshua Avenue, Mesa Linda Road, and other on-site rights-of-way would collect wastewater through building service laterals.

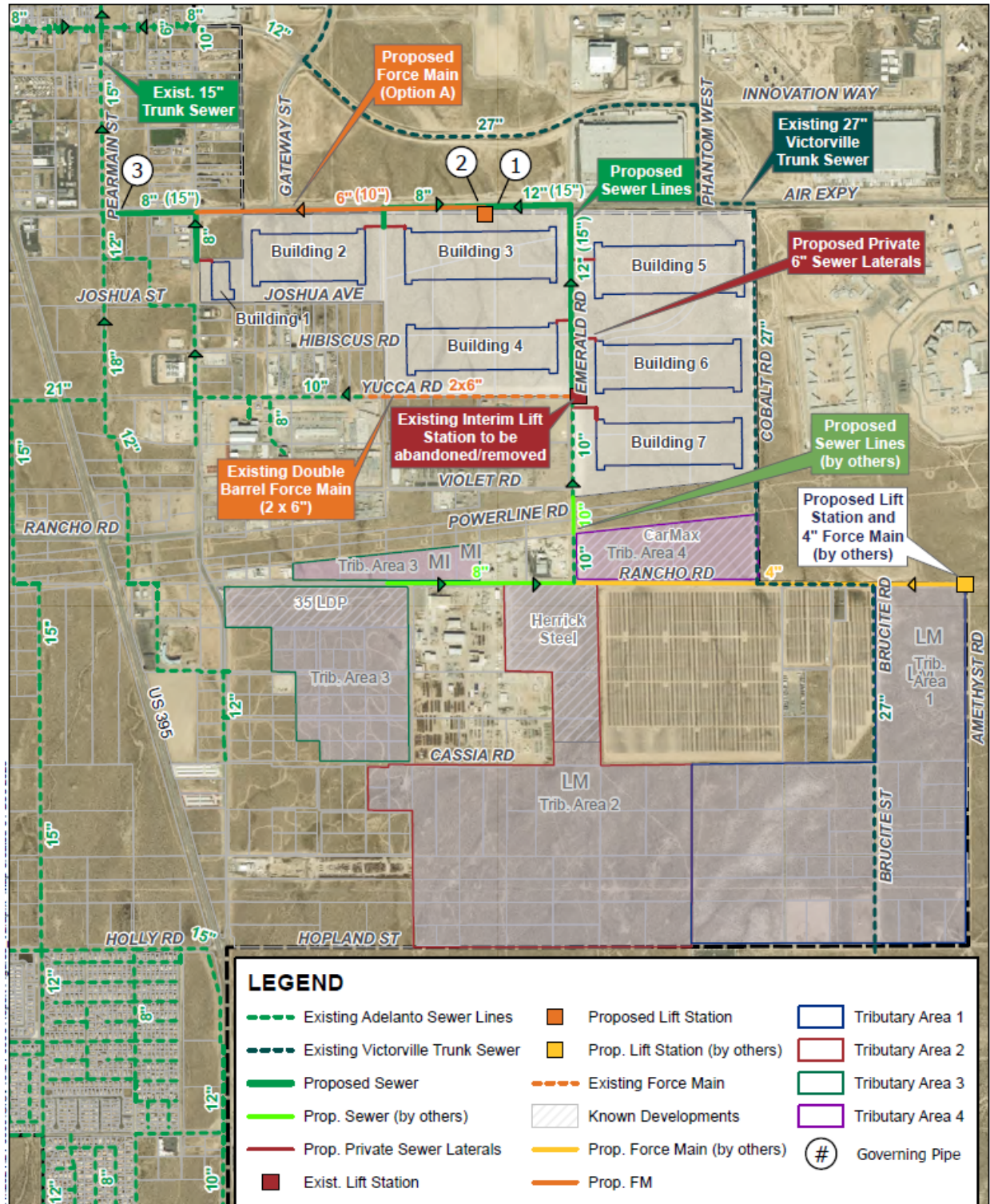
The conventional gravity network slopes to one off-site connection, requiring no on-site lift station. Manholes occur at changes in grade, alignment, and pipe size and at City-required intervals. Individual laterals allow service as each building is occupied. The City-owned system would convey wastewater to the Adelanto Wastewater Treatment Plant at Jonathan Street and Auburn Avenue. Woodard & Curran operates the plant under City contract. Connections require Adelanto Public Utility Authority's Will-Serve verification at building permit. Section 4.12 (Utilities and Service Systems) evaluates treatment capacity.

Improvements Constructed Beyond Project Boundaries

Construction extends beyond the 451-acre site shown in Figure 3-6, *Proposed Sewer Infrastructure Improvements*. The Feasibility Study's Plan A includes a lift station at the Air Expressway low point just west of Emerald Road. A force main extends west in the Air Expressway right-of-way to the existing 15-inch trunk sewer at Pearmain Street. A gravity sewer along Air Expressway serves Buildings 2 and 3. The lift station and force main accommodate sub-area buildout tributary to the low point, including parcels beyond the Project.

Figure 3-6. Proposed Sewer Infrastructure Improvements

Source: Albert A. Webb Associates, Sewer and Water Feasibility Study (Appendix I).



Drainage and Stormwater Improvements

Regional Drainage — Adelanto Master Plan of Drainage

Regional ADMP Channel 1 conveys flows west from the southern Project boundary to Emerald Road, then south along the street. It then runs west along the northern boundary to an existing Air Expressway culvert. The channel has a 25-foot base width and 7-foot depth. Culverts at driveway crossings would maintain access to Buildings 5, 6, and 7.

An 80-foot-wide easement would be dedicated along Adelanto Road to preserve the future regional ADMP Channel 1A alignment for construction when tributary development occurs.

Stormwater Management

Four main storm drains collect on-site flows and intercept off-site street flows. Line A serves Buildings 1 and 2 along Joshua Avenue. Line B runs south through Mesa Linda Road for Buildings 2B and 2D. Line C runs from Yucca Road for Buildings 3A, 3C, 4A, 4C. Line D follows the eastern boundary for Buildings 5B–7D and collects ditch flows. Lines B, C, and D outlet to Air Expressway culverts.

The Low Impact Development (LID) system retains and infiltrates on-site runoff while conveying off-site tributary flows. Water quality follows the Mojave River Watershed Water Quality Management Plan, Phase II Small MS4 General Permit, and Adelanto stormwater rules. Surface and underground infiltration basins would capture and treat 100% of the required volume.

Three surface basins (4A, 4B, and 5A) serve specific building areas. Twenty-two underground detention chamber systems retain stormwater for percolation into native soils. Gravel surrounds the below-grade, geotextile-wrapped chambers. Pumps serve some systems because of limited cover.

Post construction pollution prevention measures include staff training, debris control, catch basin maintenance, vacuum sweeping, and covered loading docks. Stormwater design details are in the Preliminary Drainage Study and Water Quality Management Plan.

Utilities and Service Systems Improvements

Electrical, natural gas, and telecommunications infrastructure would be extended throughout the Project site to serve all buildings at full buildout.

Electrical Service

Southern California Edison (SCE) would extend service from existing Air Expressway facilities. New lines along Joshua Avenue and Mesa Linda Road would serve the western site, and Emerald Road lines would serve the eastern site. Adelanto Road lines would serve Building 1. All buildings would connect to this network.

Three SCE circuits from two substations serve the area: Portland 33 kV from Victor Substation, and Freightliner and Mack 12 kV from Roadway Substation. Their combined available capacity is approximately 28.5 megawatts, and upgrades may be required (SCE Economic Development listings, June 1, 2026). SCE has not committed to a schedule for building and energizing Project service facilities. SCE is planning capacity projects in the area, and State energization timelines do not cover work that requires upstream capacity upgrades (Section 4.4, Energy).

If SCE cannot serve a building when ready for occupancy, the Applicant may install natural gas generation there, at up to three buildings. On-Site Natural Gas Generation Option below describes the option. Sections 4.1 (Air Quality), 4.4 (Energy), and 4.5 (Greenhouse Gas Emissions) evaluate it.

Existing Petroleum Pipeline

A Kinder Morgan petroleum products pipeline runs within the Air Expressway right-of-way along the northern frontage. Tentative Parcel Map No. 20837 shows its approximate location. No pipeline easement crosses Project parcels. Street, signal, sewer, and storm drain work in Air Expressway would be located and marked through Underground Service Alert. Construction would meet Kinder Morgan's encroachment and clearance requirements, as for other street utilities.

Telecommunication Facilities

Telecommunications infrastructure, including fiber optics, would be installed with frontage improvements. Lines along Joshua Avenue, Mesa Linda Road, Emerald Road, and Adelanto Road would serve the site. Area providers are Verizon and Spectrum.

Natural Gas

Southwest Gas Corporation can supply gas from its 8-inch high-pressure main in Air Expressway. Main extensions and service lines would follow the Southwest Gas line extension rule approved

by the California Public Utilities Commission. Gas and electrical lines would use the same street corridors.

On-Site Natural Gas Generation Option

The Project is designed for Southern California Edison electricity, with electric building systems, including space and water heating. Natural gas generation is a contingency. If SCE cannot serve a building when it is ready for occupancy, the Applicant may install gas engines there until SCE service begins. The option covers up to three buildings, with 22.5 megawatts of combined installed capacity and annual gas use of no more than 747,228 million British thermal units, the levels analyzed in the Natural Gas Emissions Update (Appendix A-4). RR UTIL-6 sets those limits. The air quality, energy, and greenhouse gas analyses assume full capacity at all three buildings and full fuel use. Engines stop when SCE serves the building. Exceeding the limits would change the Project and require further review under CEQA Guidelines Section 15162.

On-site electrical generation is a conditionally permitted use in the Manufacturing/Industrial district and requires a Conditional Use Permit from the City. The generators also require an Authority to Construct and a Permit to Operate from the Mojave Desert Air Quality Management District. Both must be issued before a building permit for any generator. Site-specific requirements, including emission limits and separation from sensitive receptors, are set through those permits.

Project Construction Activities

Table 3-3, Construction Activity, lists site preparation, grading and infrastructure, building construction, paving, and architectural coating and finishes. Infrastructure and roadway access would serve the site while maintaining safe circulation on adjacent public streets. Construction is expected from October 2027 through December 2030, with an opening year of 2030.

Table 3-3. Construction Activity

Construction Activity	Start	End	Working Days
Site preparation	October 1, 2027	December 2, 2027	45
Grading and site infrastructure	December 3, 2027	December 21, 2028	275
Building construction	December 22, 2028	December 31, 2030	528
Paving and site work	February 21, 2029	December 31, 2030	485
Architectural coating and finishes	February 21, 2029	December 31, 2030	485

Source: Air Quality Impact Analysis, Urban Crossroads, August 14, 2026 (Appendix A-1), Table 3-3, Construction Duration. Working days assume a five-day week. Building construction, paving, and architectural coating overlap; the activities are not sequential.

Earthwork

The site requires fill. The preliminary grading plan estimates approximately 717,500 cubic yards of cut and 2,539,600 cubic yards of fill, for a net import of approximately 1,822,100 cubic yards. The source of the fill has not been selected. Fill would come from a permitted borrow site or from a construction project with surplus soil in the Victor Valley, and would be clean fill meeting the geotechnical engineer's specifications. Haul trucks would use the City's designated truck routes, Air Expressway, Adelanto Road, and U.S. Highway 395, and would enter the site from Air Expressway. Before a grading permit is issued, the Applicant shall identify the fill source and haul route in a haul route plan approved by the City Engineer. The air quality analysis assumes 819 haul truck trips per day during the grading and site infrastructure phase, no haul trips during the other phases, and the model's default haul trip length (Appendix A-1, Table 3-5). The effect of haul trucks on the route is addressed in Sections 4.9 (Noise) and 4.10 (Transportation).

Construction activities would occur between 7:00 a.m. and dusk on weekdays, as allowed by Municipal Code §17.90.020(d), with weekend or holiday work only with the Building Official's consent. Equipment would be maintained in proper working order, and all construction activities would implement dust control and emission-reduction measures consistent with Mojave Desert Air Quality Management District (MDAQMD) Rules 402 and 403.

The Project would be constructed in a single phase. All Project-related street improvements described in Section 3.7 would be installed before the first building is occupied.

Project Operational Activities

Allowable Uses

Approximately 80 percent of the Project's total floor area would be transload and short-term storage, and approximately 20 percent, approximately 1.65 million square feet, would be cold storage. The cold storage may be concentrated in one or more buildings. Section 4.0 analyses use this split for trip generation, energy demand, refrigeration, and transport refrigeration unit assumptions.

The logistics and distribution center would include High-Cube Transload and Short-Term Storage Warehouses (ITE Land Use Code 154) and High-Cube Cold Storage Warehouses (ITE Land Use Code 157). Facilities would receive, temporarily store, sort, and transship goods for regional and national distribution. Transload warehouses primarily transfer freight between trucks and rail or long-haul and local delivery trucks, with minimal long-term storage. Short-term warehouses hold inventory, usually less than 30 days, before shipment to retailers, distribution centers, or end users.

Cold storage performs these functions at controlled temperatures to preserve food, pharmaceuticals, and other perishables, using insulated envelopes and high-efficiency refrigeration.

Prohibited Uses

The Project does not include data centers. This SEIR analyzes warehouse, distribution, and cold storage uses only. Data center occupancy of any portion of the Project would require separate discretionary approval and separate environmental review.

Vehicle Trips

Truck and employee access would be available 24 hours, with peak activity generally during daytime business hours. Trucks would arrive throughout the day, concentrated during inbound and outbound shipping. Employees would work primarily weekday shifts, with fewer night and weekend staff supporting logistics and refrigeration management.

At buildout, estimated trips are 12,749 daily, 711 AM peak hour, and 859 PM peak hour, as shown in Table 3-4, *Project Trip Generation by Vehicle Type*.

Table 3-4. Project Trip Generation by Vehicle Type

Vehicle Type	Mode Share	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Passenger cars	74.21%	9,461	406	122	528	178	459	637
2-axle trucks	4.55%	580	25	7	32	11	28	39
3-axle trucks	4.18%	533	23	7	30	10	26	36
4-or-more-axle trucks	17.04%	2,172	93	28	121	41	105	146
Trucks, all types	25.77%	3,285	141	42	183	62	159	221
Total	100%	12,749	547	164	711	240	619	859

Source: Revised Traffic Impact Study, David Evans and Associates, Inc., August 24, 2026 (Appendix H-1), Table 5-1. Rates from Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, for High-Cube Transload and Short-Term Storage Warehouse (Land Use 154) applied to 80 percent of floor area and High-Cube Cold Storage Warehouse (Land Use 157) applied to 20 percent. Vehicle mix from South Coast Air Quality Management District, High Cube Warehouse Trip Generation Study (2013-2014). Trips are actual vehicle trips; passenger car equivalents are reported in Appendix H-1 and are used in the intersection operations analysis in Subsection 4.10, Transportation.

Hours of Operation

Buildings would operate up to 24 hours per day, seven days per week. Truck activity would peak during inbound and outbound shipping. Administrative and management staff would primarily work weekday daytime shifts. Cold storage requires continuous refrigeration and staffing across all shifts.

Employment

The VMT Analysis (Appendix H-2) estimates 7,197 employees at buildout. It applies 1,195 square feet per employee to warehouse floor area, using the Southern California Association of Governments Employment Density Study Summary Report (October 31, 2001). The VMT model used 8,599,962 square feet, more than the Project's 8,256,274 square feet, so the employee estimate is conservative.

On-Site Cargo Handling Equipment

Cargo handling equipment moves containers and trailers within the truck courts. The air quality and greenhouse gas analyses model 30 pieces of compressed natural gas cargo handling equipment operating four hours per day, 365 days per year, as the unmitigated condition. MM AQ-12 requires electric cargo handling equipment, which eliminates emissions from that equipment; the mitigated modeling accordingly reflects no on-site equipment emissions. PDF-2 also requires electric cargo handling equipment.

Required Permits and Approvals

Table 3-5 lists anticipated SEIR-covered approvals and permits, responsible agencies, and the conditions triggering each requirement.

Table 3-5. Summary of Anticipated Agency Permits and Approvals

Agency	Permit or Approval	Trigger or Condition for Requirement
City of Adelanto	Certification of Subsequent EIR	Required for discretionary project approval.
	Location and Development Plan (LDP)	Required for new development in industrial zones.
	Tentative Parcel Map (TPM No. 20837)	Required to subdivide the property into seven industrial parcels.
	Conditional Use Permit (CUP) – On-Site Natural Gas Generation	Required only if the Applicant elects the on-site natural gas generation option described in Section 3.11; issued before a building permit for any generator.
	Grading, Building, and Encroachment Permits	Issued following discretionary approvals for site and infrastructure work.
California	Western Joshua Tree Incidental	Required due to the presence of

Agency	Permit or Approval	Trigger or Condition for Requirement
Department of Fish and Wildlife	Take Permit (ITP)	western Joshua trees on the site.
	Lake and Streambed Alteration Agreement (LSA)	Required if construction modifies the bed, bank, or channel of any drainage.
	Incidental Take Permit (ITP) – Burrowing Owl	Required only if focused surveys confirm the presence, and avoidance is infeasible.
	Incidental Take Permit (ITP) – Crotch's Bumble Bee	Required only if species are confirmed during focused surveys, and avoidance is infeasible.
	(No Action Required) – Desert Tortoise	Not detected during protocol surveys; no permit required.
	(No Action Required) – Mohave Ground Squirrel	Not detected during the 2024 protocol survey; no permit required.
Lahontan Regional Water Quality Control Board	Section 401 Water Quality Certification and/or Waste Discharge Requirements (WDRs)	Required because off-site improvements or utilities affect jurisdictional waters.
Lahontan Regional Water Quality Control Board	Construction General Permit coverage (SWPPP)	Required for construction disturbing more than one acre.
Mojave Desert Air Quality Management District	Dust Control Plan Authority to Construct and Permit to Operate	Required prior to any ground-disturbing activities. Required for stationary emission sources, including the on-site natural gas generators (if the option is elected) and cold-storage refrigeration equipment; issued before a building permit for any generator.
City of Victorville	Encroachment Permits	Required for street, signal, and utility work in the Victorville half of Air Expressway and for the signal modifications at the Gateway Drive, Phantom West, Emerald Road, and Mesa Linda Road intersections. The city boundary runs along the Air Expressway centerline. Victorville acceptance is also required for drainage discharged to the Air Expressway culverts and the SCLA Master Plan of Drainage facilities.

Agency	Permit or Approval	Trigger or Condition for Requirement
U.S. Army Corps of Engineers	Clean Water Act Section 404 Permit	Required only if off-site improvements affect waters of the United States.
Federal Aviation Administration	Determination of No Hazard to Air Navigation (14 CFR Part 77)	Required for each structure before a building permit is issued (MM HAZ-1).