NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF A PUBLIC SCOPING MEETING

Date: September 23, 2022

To: State Agencies, Responsible Agencies, Local and Public Agencies, and Interested Parties

From/Lead Agency: City of Hesperia, Planning Department

Subject: Notice of Preparation of an Environmental Impact Report for the Mesa Linda Street Development

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the City of Hesperia (City), as lead agency, is commencing preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects associated with implementation of the Mesa Linda Street Development (Project).

The City is requesting input from interested individuals, organizations, and agencies regarding the scope and content of the environmental analysis to be included in the upcoming EIR. In accordance with CEQA, the City requests that agencies provide comments on the environmental issues related to the statutory responsibilities of their particular agency. This NOP contains a description of the Project, its location, and a preliminary determination of the environmental resource topics to be addressed in the EIR.

Project Location

The proposed Project site is located within the northwestern portion of the City of Hesperia, on two parcels northwest of the Poplar Street and Mesa Linda Street intersection. Regional access to the Project site is provided by Interstate 15 (I-15) and Highway 395. Local access to the site is provided from Mesa Linda Street and Poplar Street (see Figure 1, Project Location). Specifically, the Project site is located within Section 22, Township 4 North, Range 5 West, San Bernardino Base and Meridian (SBB&M) of the Baldy Mesa United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

Project Summary

The proposed Project would include development of a one-story, 408,997 SF warehouse building on the 18.16-acre site. The proposed warehouse building would have a building footprint of 402,997 SF and a mezzanine of 6,000 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways (Figure 2, Site Plan). It is anticipated that the facilities would be operated 24 hours a day, 7 days a week. At this time, the project applicant does not anticipate leasing any portion of the buildings to a tenant that would require refrigerated space.

Brigit Bennington, Mayor
Bill Holland, Mayor Pro Tem
Rebekah Swanson, Council Member
Larry Bird, Council Member
Cameron Gregg, Council Member

Nils Bentsen, City Manager

9700 Seventh Avenue
Hesperia, CA 92345

760-947-1000
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www.cityofhesperia.us

The Project site has a General Plan land use designation of Main Street and Freeway Corridor Specific Plan (MSFC-SP). Within the MSFC-SP, the Project site is zoned as Commercial/Industrial Business Park (CIBP). As part of the proposed Project, the following discretionary actions and subsequent approvals are being requested by the Project proponent:

- Development Plan Review
- Conditional Use Permit
- Certification of the Environmental Impact Report
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

The following approvals are anticipated from responsible agencies:

- California Department of Fish and Wildlife (CDFW) 1602 Streambed Alteration Agreement
- United States Army Corps of Engineers (USACE) 404 Nationwide Permit
- Regional Water Quality Control Board (RWQCB) Section 401 State Water Quality Certification
- CDFW Take Permit (potentially for Joshua Trees dependent upon the listed status at the time of Project implementation)

Potential Environmental Impacts of the Project

As discussed in the attached Initial Study, the EIR will evaluate whether implementation of the Project may potentially result in one or more significant environmental impacts. The potential environmental effects to be addressed in the EIR will include, but may not be limited to, the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural, Tribal, and Paleontological Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Transportation
- Utilities and Service Systems

The EIR will also address all other CEQA-mandated topics, including cumulative impacts and Project alternatives.

Public Scoping Comment Period and Meeting

Public Scoping Comment Period

The City has established a 30-day public scoping period from September 23, 2022, to October 23, 2022. During the scoping period, the City's intent is to disseminate Project information to the public and solicit comments from agencies, organizations, and interested parties, including nearby residents and business owners, regarding the scope and content of the environmental information to be included in the EIR, including mitigation measures or Project alternatives to reduce potential environmental effects.

During this period, this NOP and the Project's Initial Study may be accessed electronically at the following website:

https://www.cityofhesperia.us/312/Planning

This NOP and the Project's Initial Study are also available for review in person at Hesperia City Hall, Planning Department, 9700 Seventh Avenue, Hesperia, California 9234.

Public Scoping Meeting

During the 30-day public scoping period, the City will also hold a public scoping meeting on October 13, 2022, at 5:30 p.m. at Hesperia City Hall, Planning Department, 9700 Seventh Avenue, Hesperia, California 92345. The public scoping meeting will provide an additional opportunity to receive and disseminate information, identify potential environmental issues of concern, and discuss the scope of analysis to be included in the EIR. The scoping meeting is not a public hearing, and no decisions on the Project will be made at this meeting. It is an additional opportunity for agencies, organizations, and the public to provide scoping comments in person on what environmental issues should be addressed in the EIR. All public agencies, organizations, and interested parties are encouraged to attend and participate in this meeting.

Scoping Comments

All scoping comments must be received in writing by 5:00 p.m. on October 23, 2022, which marks the end of the 30-day public scoping period. All written comments should indicate an associated contact person for the agency or organization, if applicable, and reference the Project name in the subject line. Pursuant to CEQA, responsible agencies are requested to indicate their statutory responsibilities in connection with the Project when responding. Please mail or email comments and direct any questions to the following contact person:

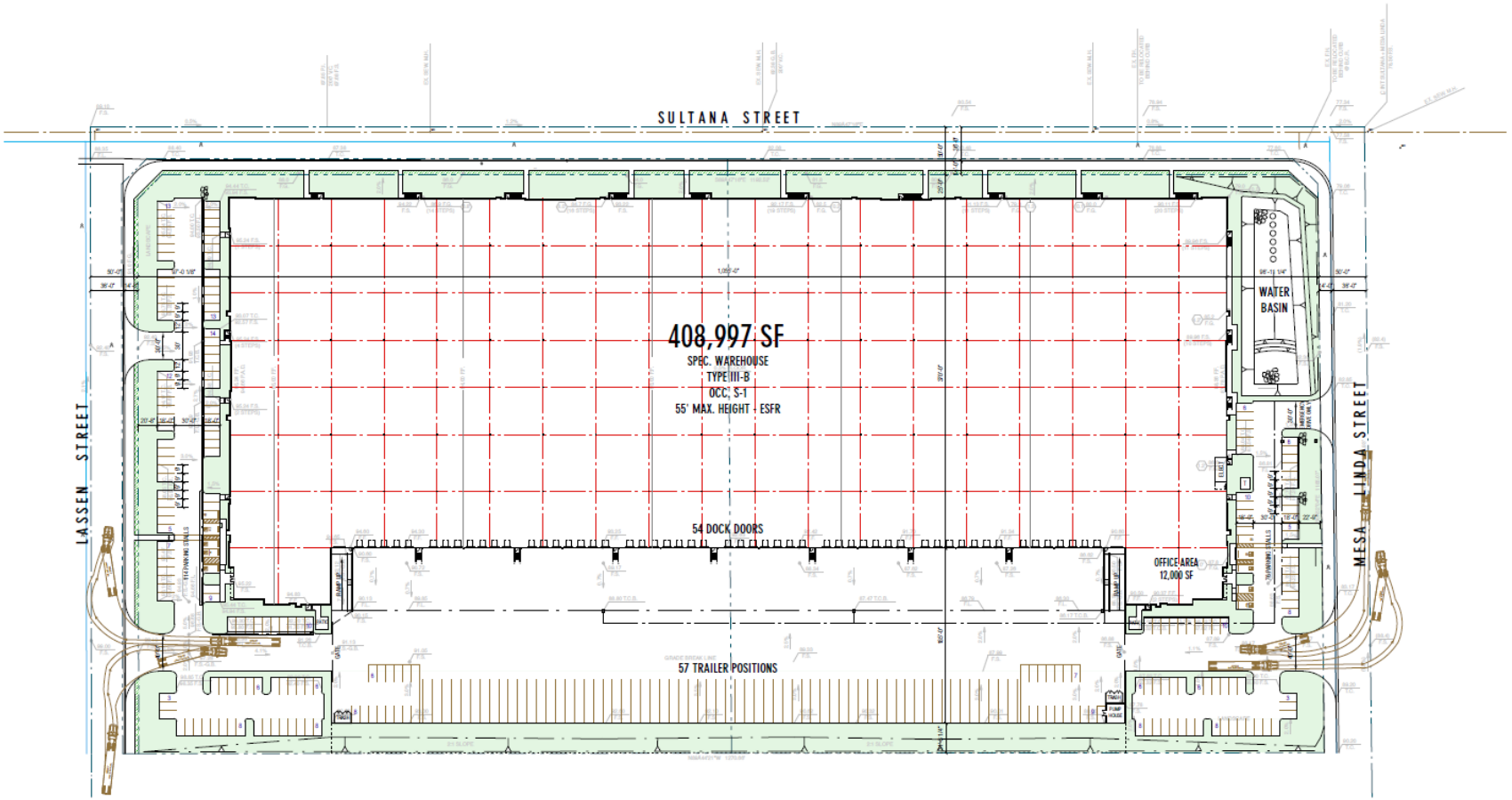
Ryan Leonard, Senior Planner
City of Hesperia Planning Department
9700 Seventh Avenue
Hesperia, California 92345
Phone: (760) 947-1651
Email: rleonard@cityofhesperia.us

Attachments:
Figure 1, Project Location
Figure 2, Site Plan

Figure 1: Project Location



Figure 2: Site Plan



AN

MESA LINDA STREET DEVELOPMENT

INITIAL STUDY

Lead Agency:
City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345

Project Applicant:
Newcastle Partners
4740 Green River Road, #110
Corona, CA 92878

September 2022

E | P | D Solutions, Inc.

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APPENDICES

Appendix A: Geotechnical and Infiltration Evaluation
Appendix B: Phase I Environmental Site Assessment

ACRONYM LIST

A-P	Alquist-Priolo Earthquake Fault Zoning Act
AQMP	Air Quality Management Plan
AB	Assembly Bill
APN	Assessor's Parcel Numbers
BMPs	Best Management Practices
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CUP	Conditional Use Permit
dBA	A-weighted decibel
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
GHG	Greenhouse Gas
I-15	Interstate 15
LHMP	Local Hazard Mitigation Plan
MBTA	Migratory Bird Treaty Act
MGD	Millions of gallons per day
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NOx	Nitrous Oxides
O_3	Ozone
PM	Particulate Matter
RA	Residential Agricultural
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy

SCAG	Southern California Association of Governments
SR	State Route
SP	Specific Plan
SWPPP	Stormwater Pollution Prevention Plan
TPZ	Timberland Production Zone
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
WQMP	Water Quality Management Plan

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.) as amended and approved on December 28, 2018.

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed industrial warehouse Project described in greater detail in Section 3.0 below. As required by State CEQA Guidelines ("Guidelines") Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Hesperia ("City"), in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration or an Environmental Impact Report is required for the Project.

This Initial Study informs City of Hesperia decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines Section15382). As such, the Initial Study's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1)
- Encourage the applicant to incorporate environmental considerations into Project conceptualization, design, and planning at the earliest feasible time. (Guidelines Section 15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (Guidelines Section 15126.4)

1.2 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

Section 1. Introduction
Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City to evaluate the proposed Project's potential impact to the physical environment, and to determine if an Environmental Impact Report (EIR) is required.

Section 2. Environmental Setting
Provides information about the proposed Project's location.

Section 3. Project Description
Includes a description of the proposed Project's physical features and characteristics.

Section 4. Environmental Checklist
Includes the Environmental Checklist from the CEQA Guidelines and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment and identifies if an EIR is required, and if so, what environmental topics need to be analyzed in the EIR.

Section 5. Environmental Analysis
This section provides evidence to substantiate the conclusions in the environmental checklist.

Section 6. References
Includes a list of the references in this Initial Study pursuant to State CEQA Guidelines Section 15150.

1.3 INITIAL STUDY FINDINGS

Section 4.0 of this document contains the Environmental Checklist that was prepared for the proposed Project pursuant to CEQA requirements. The Environmental Checklist indicates that the proposed Project would result in no impacts or less than significant environmental effects under the issue areas of agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, land use, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire. Therefore, these issues will not be evaluated further within an EIR.

The Environmental Checklist indicates that the proposed Project would potentially result in significant environmental effects under the issue areas of aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hydrology and water quality, noise, transportation, and tribal cultural resources. Therefore, these subjects are recommended for further evaluation in an EIR.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project site is located within the northwestern portion of the City of Hesperia, on two parcels northwest of the Poplar Street and Mesa Linda Street intersection. Regional access to the Project site is provided by Interstate 15 (I-15) and Highway 395. Local access to the site is provided from Mesa Linda Street and Poplar Street. Specifically, the Project site is located within Section 22, Township 4 North, Range 5 West, San Bernardino Base and Meridian (SBB&M) of the Baldy Mesa United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The Project site and surrounding area is shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site encompasses approximately 18.16-acres and is comprised of two parcels identified as Assessor's Parcel Numbers (APNs) 306-458-102 and 306-458-103. The site is relatively flat with a gentle slope from the southwest to the northeast. The Project site is currently undeveloped and contains moderate coverage of natural grasses and weeds. The Project site's existing conditions are shown in Figure 2-3, *Aerial View* and Figure 2-4, *Site Photos*.

2.3 EXISTING LAND USE AND ZONING

The Project site has a General Plan land use designation of Main Street and Freeway Corridor Specific Plan (MSFC-SP). Within the MSFC-SP, the Project site is zoned as Commercial/Industrial Business Park (CIBP). The MSFC-SP states that the CIBP designation is intended to create employment-generating uses in a business park setting. The zone allows development of commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings. Pursuant to the MSFC-SP, approval of a Conditional Use Permit (CUP) is required for warehouses greater than 200,000 square feet (SF) in the CIBP zone. The MSFC-SP allows a Floor Area Ratio (FAR) of 0.5.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

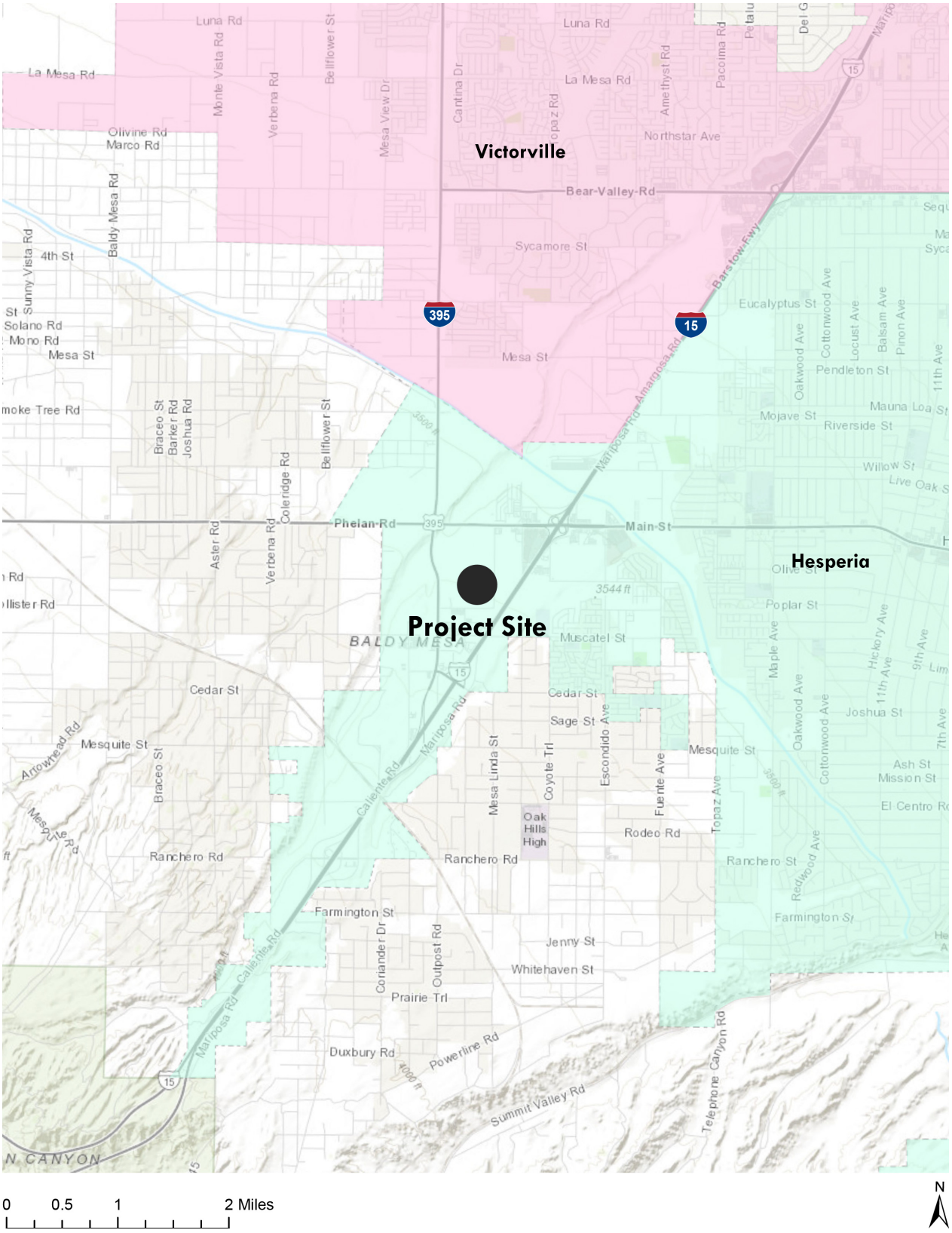
The Project site is located within a predominately undeveloped area with sparse light industrial development to the south. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Vacant and undeveloped	Main Street and Freeway Corridor Specific Plan (MSFC-SP)	Regional Commercial (RC)
East	Vacant and undeveloped, I-15	Main Street and Freeway Corridor Specific Plan (MSFC-SP)	Commercial/Industrial Business Park (CIBP)

	Existing Land Use	General Plan Designation	Zoning Designation
	Project proposed for development of two industrial buildings (I-15 Industrial Park)		
South	Vacant and undeveloped and light industrial uses	Main Street and Freeway Corridor Specific Plan (MSFC-SP)	Commercial/Industrial Business Park (CIBP)
West	Vacant and undeveloped Project proposed for development of two industrial buildings (I-15 Industrial Park)	Main Street and Freeway Corridor Specific Plan (MSFC-SP)	Commercial/Industrial Business Park (CIBP)

Regional Location

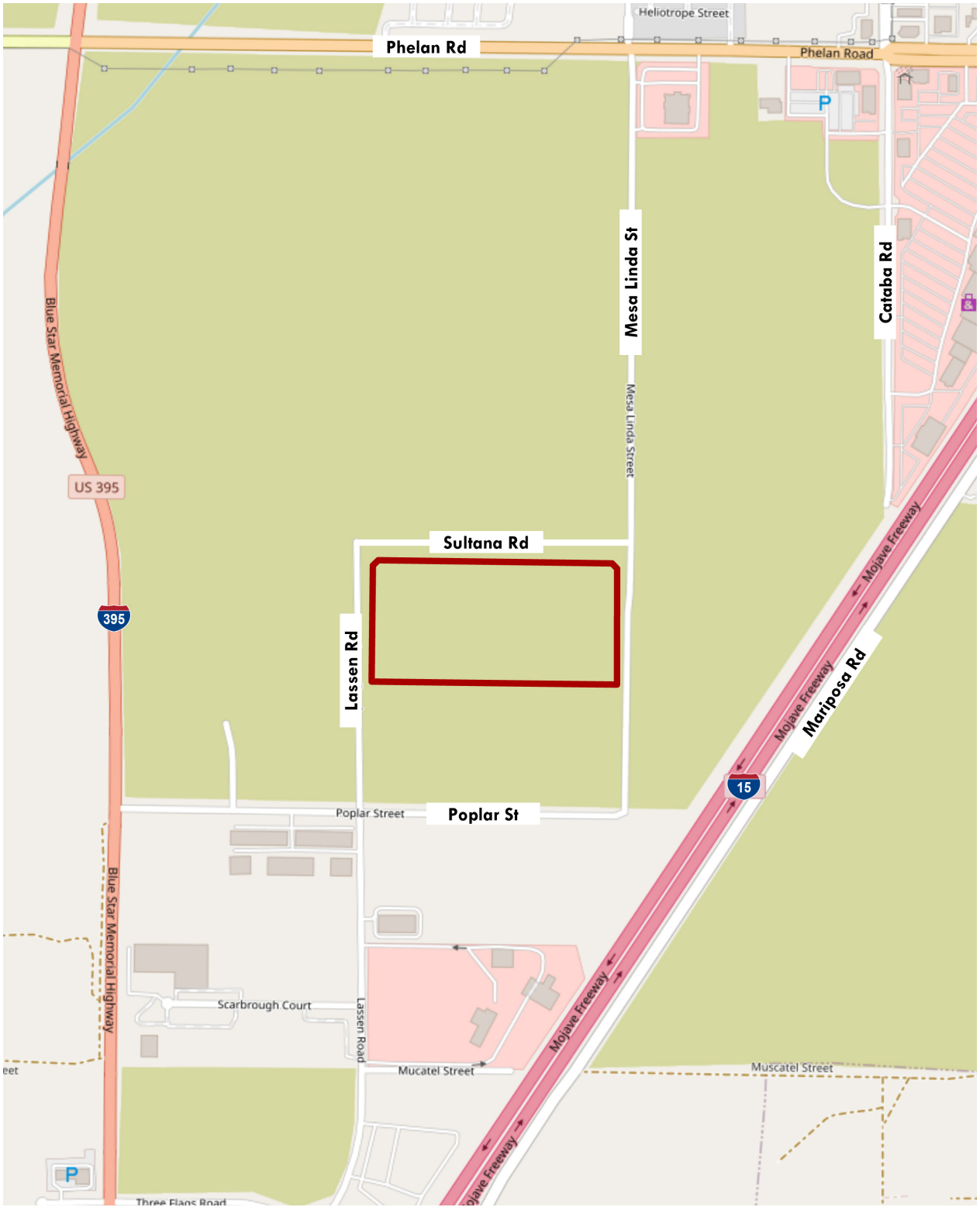


Mesa Linda Logistics Center
City of Hesperia

Figure 2-1

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Local Vicinity

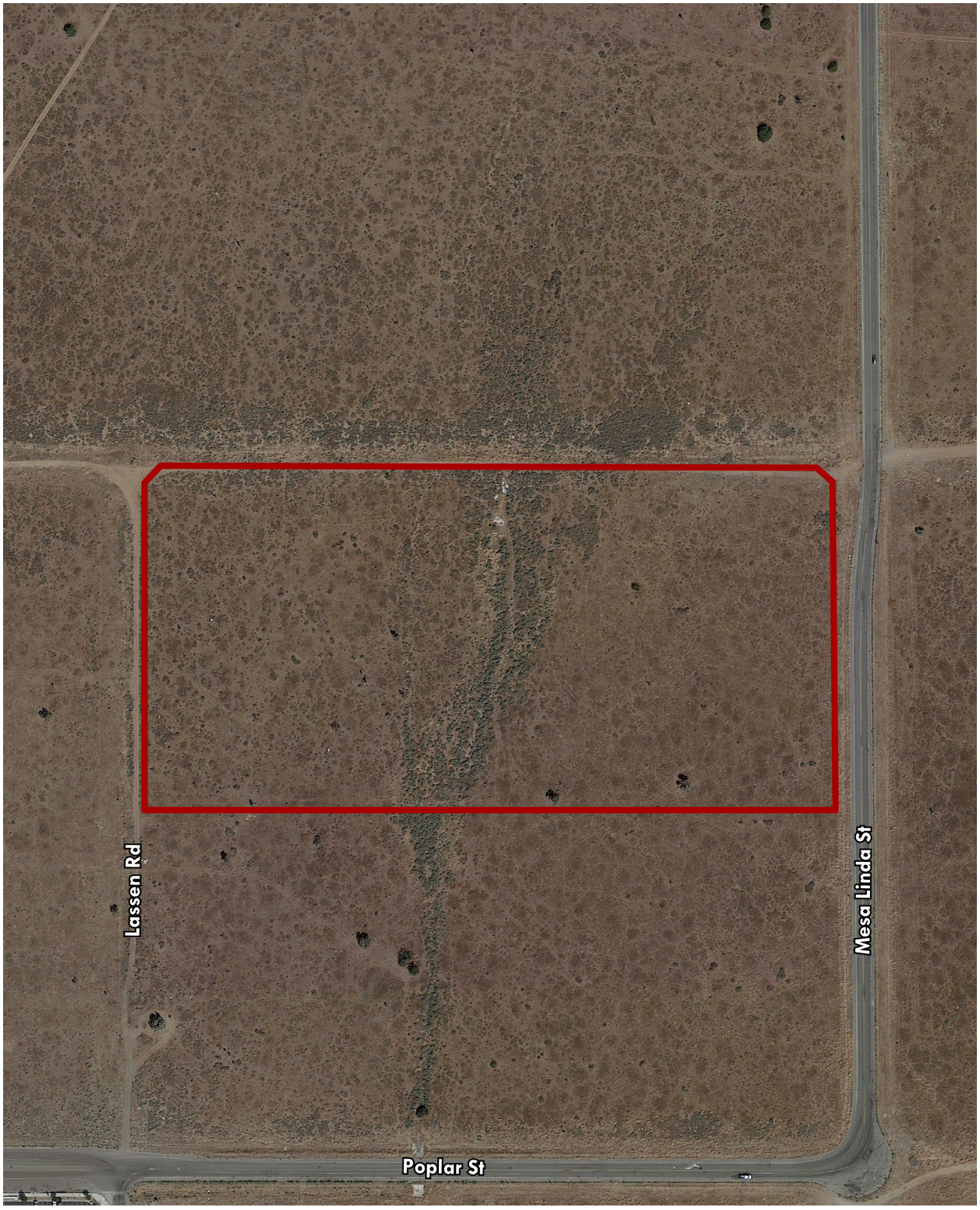


Mesa Linda Logistics Center
City of Hesperia

Figure 2-2

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Aerial View



Mesa Linda Logistics Center
City of Hesperia

Figure 2-3

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Existing Site Photos



View from northeast corner of site on Mesa Linda St.



Southeast corner of site from Mesa Linda St.

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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The proposed Project would include development of a one-story, 408,997 SF warehouse building on the 18.16-acre site. The proposed warehouse building would have a building footprint of 402,997 SF and a mezzanine of 6,000 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways.

Building Summary and Architecture

The proposed building would provide approximately 402,997 SF for warehouse use and a 6,000 SF mezzanine for office use. The proposed building would result in an FAR of 0.52. Figure 3-1, C*onceptual Site Plan,* illustrates the proposed site plan.

As shown in Figure 3-2, *Elevations*, the proposed Project building would be single-story and approximately 55 feet tall. The Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back from both street frontages and landscaping would be provided along Sultana Street, Mesa Linda Street, Lassen Street and along the southern property line in order to screen buildings and loading docks. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Mesa Linda Street.

Parking and Loading Dock Summary

Truck loading docks would be located along the south side of the building. The building would include 54 loading dock doors. The Project would also provide 57 trailer stalls located opposite of the loading dock doors on the south side of the Project site. Additionally, the building would provide 213 vehicle parking stalls with 7 electric vehicle/clean air/carpool spaces.

Landscaping and Fencing

The proposed Project includes approximately 117,306 SF of ornamental landscaping that would cover approximately 15.35 percent of the site, as shown in Figure 3-3, *Proposed Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints. Proposed landscaping would extend around the perimeter of the Project site and in between the parking areas. Sliding gates are proposed at the east and west entrances to the internal truck court.

Access and Circulation

Access to the proposed Project would be provided via four driveways, two from Lassen Street and two from Mesa Linda Street. The northernmost driveway along Mesa Linda Street would be 30 feet wide and dedicated to emergency access only. The southernmost driveway along Mesa Linda Street would be 40 feet wide. The northernmost driveway along Lassen Street would be 30 feet wide and limited to passenger vehicles only. The southernmost driveway along Lassen Street would be

40 feet wide. Internal circulation would be provided via 30-foot drive aisles. Access to trailer stalls and loading dock areas would be controlled through the use of swinging and sliding gates.

A 14-foot sidewalk would be constructed around the west, north, and east of the Project site. Sidewalk area would be dedicated to the City as part of the Project.

Infrastructure Improvements

Water and Sewer Improvements

The Project applicant would install onsite water lines that would connect to the existing 12-inch diameter water line in Sultana Street, as well as install an onsite sewer system that would connect to the existing 10-inch sewer line in Sultana Street.

Drainage Improvements

The Project would install new onsite storm drain lines throughout the site. The Project site's runoff would be collected by catch basins and conveyed to the underground infiltration system. Proposed underground stormwater chambers would be located on the southeast corner of the site, beneath the proposed automobile parking lot. Curbs and gutters would be installed around the perimeter of the Project site.

3.2 CONSTRUCTION AND PHASING

Construction activities for the Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in cut of 52,905 cubic yards (CY) and fill of 52,905 CY of soils. Construction is expected to begin in the Fall of 2023 and be complete in 2024. Construction would occur within the hours allowable by Hesperia Municipal Code Section 16.20.125, which states that construction shall occur only between the hours of 7:00 AM and 7:00 PM, except on Sundays and holidays.

3.3 OPERATIONAL CHARACTERISTICS

The Project would be operated as a warehouse. Typical operational characteristics include employees traveling to and from the site, delivery of materials and supplies to the site, and truck loading and unloading. Operation is assumed to be 24 hours a day, 7 days a week.

3.4 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The City of Hesperia and the following responsible agencies are expected to use the information contained in this Initial Study for consideration of approvals related to and involved in the implementation of this Project. These include, but may not be limited to, the permits and approvals described below.

As part of the proposed Project, the following discretionary actions and subsequent approvals are being requested by the Project proponent:

- Development Plan Review

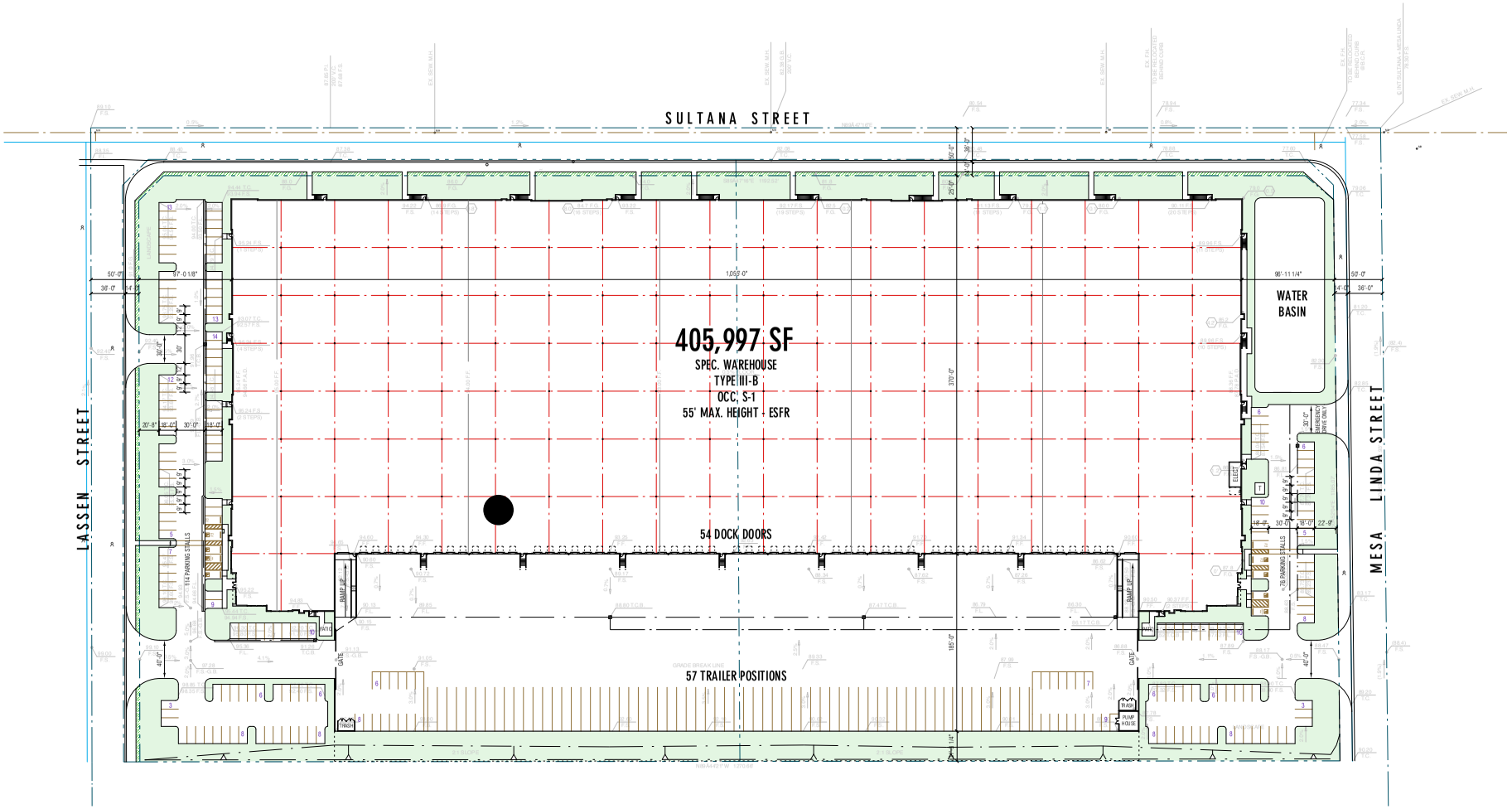
- Conditional Use Permit
- Certification of the Environmental Impact Report
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

The following approvals are anticipated from responsible agencies:

- California Department of Fish and Wildlife (CDFW) 1602 Streambed Alteration Agreement
- United States Army Corps of Engineers (USACE) 404 Nationwide Permit
- Regional Water Quality Control Board (RWQCB) Section 401 State Water Quality Certification
- CDFW Take Permit (potentially for Joshua Trees dependent upon the listed status at the time of Project implementation)

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Existing General Plan Designation

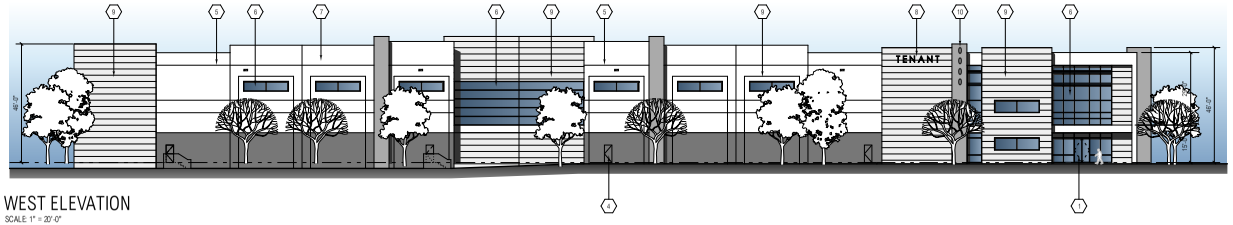


Mesa Linda Street Warehouse
City of Hesperia

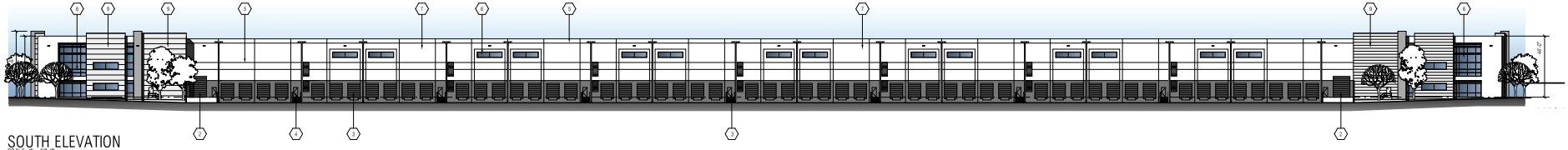
Figure 3-1

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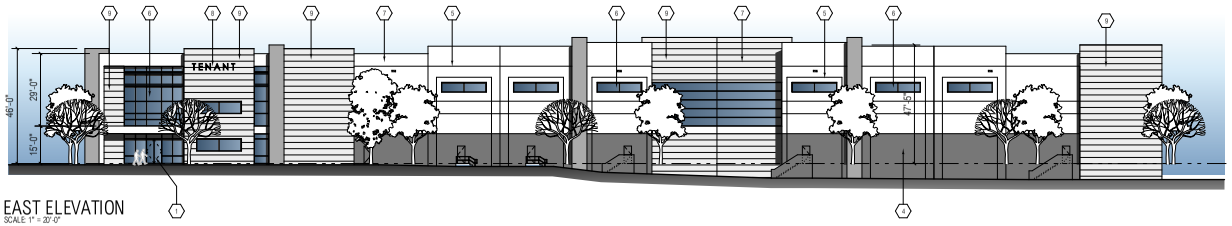
Elevations



WEST ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 30'-0"



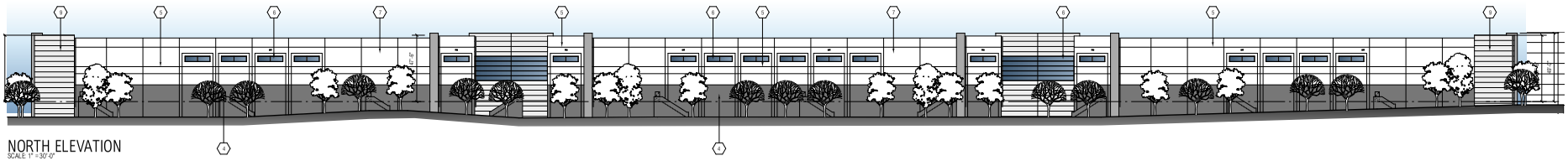
EAST ELEVATION
SCALE: 1" = 20'-0"



SIMILAR SITE LIGHTING STYLE 1
SCALE: N.T.S.

FINISH SCHEDULE:

1. FIELD COLOR
FRAZEE - CL 3211W - WASH BASIN
2. LIGHT ACCENT COLOR
FRAZEE - CL 3214M - WAVELENGTH
3. DARK ACCENT COLOR
FRAZEE - CL 3215D - ELF
4. DARK ACCENT COLOR
FRAZEE - CL 3216A - BRAINCHILD
5. CANOPIES - ALUCOBOND:
NATURAL BRUSHED GRAPHITE
6. GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA
7. GLASS - ACCENT COLOR AT ENTRIES
PPG VISTACOOL PACIFICA



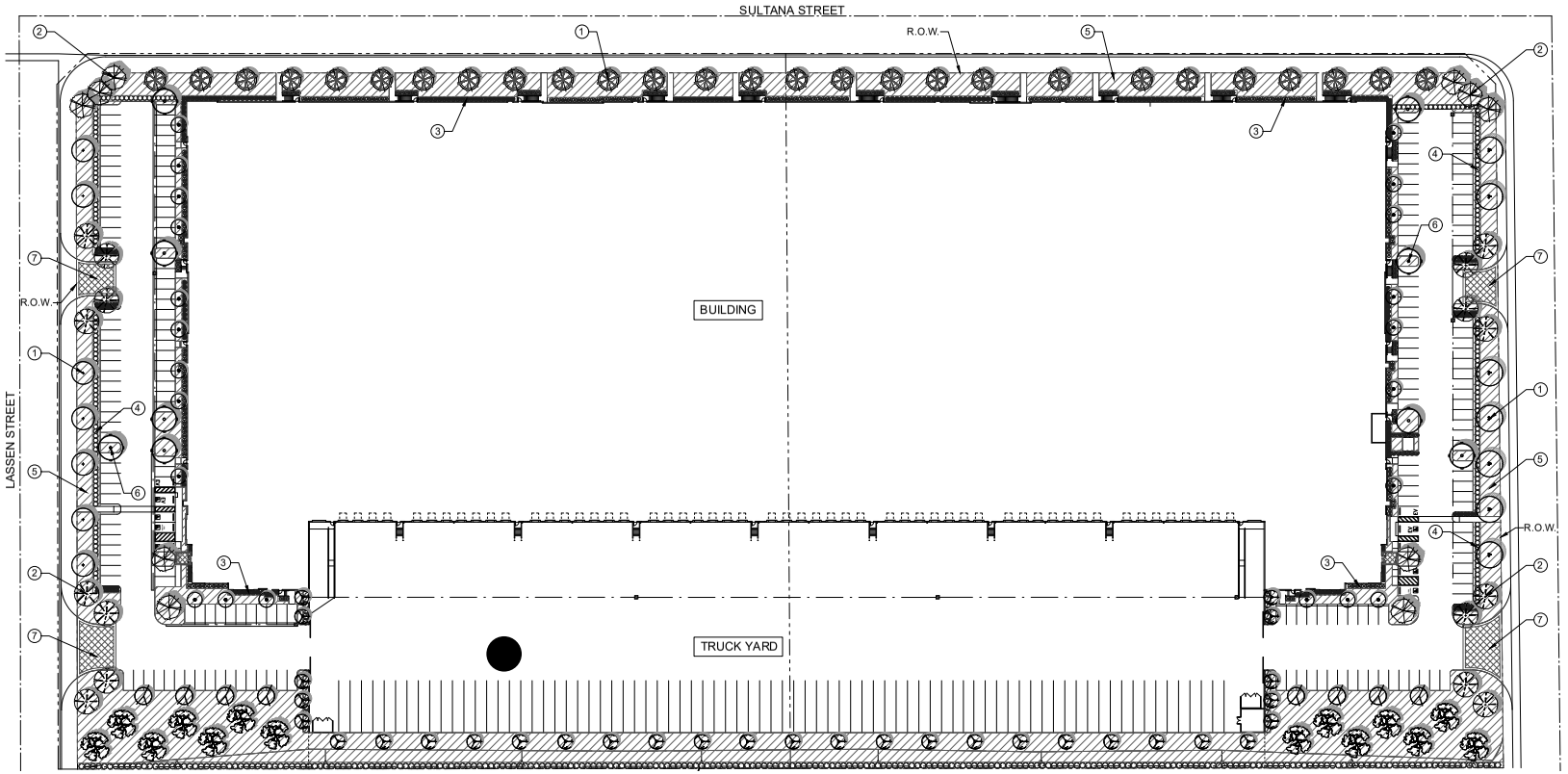
NORTH ELEVATION
SCALE: 1" = 30'-0"

Mesa Linda Street Warehouse
City of Hesperia

Figure 3-2

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Proposed Landscape Plan



PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG SULTANA STREET PROSOPIS CHILENSIS, CHILEAN MESQUITE 24" BOX SIZE.	27	L
	NEW STREET TREE ALONG LASSEN STREET QUERCUS ILEX, HOLLY OAK 24" BOX SIZE.	7	L
	NEW STREET TREE ALONG MESA LINDA STREET PISTACHIA CHINENSIS, CHINESE PISTACHE 24" BOX SIZE.	7	M
	PARKING LOT SHADE TREE ULMUS PARVIFOLIA, EVERGREEN ELM 24" BOX SIZE.	9	L
	FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE.	10	L
	FLOWERING ACCENT TREE CERCIDIUM X. 'DESERT MUSEUM', BLUE PALO VERDE 24" BOX SIZE.	16	L
	PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 36" BOX SIZE.	14	M
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE.	22	M
	EVERGREEN SCREEN TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	31	L
	CHILOPSIS LINEARIS, DESERT WILLOW 24" BOX SIZE.	8	L

GROUND COVERS & SHRUB MASSES - SHALL CONSIST OF THE FOLLOWING:		
SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. SIZE @ 24" O.C.	L
	ENCELIA FARINOSE, BRITTLEBUSH 1 GAL. SIZE @ 30" O.C.	L
	CISTUS SPECIES, ROCK ROSE 1 GAL. SIZE @ 24" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	L
	HYPTIS EMORYI, DESERT LAVENDER 5 GAL. SIZE @ 42" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	DIETES, FORTNIGHT LILY 5 GAL. SIZE @ 36" O.C.	L
	OENOTHERA SPECIOSA, MEXICAN EVENING PRIMROSE 1 GAL. SIZE @ 30" O.C.	M
	HESPERALOE PARVIFLORA, RED YUCCA 5 GAL. SIZE @ 42" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

SHRUBS - SHALL CONSIST OF THE FOLLOWING:		
SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE.	L
	ELAEAGNUS PUNGENS, SILVERBERRY 5 GAL. SIZE.	L
	LEUCOPHYLLUM F. 'TEXAS RANGER', TEXAS RANGER 5 GAL. SIZE.	L
	LIGUSTRUM JAPONICA, WAX-LEAF PRIVET 5 GAL. SIZE.	L
	PITTOSPORUM TOBIRA, MOCK ORANGE 5 GAL. SIZE.	L
	RHAPHIOLEPIS INDICA, INDIAN HAWTHORN 5 GAL. SIZE.	L

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4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Project Title: Mesa Linda Street Development
Lead Agency: City of Hesperia 9700 Seventh Avenue Hesperia, CA 92345
Lead Agency Contact: Ryan Leonard, Senior Planner (760) 947-1651
Project Location: The Project site is located within the northwestern portion of the City of Hesperia, northwest of the Poplar Street and Mesa Linda Street intersection. Additionally, the site is located within Section 22, Township 4 North, Range 5 West, San Bernardino Base and Meridian (SBB&M) of the Baldy Mesa United States Geological Survey (USGS) 7.5-minute topographic quadrangle. Regional location and local vicinity maps are provided in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*, respectively.
Project Sponsor's Name and Address: Newcastle Partners 4740 Green River Road, #110 Corona, CA 92878
General Plan and Zoning Designation: The Project site has a General Plan designation of Main Street and Freeway Corridor Specific Plan (MSFC-SP) and an MSFC-SP zoning designation of Commercial/Industrial Business Park (CIBP). The CIBP designation would allow for development of light manufacturing industrial development at a FAR of 0.5.
Project Description: The Mesa Linda Street Development would include development of a one-story 408,997 SF warehouse building on an 18.16-acre site. The proposed building would have a building footprint of 402,997 SF and a mezzanine of 6,000 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways.
Surrounding Land Uses and Setting: North: Vacant and undeveloped land. West: Vacant and undeveloped land. South: Vacant and undeveloped land and industrial uses. East: Vacant and undeveloped land, Interstate-15. Project proposed for development of two industrial buildings (I-15 Industrial Park).
Other Public Agencies Whose Approval is Required: California Department of Fish and Wildlife Regional Water Quality Control Board United States Army Corps of Engineers

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☒	Aesthetics	☐	Agriculture & 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 Significances

4.3 DETERMINATION:

On the basis of this initial evaluation

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

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARACTION 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" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier analysis 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	Date
Name and Title	Lead Agency

4.4 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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

Once the lead agency has determined that a particular physical impact may occur, 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: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Guidelines Section 15063 (c)(3)(d)). In this case, a brief discussion should identify the following, as provided by CEQA Guidelines Appendix G, *Evaluation of Environmental Impacts*:

Paragraph 5(a): Earlier Analysis Used. Identify and state where they are available for review.

Paragraph 5 (b): Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Paragraph 5(c): Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

Paragraph 9: The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

5.1 AESTHETICS

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

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

Potentially Significant Impact. The Project site is currently vacant and undeveloped. The Project is located in a partially developed area with light industrial uses and some commercial developments. The Hesperia General Plan describes unique visual resources in the City as including the Mojave River to the east, the San Bernardino and San Gabriel Mountains to the south and the surrounding Victor Valley. Additional scenic features in Hesperia include unique topographic features, local flora, and historic buildings. Dominant scenic views from the Project site include views of the San Bernardino and San Gabriel Mountains, located south, southwest and southeast of the site as well as views of the Mojave Desert.

The proposed Project would develop the currently vacant site with a new 55-foot-tall, 408,997 SF tilt up warehouse facility. The proposed building would be set back from adjacent streets and would not encroach into the existing public long-distance views. The proposed Project includes setbacks of 50 feet from Sultana Street and 50 feet from Mesa Linda Street. All setbacks would be in compliance with requirements of the Main Street and Freeway Corridor Specific Plan. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets. However, development of the Project would replace background views of the mountains across the Project site with new buildings that would be greater in size and scale. This could result in blocking or diminishing the scenic quality of the views. As a result, impacts related to scenic vistas are potentially significant and will be evaluated in the EIR.

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

No Impact. The Project site is not located within a scenic highway corridor. There are no officially designated State scenic highways adjacent to the Project site. According to the California Department of Transportation (Caltrans), the closest State-eligible scenic highway is a portion of Route 138, located approximately 7 miles south of the Project site. Accordingly, the Project site is not located within a state scenic highway corridor and implementation of the proposed Project would not have a substantial effect on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor. Therefore, the Project would not result in any impacts to a scenic resource within a state scenic highway, and this topic will not be evaluated in the EIR.

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

Potentially Significant Impact. Views of the Project site include undeveloped land that contains sparse ruderal vegetation, shrubs, and trees. Project site surroundings include open, unobstructed distant views of the mountains, as shown in Figure 2-4. Implementation of the proposed Project would result in the visual conversion of the site from an undeveloped site to a 408,997 SF warehouse with driveways, parking areas, and landscaping. The site and the surrounding area are designated by the Main Street and Freeway Corridor Specific Plan (MSFC-SP) as Commercial/Industrial Business Park (CIBP). The MSFC-SP includes land use policies, design guidelines and development standards to encourage high-quality design and compatibility with the surrounding environment. The Project could impact existing visual character or quality of the site and its surroundings, and this topic will be further addressed in the EIR.

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

Potentially Significant Impact. The Project site is currently undeveloped; thus, the existing light and glare generated from the site is limited. The proposed Project would introduce new sources of light from new building security lighting, streetlights within the Project area, interior lights shining through building windows, and headlights from nighttime vehicular trips generated from the Project. Thus, the Project would increase lighting and could increase glare compared to the existing condition. The proposed Project would be subject to Section 16.16.415 of the City's Municipal Code and the Guidelines and Development Standards included in the Main Street and Freeway Corridor Specific Plan. As such, Project lighting would be required to be shielded, diffused or indirect to avoid glare to both on and offsite residents, pedestrians and motorists. Thus, significant impacts are not expected. However, the EIR will evaluate the proposed Project's potential to produce substantial amounts of light and/or glare during construction and operation and will evaluate its impact on the existing sensitive receptors surrounding the Project site.

5.2 AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. The Project site is identified as "Grazing Land" by the California Department of Conservation's California Important Farmland Finder (FMMP, 2022). The Project site is currently zoned as Commercial/Industrial Business Park (CIBP) by the Main Street and Freeway Corridor Specific Plan. The implementation of the proposed Project would not involve the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to urban uses. As a result, no impact would occur, and this topic will not be evaluated in the EIR.

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

No Impact. The Project site is currently zoned as Commercial Industrial Business Park (CIBP). The property is vacant and undeveloped. There are no agricultural uses located within the site or adjacent to the site that would be affected by the Project's implementation. According to the California Department of Conservation Division of Land Resource Protection, the Project site is not subject to a Williamson Act Contract[1]. Therefore, development of the Project would not result in the cancellation of the contract, and impacts related to a Williamson Act contract would not occur. Therefore, this topic will not be evaluated in the EIR.

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

No Impact. The Project site is designated Commercial/Industrial Business Park (CIBP) and is not zoned for forest land, timberland, or TPZ. Therefore, the Project would not result in impacts to forests or timberlands. Therefore, this topic will not be evaluated in the EIR.

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

No Impact. The Project site is not zoned for or utilized as forest land. The Project site is designated Commercial/Industrial Business Park (CIBP). Consequently, the proposed Project would not result in the loss or conversion of forest land to non-forest use. Therefore, this topic will not be evaluated in the EIR.

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?

No Impact. The Project site is currently vacant and undeveloped. There are no agricultural activities on or adjacent to the Project site. Additionally, neither the Project site nor its surroundings contain forest land. Thus, the proposed Project would not convert existing farmland to nonagricultural uses, nor convert forest land to non-forest uses. Therefore, no impact would occur, and this topic will not be evaluated in the EIR.

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

5.3 AIR QUALITY

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

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

Potentially Significant Impact. The Project site is located within the Mojave Desert Air Basin (MDAB), in which the Mojave Desert Air Quality Management District is responsible for administration and implementation of the Air Quality Management Plan (AQMP). Development of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, implementation of the AQMP. These potential impacts will be analyzed in an Air Quality Impact Analysis prepared for the Project as part of the Draft EIR. These impacts will be further analyzed in the EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The proposed Project involves construction and operational activities that would generate both short-term and long-term criteria pollutant and other emissions. Further analysis will be required to determine whether the Project would result in potentially significant air quality impacts. These issues will be further analyzed in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed Project involves construction and operational activities that would generate both short-term and long-term criteria pollutant and other emissions. Localized concentrations of construction-source and operational-source emissions could adversely affect sensitive receptors. Further analysis will be required to determine whether the Project would result in potentially significant air quality impacts. These issues will be further analyzed in the EIR.

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

Less than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by the operation of the proposed Project are not expected to be significant or highly objectionable and would be required to be in compliance with MDAQMD Rule 402, which would prevent nuisances to sensitive land uses.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any residences, they would be diluted to well below any level of odor concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

During operations, trucks and vehicles operating at the loading docks may emit odor. A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including diesel exhaust, decreased dramatically (more than 90%) within approximately 300 feet. There are no sensitive receptors adjacent to the Project site or within 300 feet of proposed loading dock facilities. Therefore, by the time any diesel exhaust emissions reach the nearest receptor, they would be diluted and not generate an objectionable odor. In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with operation- and construction-generated odors would be less than significant, and no further analysis is required in the EIR.

5.4 BIOLOGICAL RESOURCES

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

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

Potentially Significant Impact. The Project site is vacant, undeveloped, and vegetated. The vegetation on the site could provide habitat for candidate, sensitive, or special status plant or wildlife species. As a result, a biological assessment will be prepared to evaluate whether the Project has the potential to result in a substantial adverse effect on candidate, sensitive, or special status species. This topic will be analyzed in the EIR and mitigation measures will be recommended, as necessary.

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

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine if the site has the potential to contain a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California

Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

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?

Potentially Significant Impact. A biological assessment will be conducted to determine if any protected wetlands are present on the Project site that would be potentially impacted by Project implementation. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

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

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether a migratory wildlife corridor exists on the site and if the Project has the potential to impact the corridor.

In addition, the Project site includes vacant undeveloped land and trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515. Therefore, the Project's potential impact to migratory birds during construction and operation will be evaluated in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources?

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether the proposed Project has the potential to conflict with City of Hesperia policies or ordinances protecting biological resources. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

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?

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether the proposed Project has the potential to conflict with the provisions of any local, regional, or state habitat conservation plan. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

5.5 CULTURAL RESOURCES

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

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

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site could contain resources listed or eligible for listing to either the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). A cultural resources study will be conducted for the Project, which will identify any potential historic resources within or surrounding the Project site. The Project would require clearing and excavation of the Project site, which could result in potentially significant impacts to historic resources. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

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

Potentially Significant Impact. The Project site could contain known or unknown archeological resources A cultural resources study will be conducted for the Project, which will identify any known archaeological resources within or surrounding the Project site and the potential of the Project site to contain unearthed or unknown archeological resources. The Project would require clearing and excavation of the Project site, which could result in potentially significant impacts to archeological resources. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

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

Less Than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as Plan, Program or Policy (PPP) CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with the proposed Project could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. This topic will not be evaluated in the EIR, and no mitigation measures are required.

5.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

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

Potentially Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

- Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
- Electricity associated with providing temporary power for lighting and electric equipment; and;
- Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Once operational, the warehouse would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed.

The EIR will quantify the amount of energy that would be used by both construction and operation of the proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the Project. Mitigation measures will be included, as necessary.

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

Potentially Significant Impact. The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. The proposed Project would result in an increase in energy use. Therefore, the EIR will further evaluate the energy use by the proposed Project and evaluate its consistency with the applicable plans and policies.

5.7 GEOLOGY AND SOILS

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

a) Expose people or structures to 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?

No Impact. In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act). The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Fault Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

The Project site is not located within an Alquist-Priolo Earthquake Fault zone (California Geological Survey 2021). The closest Alquist-Priolo Earthquake Fault zones are the Cleghorn fault zone and the San Andreas fault zone, located approximately 9 miles and 10.5 miles from the Project site, respectively. Due to the distance of the Project site from the closest fault zone, there is no potential for the Project to be subject to rupture of a known earthquake fault. Impacts related to a fault zone would not occur from implementation of the proposed Project. This topic will not be addressed in the EIR.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site, like most of southern California, could be subject to seismically-related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The closest active fault zones to the Project site are the Cleghorn fault zone and San Andreas fault zone, located approximately 9 miles and 10 miles from the Project site, respectively. A major earthquake along these faults or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the City are required to be built in compliance with the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

Pursuant to Title 15, *Buildings and Construction*, of the Hesperia Municipal Code, the Project would incorporate the design recommendations included in its geotechnical report, which will be subject to review and approval by City staff prior to issuance of a grading permit. Compliance with the CBC as verified by the City's review process and included as a condition of approval, would reduce impacts related to strong seismic ground shaking to a less than significant level. Impacts related to groundshaking will not be further evaluated in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soil layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to Exhibit SF-1, *Seismic Hazards*, of the Hesperia General Plan Safety Element, the Project site is not identified as being within an area susceptible to liquefaction (City of Hesperia 2010). Additionally, compliance with the CBC as verified by the City's review process and included as a condition of approval, would reduce impacts related to seismic related ground failure to a less than significant level. Therefore, a less than significant impact related to seismic related ground failure would occur and this topic will not be addressed in the EIR.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake-induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Project site is located in a flat area that does not contain nor is adjacent to large slopes, and the Project would not generate large slopes. As a result, implementation of the Project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur and will not be further evaluated in the EIR.

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

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Permit (SWPPP), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit (included as PPP WQ-1 herein) and enforced by the Lahontan RWQCB. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. Compliance with State and federal requirements would ensure that the proposed Project would have a less than significant impact related to soil erosion or loss of topsoil.

Additionally, the proposed Project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water would not exist upon operation of the proposed Project. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant. This topic will not be addressed in the EIR.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. As stated above, the Project site is not located in an area that is susceptible to landslides or liquefaction. Lateral spreading is the finite, lateral movement of gently to steeply sloping, saturated soil deposits caused by earthquake-induced liquefaction. Since the Project site is not susceptible to liquefaction, the potential for lateral spreading is considered low.

An onsite Geotechnical Investigation consisting of 14 subsurface exploratory trenches was

conducted by NorCal Engineering in October 2021 (Appendix A). The depths of the trenches ranged between five and 20 feet below current ground elevations. Groundwater was not encountered at any of the trench sites. A groundwater monitoring well located approximately 0.5-mile from the Project site noted a groundwater depth of 657 feet below ground surface in March 2021 (NorCal Engineering 2021).

As discussed above, pursuant to Title 15, *Buildings and Construction*, of the Hesperia Municipal Code, the Project would incorporate the design recommendations included in its geotechnical report, which would be subject to review and approval by City staff prior to issuance of a grading permit. Additionally, compliance with the CBC, as verified by the City's review process and included as a condition of approval, would reduce impacts related to this issue to a less than significant level. Impacts related to landslides, lateral spreading, subsidence, liquefaction and collapse will not be further evaluated in the EIR.

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

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation, included as Appendix A, found the near-surface soils of the Project site consist of silty sand with slight clay, silty sands and clayey sands. Based on preliminary field investigation and laboratory testing, on-site soils possess a "very low" expansion potential (expansion index of 3-4) (NorCal Engineering 2021). In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand effects related to ground movement, including expansive soils. Therefore, impacts would be less than significant, and this topic will not be addressed in the EIR.

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?

No Impact. The proposed Project would be served by the City sewer utilities and would not include the use of septic tanks or alternative wastewater disposal systems. There is no impact related to these systems and this topic will not be analyzed in the EIR.

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

Potentially Significant Impact. The Project site has the potential to contain paleontological resources. Construction of the proposed Project would include earthmoving activities, such as grading, which have the potential to disturb previously unknown paleontological resources. A paleontological assessment for the Project site will be conducted to analyze the sensitivity of the Project site to contain paleontological resources and potential impacts of the proposed Project on

such resources. Therefore, this topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

5.8 GREENHOUSE GAS EMISSIONS

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

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

Potentially Significant Impact. Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the proposed Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. The Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), Executive Order S-3-05 (2005), Executive Order B-30-15 (2015), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis. The proposed Project would result in an increase in GHG emissions. Therefore, the EIR will further evaluate the level of GHG emissions produced by the proposed Project and evaluate its consistency with the applicable plans and policies.

5.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

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

Less than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project. The equipment would be fueled and maintained by petroleum-based

substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a SWPPP, which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP WQ-1 herein) and enforced by the Lahontan RWQCB. The SWPPP will include strict onsite handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

Operation

The Project site would be developed with an industrial warehouse building. Operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of San Bernardino Environmental Health Services.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous

materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials results in less than significant impacts related to the routine transport, use, and disposal of the hazardous materials. This topic will not be addressed in the EIR.

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

Less than Significant Impact. In October 2021, Hillman Consulting completed a Phase I Environmental Assessment (Phase I ESA) of the Project site (Appendix B). The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, or historic RECs. Additionally, the Phase I ESA did not identify any *de minimis conditions* for the Project site or significant data gaps.

Construction

Accidental Releases. As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs (included as PPP WQ-1) during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Operation

Operation of the proposed industrial warehouse would involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future tenants of the industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts would be less than significant. Therefore, this topic will not be addressed in the EIR.

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

No impact. The nearest school to the Project site is San Joaquin Valley College (SJVC) Victor Valley, located 0.6 mile to the west. No existing schools or proposed school sites are located within a quarter mile of the Project site. In the absence of an existing or proposed school within a quarter mile of the Project site, no impact would occur. This topic will not be analyzed in the EIR.

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

No Impact. The Phase I ESA (Appendix B) conducted database searches to determine if the Project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that the Project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I 2021). As such, no impacts would occur. This topic will not be analyzed in the EIR.

e) For a project 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?

Less Than Significant Impact. The Project site is located approximately 5.3 miles northwest of the Hesperia Airport. According to Figure I-5 and Figure III-7 of the Comprehensive Land Use Plan for Hesperia Airport, the Project site is not located within any airport "referral area" or "safety zone". Therefore, airport hazard impacts would be less than significant. Therefore, this topic will not be analyzed in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. The Project site is not located within the vicinity of a private airstrip; therefore, no impact related to this issue would occur and this topic will not be addressed in the EIR.

g) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The proposed Project includes construction and operation of a 408,997 SF warehouse building, developed in accordance with the design guidelines outlined in the Main Street and Freeway Corridor Specific Plan and development standards in the Hesperia Municipal Code. As such, the Project would not include features that would permanently interfere with emergency access or evacuation plans.

The City of Hesperia has implemented a Hazard Mitigation Plan (December 2010) that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed Project would construct and operate an industrial warehouse that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code (included in the Municipal Code as Chapter 15.04) to ensure that it would not conflict with implementation of the Hazard Mitigation Plan.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project, temporary road closures may be necessary and would be coordinated through the City's Public Works and Emergency Services Departments to provide notification of any potential closures. There is no adjacent development that depends on Mesa Linda Street or Sultana Street remaining open for evacuation purposes. Evacuation of the immediate Project vicinity would take place via Main Street and Highway 395. Therefore, Project construction would not interference with an adopted emergency response or evacuation plan and no impact would occur.

Operation
Operation of the proposed Project would also not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from Mesa Linda Street and Sultana Street which are adjacent to the Project site. The Project would be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code and the San Bernardino County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur. This topic will not be addressed in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the CalFire Fire Hazard Severity Zone Map for San Bernardino County[2] and the Fire Hazards Map in the City's Safety Element[3], the Project site is not within a Very High Fire Hazard Severity Zone. Areas adjacent to the Project site consist of commercial and industrial developments, associated infrastructure and sparse native desert landscape. The proposed Project includes construction of a 408,997 SF warehouse building in accordance with the current CBC then in effect, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildland fires. Therefore, impacts related to exposure of people or structures to wildland fire hazards would not occur, and this topic will not be analyzed in the EIR.

[2] Available at https://osfm.fire.ca.gov/media/5945/hesperia.pdf.
[3] General Plan Safety Element Figure SF-2.

5.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☒	☐	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☒	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv) impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

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

Potentially Significant Impact.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related

waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a grading and erosion control plan as required by the Construction Activities General Permit (State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer (PPP WQ-1). The SWPPP is required for plan check and approval by the City, prior to provision of permits for the Project, and would include construction BMPs such as:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The proposed Project would operate an industrial warehouse facility, which would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. This topic will be addressed in the EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities upon a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on existing drainage patterns, which could subsequently impact surface water and groundwater quality, as well as both on-site and local hydrology. Therefore, these issues will be analyzed in the EIR.

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 substantially increase the rate or amount of surface runoff in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

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?

iv. Impede or redirect flood flows?

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities upon a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on existing drainage patterns, which could subsequently impact surface water and groundwater quality, as well as both onsite and local hydrology. Therefore, these issues will be analyzed in the EIR.

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

Less than significant Impact. According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C6475H), the Project site is located in Zone X, which is an area located outside of the 100-year and 500-year flood plains. As such, the Project site is not susceptible to flood hazards.

Seiche is generally associated with oscillation of enclosed bodies of water (e.g., reservoirs, lakes) typically caused by ground shaking associated with a seismic event; however, the Project site is not located near an enclosed body of water. Flooding from tsunami conditions is not expected, since the Project site is located approximately 60 miles from the Pacific Ocean.

As such, the Project would not risk release of pollutants due to inundation. Therefore, impacts associated with seiche, tsunami, or flooding would be less than significant, and this issue will not be evaluated further in the EIR.

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities on a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on existing drainage patterns, which could subsequently impact surface water and groundwater quality, as well as both on-site and local hydrology. Therefore, these issues will be analyzed in the EIR.

Plans, Programs, or Policies (PPPs)

PPP WQ-1: Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 8.30. The SWPPP shall incorporate all necessary Best Management

Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Hesperia staff or its designee to confirm compliance.

5.11 LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The proposed Project includes construction and operation of a warehouse on site zoned for Commercial/Industrial Business Park (CIBP) uses. The new use would be consistent with the planned land uses identified by the Main Street and Freeway Corridor Specific Plan and would be developed within the existing roadway system. The Project would improve the existing roadways adjacent to and within the site, and the Project would not result in lack of access to adjacent services. Therefore, the Project would not physically divide an established community, and this topic will not be evaluated in the EIR.

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

Less than Significant Impact. The Project site has a General Plan Land Use designation of Main Street and Freeway Corridor Specific Plan (MSFC-SP). Within the MSFC-SP, the Project site is zoned as Commercial/Industrial Business Park (CIBP). The MSFC-SP states that the CIBP designation is intended to create employment-generating uses in a business park setting. The zone allows development of commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings. Pursuant to the MSFC-SP, approval of a Conditional Use Permit (CUP) is required for warehouses greater than 200,000 SF in the CIBP zone. The proposed Project involves the construction of a warehouse facility. The Project proposes an FAR of 0.52. The CIBP designation allows a maximum FAR of 0.5 for buildings 200,000 square feet and under, and buildings over 200,000 square feet are required to obtain a CUP, which allows flexibility in the development standards (including FAR). The proposed use would be compatible with the Project site's land use and zoning designations. As a result, impacts would be less than significant, and this topic will not be addressed in the EIR.

5.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

No Impact. The proposed Project involves the development of an 18.16-acre site with a 408,997 SF warehouse facility. A review of California Division of Mine Reclamation mines finder indicates that there are no mines located in the vicinity of the Project site[4]. The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- Mineral Resource Zone 1 (MRZ-1): This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- Mineral Resource Zone 2 (MRZ-2): This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- Mineral Resource Zone 3 (MRZ-3): This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.
- Mineral Resource Zone 4 (MRZ-4): This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

According to the California Department of Conservation, Mineral Land Classification map, the Project site occurs in the southwestern region of San Bernardino County, specifically in the Open File Report (OFR) 94-07, Plate 1[5]. As identified on the OFR, the Project site occurs in Mineral Resource Zone 4 (MRZ-4). An MRZ-4 zone is an area of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. An area with no known mineral significance would not be valuable to the region or residents of the state until the presence of significant mineral resources is confirmed. As a result, no impacts to mineral resources will occur and this topic will not be evaluated in the EIR.

[4] California, State of. Department of Conservation. Mines Online. https://maps.conservation.ca.gov/mol/index.html
[5] California Department of Conservation. CGS Information Warehouse: Mineral Land Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

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

No Impact. As stated above, the Project site does not include a locally important mineral resource. Therefore, impacts related to known mineral resources would not occur from implementation of the Project, and this topic will not be evaluated in the EIR.

5.13 NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

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?

Potentially Significant Impact. The proposed Project would redevelop the Project site with industrial warehouse uses. Project-related short-term construction activities, as well as long-term operational activities may expose persons in the vicinity to noise levels in excess of standards established by City's General Plan.

A Project-specific noise impacts analysis will be prepared to determine the potential short-term construction and long-term operational noise impacts associated with exposure of persons to or generation of noise levels in excess of standards established local standards. This topic will be evaluated the EIR, and mitigation will be identified, as needed.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Groundborne vibration or noise would be associated with construction activities at the Project site, including demolition, grading, and building construction, and with associated hardscape and landscape improvements. These temporary increased levels of vibration could impact vibration-sensitive land uses surrounding the Project site. The operation of the Project would include heavy trucks transiting on site to and from the loading dock areas. The noise impacts analysis will include a vibration assessment to analyze the impact of vibration from trucking operations on nearby streets and roadways, as well the impact of construction vibration levels on nearby residential homes. This topic will be evaluated in the EIR, and mitigation measures will be recommended, as needed.

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?

Less Than Significant Impact. The Project site is located approximately 5.3 miles northwest of the

Hesperia Airport. According to Figure II-3 of the Comprehensive Land Use Plan for Hesperia Airport, the Project site is not located within the 60 dBa CNEL noise contour. Due to the distance of the airport from the Project site, people residing or working in the Project area would not be exposed to excessive noise levels related to airports. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels, and impacts would be less than significant. This topic will not be addressed in the EIR.

5.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The proposed Project involves the development of an 18.16-acre site with a 408,997 SF warehouse facility. No habitable structures exist on the site or are being proposed as part of the Project

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

- *New development in an area presently undeveloped and economic factors which may influence development*. The site is currently undeveloped though it has been disturbed. The proposed use is consistent with the proposed Commercial Industrial Business Park (CIBP) zoning and general plan designations.
- *Extension of roadways and other transportation facilities*. Future roadway and infrastructure connections will serve the proposed Project site only.
- *Extension of infrastructure and other improvements*. The installation of any new utility lines will not lead to subsequent offsite development since these utility connections will serve the site only.
- *Major off-site public projects (treatment plants, etc.)*. The Project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere*. The site does not contain any housing units. As a result, no replacement housing will be required.
- *Additional population growth leading to increased demand for goods and services*. The Project would result in a limited increase in employment (approximately 342 persons) which can be accommodated by the local labor market.
- *Short-term growth-inducing impacts related to the project's construction*. The Project will result in temporary employment during the construction phase and permanent employment of approximately 342 persons during operation.

The Project would result in an increase of employment at the Project site that could lead to a potential population increase in the surrounding area. According to the Southern California Association of Governments (SCAG), the generation rate for employees required for operation of an industrial project is 1 employee for every 1,195 SF of industrial space. As the Project would build and operate a 408,997 SF warehouse facility, operation of the Project would require

approximately 342 employees. However, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in land use plans, a project that is consistent with the land use designated in a General or Specific Plan would also be consistent with the SCAG's growth projections. The proposed business park uses would result in an increased number of employees; and as shown in the SCAG 2016 growth forecast[6] the number of employees in the City of Hesperia is anticipated to increase from 14,900 to 28,300 (89.9 percent increase) between 2012 and 2040. Thus, although the Project would generate additional long-term employment in the Project area, the new employment opportunities would be within the forecasted and planned growth of the City. Therefore, the Project would result in a less than significant impact related to inducement of substantial unplanned population growth, and this topic will not be evaluated in the EIR.

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

No Impact. The Project site is currently vacant and undeveloped though it has been previously disturbed. No habitable structures exist on the Project site nor are they currently planned for future development of residential uses. The proposed use is consistent with the uses allowed by the Commercial Industrial Business Park (CIBP) zoning and general plan designations. Therefore, no impacts would occur, and this topic will not be evaluated in the EIR.

[6] SCAG 2016 RTP/SCS Appendix. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicsgrowthforecast.pdf?1606073557

5.15 PUBLIC SERVICES

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

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

Fire Protection and Emergency Services

Less than Significant Impact. The City of Hesperia contracts with the San Bernardino County Fire Department (SBCFD) for all fire and emergency services. The closest fire station to the Project site is Station 305, located approximately 1.7 miles south of the Project site, at 8331 Caliente Rd, Hesperia, CA 92344. SBCFD operates two additional fire stations within the City: Fire Station 304 (15660 Eucalyptus Street) and Fire Station 302 (17288 Olive Street) (SBCFD 2022). According to the Hesperia General Plan, average SBCFD response times are approximately seven minutes and sixteen seconds (Hesperia 2010). Construction and operation of the proposed Project would increase the number of structures and employees in the Project area; however, as previously analyzed in response 5.14(a), the Project would not directly or indirectly induce unplanned population growth in the City.

According to the City's General Plan Safety Element, the average response time within the City is approximately 7 minutes 16 seconds (City of Hesperia 2010). If needed, fire stations from adjacent cities, such as Victorville and Apple Valley, may respond to emergency calls in Hesperia. Based on the proximity of the Project site to the existing SBCFD facilities, the average response times in the Project area, the ability for nearby cities to respond to emergency calls, and the fact that the Project site is already located within SBCFD's service area, the Project would be adequately served by the SBCFD without the construction of new, or the expansion of existing, facilities.

Overall, it is anticipated that the Project would be adequately served by existing SBCFD facilities, equipment, and personnel. Therefore, impacts would be less than significant, and this topic will not be evaluated in the EIR.

Police Protection

Less than Significant Impact. Law enforcement services within the City are provided via a contract with the San Bernardino County Sheriff's Department which serves the community from one police station. The Hesperia Police Department is located at 15840 Smoke Tree Street, Hesperia, CA 92345, approximately 4.3 miles east of the Project site. According to the City of Hesperia, the Hesperia Police Department is comprised of approximately 58 law enforcement personnel, including one captain, one lieutenant, seven sergeants, five detectives, and 44 deputy sheriffs (City of Hesperia 2022).

As discussed previously, the Project is not anticipated to directly or indirectly induce unplanned population growth in the City. Although the Project could potentially result in a slight incremental increase in calls for service to the Project site compared to existing conditions, this increase is expected to be nominal (as opposed to new residential or commercial/retail land uses, which do result in greater increase in calls for service) and would not result in the need for new police protection facilities.

In summary, it is anticipated that the Project would be adequately served by existing San Bernardino County Sheriff's Department facilities, equipment, and personnel. Therefore, impacts would be less than significant, and this topic will not be discussed in the EIR.

School Services

Less Than Significant Impact. The Project consists of a warehouse facility that would not directly generate students. As described previously, the Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region and substantial in-migration of employees that could generate new students is not anticipated to occur. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the Hesperia Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Therefore, impacts would be less than significant, and this topic will not be discussed in the EIR.

Parks

Less Than Significant Impact. The site is served by the City of Hesperia Recreation and Parks District. Typically, residential development increases the need for new parks and increases the use of existing citywide park facilities. The proposed Project involves development of an industrial warehouse and would not directly provide new housing opportunities and new residents to the area. Although new employees may occasionally use local parks, such increase in use would be limited and would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, any increased demand on the public parks within the city would be considered a less than significant impact. This issue will not be addressed in the EIR.

Other Public Facilities

Less Than Significant Impact. The proposed Project involves construction and operation of a new warehouse facility and would not provide new housing opportunities to the area. The proposed Project is not likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts are considered less than significant, and this issue will not be addressed in the EIR.

5.16 RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less Than Significant Impact. The proposed Project would construct a warehouse facility. Implementation of the proposed Project would not directly increase housing or population, which typically cause an increase in the demand for, and use of, existing neighborhood parks and other citywide recreational facilities. Although new employees may occasionally increase the use of existing local parks, neighborhood and regional parks, employees' limited use would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Any impacts related to the physical deterioration of existing recreation parks or facilities would be less than significant. This issue will not be addressed in the EIR.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed Project would construct a new warehouse facility. As described above, the indirect increase in population as a result of new employment opportunities would not result in use of recreational facilities sufficient to cause deterioration such that the construction or expansion of recreational facilities would be necessary. Therefore, there would be less than significant impacts associated with recreational facilities and this topic will not be discussed in the EIR.

5.17 TRANSPORTATION

Would the Project:	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

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

Potentially Significant Impact. Development of the Project would result in an increase in vehicle trips, which may conflict with local plans, policies, or ordinances. Project construction would also temporarily increase vehicle trips on nearby roadways and may also increase use of transit. A traffic impact analysis will be prepared to assess existing traffic conditions, forecast Project-generated traffic volumes and distribution, and forecast traffic conditions in the Project buildout year with and without the Project. A description of the existing and planned transit in the local and regional area will be provided. In addition, the existing bicycle and proposed pedestrian (sidewalks) facilities will be detailed. Impacts related to compliance with plans and policies that address the circulation system could occur with implementation of the Project, and these issues will be evaluated in the EIR.

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

Potentially Significant Impact. The CEQA Guidelines § 15064.3(b) provides criteria for analyzing transportation impacts. For land use projects, such as the proposed Project, CEQA Guidelines § 15064.3(b) states that vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. In addition, it states that the analysis includes evaluation of factors such as the availability of transit, proximity to other destinations, etc. This section also provides guidance on setting thresholds for VMT and methodology for evaluating VMT. The Project does not meet any of the VMT screening criteria found in the City's Transportation Impact Analysis (TIA) guidelines. Therefore, a VMT analysis will be prepared for this Project. This topic will be addressed further in the EIR.

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

Potentially Significant Impact. The proposed Project includes construction and operation of a 408,997 SF warehouse building, developed in accordance with the design guidelines outlined in the Main Street and Freeway Corridor Specific Plan and development standards in the Hesperia

Municipal Code. Proposed transportation improvements could introduce new geometric design features that may be considered hazardous or incompatible with existing infrastructure or uses. . Therefore, this topic will be further addressed in the EIR.

d) Result in inadequate emergency access?

Less than Significant Impact. Operation of the proposed Project would not result in inadequate emergency access. Direct access to the Project site would be provided via four driveways, two from Lassen Street and two from Mesa Linda Street. The northernmost driveway along Mesa Linda Street would be 30 feet wide and dedicated to emergency access only. The southernmost driveway along Mesa Linda Street would be 40 feet wide. The northernmost driveway along Lassen Street would be 30 feet wide and the southernmost driveway would be 40 feet wide. Internal circulation will be via 30-foot drive aisles. The Project would also be required to provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code. The San Bernardino County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed Project would not result in inadequate emergency access, and impacts would be less than significant. This topic will not be addressed in the EIR.

5.18 TRIBAL CULTURAL RESOURCES

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

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Potentially Significant Impact. The City is carrying out consultation with Native American tribes that have provided notification to the City pursuant to Assembly Bill 52. Additionally, a Sacred Lands search request will be obtained from the Native American Heritage Commission (NAHC) as part of the tribal consultation process. Results of the tribal consultation will be included in the EIR. If required, mitigation measures will be recommended.

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

Potentially Significant Impact. Tribal cultural resources 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 (Public Resources Code § 21074). In order to determine whether any tribal cultural resources could be impacted by the proposed Project, California Native American tribes that are traditionally and culturally affiliated with the Project area will be contacted early in the CEQA process (Public Resources Code § 21080.3.1), and consultation undertaken with those Native American tribes that express an interest in engaging in consultation for this Project. The EIR will evaluate potential impacts of the proposed Project on tribal cultural resources, and mitigation measures will be provided as needed.

5.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant 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 which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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

Potentially Significant Impact. The Project site is currently vacant and does not require the use of water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities. The proposed Project would include development of a one-story 408,997 SF warehouse building on the 18.16-acre site. The proposed warehouse building would have a building footprint of 402,997 SF and a mezzanine of 6,000 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. Project construction would include connection to utilities surrounding the Project site. Additionally, the proposed land use would increase demand on existing utility systems. Therefore, this topic will be further evaluated within the EIR.

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

Less than Significant Impact. Water service to the Project site would be provided by the Hesperia Water District (HWD). The Hesperia Water District 2015 Urban Water Management Plan (UWMP), adopted in June 2016, was prepared for the HWD and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing CIBP land use designation. The Project proposes an FAR of 0.52, which exceeds the 0.5 FAR that is assumed for the CIBP designation (applicable to 200,000 square foot-buildings and under) within the MSFC-SP; however, the increase in water demand associated with a building 4 percent larger than assumed

would be negligible. According to the UWMP, HWD cooperated with the Mojave Water Agency (MWA) to manage the City's water resources. HWD purchases water from MWA via the Recharge and Recovery Project. MWA obtains its water supply from groundwater located in the Alto Sub-Basin of the Mojave River Watershed and groundwater aquifer (UWMP 2016).

The Water Supply Reliability Assessment within the UWMP concludes that the district has adequate supplies to meet projected demands under multiple dry year scenarios, taking into account the recent prolonged drought (UWMP 2016). The 2015 UWMP detailed a 2015 water demand of 123 gallons per capita per day. However, in order to conservatively estimate water used for irrigation and domestic uses for the proposed Project, a water demand rate of 2,000 gallons per day per acre was used.[7] As described previously, the Project includes development of an 18.16-acre site. Thus, the Project would generate an increased water demand of 36,320 gallons per day or 40.68 acre-feet per year, which is within the anticipated increased demand and supply for water from 2020 to 2025, as shown on Table UT-1.

Table 2: Normal Year, Single Dry Year, & Multiple Dry Years Projected Water Demand and Supply Comparison (AF)

	2020	**2025**	**2030**	**2035**
Normal Year				
Supply Totals	15,078	16,298	17,743	19,297
Demand Totals	15,078	16,298	17,743	19,297
Difference	0	0	0	0
Single Dry Year				
Supply Totals	13,571	14,668	15,969	17,367
Demand Totals	13,571	14,668	15,969	17,367
Difference	0	0	0	0
Multiple Dry Years (First Year)				
Supply Totals	13,571	14,668	15,969	17,367
Demand Totals	13,571	14,668	15,969	17,367
Difference	0	0	0	0
Multiple Dry Years (Second Year)				
Supply Totals	13,571	14,668	15,969	17,367
Demand Totals	13,571	14,668	15,969	17,367
Difference	0	0	0	0
Multiple Dry Years (Third Year)				
Supply Totals	13,571	14,668	15,969	17,367
Demand Totals	13,571	14,668	15,969	17,367
Difference	0	0	0	0

Source: UWMP 2016

Therefore, water demand from the proposed Project would be within the HWD's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new development that connects to the

[7] Water demand of 2,000 gallons per day per acre was utilized from comparison to other industrial/warehouse uses in the County of San Bernardino in order to account for the increase water needs of industrial facilities.

system is required to pay its applicable fair-share Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant. This topic will not be addressed in the EIR.

c) Result in a determination by the waste water 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 Project site receives wastewater service from the City of Hesperia with connections to sewer lines in Sultana Street. Wastewater generated from the Project would be conveyed to the Victor Valley Wastewater Reclamation Authority (VVWRA). According to the Hesperia Water District's 2015 Urban Water Management Plan (UWMP), VVWRA has a current wastewater treatment capacity of 18.0 million gallons per day (mgd) (55.2 acre-feet per day) (UWMP 2016). As of 2015, VVWRA receives and average of 2.0 mgd or 2,240 acre-feet per year (AFY). As such, VVWRA has an excess capacity of 16 mgd.

Industrial uses generate approximately 1,700 gallons per day (gpd) per acre of wastewater. Thus, the 18.16-acre Project site would generate approximately 30,872 gpd (0.025 mgd) of wastewater. Therefore, the proposed Project's wastewater generation would be within the current capacity for the San Bernardino Water Reclamation Facility.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the VVWRA would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant. This topic will not be addressed in the EIR.

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

Less than Significant Impact. Advance Disposal Company provides collection services to residential and commercial customers for refuse, recyclables, and green waste through a contract with the City. Solid waste from demolition and construction would be collected and sent to the Victorville Sanitary Landfill at 18600 Stoddard Wells Road in Victorville, owned and operated by the County of San Bernardino. The Victorville Sanitary Landfill has a daily permitted throughput of 3,000 tons/day and a remaining capacity of 79,400,000 cubic yards (CalRecycle 2022). CalRecycle estimates waste generation rates for different land uses. The industrial section waste generation rate for warehouse is estimated at approximately 13.82lb/employee/day. Under this assumption, the Project would generate approximately 4,726.44 lbs/day (13.82 lbs x 342 employees), or 2.11 tons per day). This represents a nominal percentage of the landfill's daily permitted capacity. Therefore, impacts would be less than significant. This topic will not be addressed in the EIR.

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

Less than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum

of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

The proposed Project would be required to comply with the City's Municipal Code Section 8.04, Solid Waste Management, which requires that developments must meet the minimum diversion requirement. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste. This topic will not be addressed in the EIR.

5.20 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 with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

Less than Significant Impact. According to the CalFire Fire Hazard Severity Zone Map for San Bernardino County[8] and Exhibit SF-2 in the City's Safety Element,[9] the Project site is not within a Very High Fire Hazard Severity Zone. As discussed in Section 5.9, *Hazards and Hazardous Materials*, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via driveways from Mesa Linda Street and Lassen Street and would connect to an internal access way that would ensure access for emergency vehicles within the interior of the site. Access to and from the Project site for emergency vehicles would be reviewed and approved by the San Bernardino County Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Since the Project

[8] Available at https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/
[9] Available at https://www.cityofhesperia.us/DocumentCenter/View/15728/General-Plan-Update-August-2019

is required to comply with all applicable City codes, as verified by the City, any potential impacts related to an emergency response or evacuation (if any) would be less than significant. This topic will not be further evaluated in the EIR.

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

No Impact. As described in the previous response, the Project site is not within a Very High Fire Hazard Severity Zone. Adjacent areas to the Project site are urbanized and do not contain hillsides or other factors that could exacerbate wildfire risks. Thus, wildfire risks will not be further evaluated in the EIR.

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

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone, and the Project does not include infrastructure that could exacerbate fire risks. The project is located within an urban setting and wildfire risks will not be further evaluated in the EIR.

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

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone. In addition, the Project site is located in a flat area that does not contain or is adjacent to large slopes, and the Project would not generate large slopes. Furthermore, the Project includes installation of onsite and off-site drainage facilities. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Thus, wildfire risks will not be further evaluated in the EIR.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant 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?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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?

Potentially Significant Impact. Development of the proposed Project has the potential to impact habitat of a fish or wildlife species or rare, endangered species of plant or animal, or plant or animal communities as discussed in Section 5.4, Biological Resources, of this document. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Therefore, the EIR will include evaluation of whether the project has 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. This topic will not be carried forward in the EIR.

As discussed within Section 5.5, Cultural Resources, the Project site has the potential to contain known and unknown historic and archaeological resources that could be damaged or removed during Project construction. Therefore, this topic will be carried forward and analyzed further in the EIR.

As described in Section 5.7, Geology and Soils, the Project site has the potential to contain paleontological resources that could be damaged or removed during Project construction. Therefore, this topic will be carried forward and analyzed further in the EIR.

Formal consultation pursuant to Assembly Bill 52 (AB 52) will be carried out by the City of Hesperia to identify potential tribal cultural resources or sites that could be impacted by the Project. A

discussion of AB 52 consultation will be provided under the Tribal Cultural Resources section of the EIR. This topic will be carried forward in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the Project would construct a warehouse building and related improvements. As presented in this document, potential Project-related impacts are either less than significant for the following topics:

- Agricultural Resources
- Geology
- Hazardous Materials
- Land Use
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Wildfire

Given that the potential Project-related impacts of the topics listed above would be less than significant or mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects for the identified topic areas. Therefore, the proposed Project's contribution to significant cumulative impacts would be less than cumulatively considerable.

Based on the discussion provided in this Initial Study, the Project has the potential to result in significant impacts, and further, could result in cumulative impacts to:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas
- Hydrology & Water Quality
- Noise
- Paleontological Resources
- Transportation

- Tribal Cultural Resources
- Utilities

The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed Project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR.

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

Potentially Significant Impact. Redevelopment of the site into an industrial warehouse could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The proposed Project could result in impacts to air quality, greenhouse gas, and noise, which could result in adverse effects on human beings. Therefore, these impacts will be addressed in the EIR, and mitigation measures will be recommended as appropriate.

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