# INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

## US-395 & AIR EXPRESSWAY AUTO & TRUCK FUELING & COMMERCIAL CENTER CUP 22-24 & LDP 22-18 ADELANTO, CALIFORNIA APN 0459-354-04 & 05

**LEAD AGENCY:**

**CITY OF ADELANTO**
**COMMUNITY DEVELOPMENT DEPARTMENT**
**PLANNING DIVISION**
**11600 AIR EXPRESSWAY**
**ADELANTO, CALIFORNIA 92301**

**REPORT PREPARED BY:**

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## OCTOBER 23, 2023

ADLT 086

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# MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** US 395 & Air Expressway Auto & Truck Fueling and Commercial Center (CUP 22-14 and LDP 22-18)

**PROJECT APPLICANT:** The Applicant for the proposed project is Ahmad Ghaderi A & S Engineering, Inc. 28405 Sand Canyon Road, Suite B Canyon Country, California 91387

**PROJECT LOCATION:** The proposed project site is located to the west of US 395 and to the south of Air Expressway. No address has been assigned to the property. The corresponding Assessor Parcel Numbers (APN) include 0459-354-04 and 0459-354-05.

**CITY AND COUNTY:** City of Adelanto, San Bernardino County.

**PROJECT:** The City of Adelanto is reviewing an application submitted by Ahmad Ghaderi, A & S Engineering, Inc. to construct and operate an auto and truck fueling and commercial center. The commercial center development would consist of two parcels totaling 4.65-acres (202,605 square feet). The proposed development would include a new retail building (a food mart) consisting of 4,960 square feet and a second floor office and storage area consisting of 1,200 square feet; two covered fuel dispensing areas consisting of 6 pumps for trucks and a second fueling area consisting of 9 pumps for smaller vehicles; and a 4,883 square foot building that would include a 2,600 square foot quick serve restaurant (QSR) and a 2,283 square foot retail space. Underground storage tanks (USTs) for fuel storage would be located along the east side of the project site. Access to the site is via a driveway on the project's frontage with Air Expressway in the site's northwest corner and a second driveway at the southern end of the site connecting to Cholla Avenue accessible via Montezuma Street. A total of 71 parking spaces would be provided including 68 standard stalls and 3 ADA accessible stalls for vans. Landscaping would be provided around the site's perimeter, around the buildings, and within the parking area. Landscaping would total 24,025 square feet. Finally, an 80 foot high "Freeway Sign" would be located in the center of the site near the truck fueling area. The sign face would have an area of 300 square feet. The project site is currently undeveloped though it has been disturbed.

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable impacts. For this reason, the City of Adelanto determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* 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.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

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APPENDIX E – TRAFFIC STUDY

# SECTION 1. INTRODUCTION

## 1.1 OVERVIEW OF THE PROPOSED PROJECT

This Initial Study analyzes the environmental impacts related to the construction and operation of an auto and truck fueling and commercial center. The commercial center development would consist of two parcels totaling 4.65-acres (202,605 square feet). The proposed development would include a new retail building (a food mart) consisting of 4,960 square feet and a second floor office and storage area consisting of 1,200 square feet; two covered fuel dispensing areas consisting of 6 pumps for trucks and a second fueling area consisting of 9 pumps for smaller vehicles; and a 4,883 square foot building that would include a 2,600 square foot quick serve restaurant (QSR) and a 2,283 square foot retail space. Underground storage tanks (USTs) for fuel storage would be located along the east side of the project site. Access to the site is via a driveway on the project's frontage with Air Expressway in the site's northwest corner and a second driveway at the southern end of the site connecting to Cholla Avenue accessible via Montezuma Street. A total of 71 parking spaces would be provided including 68 standard stalls and 3 ADA accessible stalls for vans. Landscaping would be provided around the site's perimeter, around the buildings, and within the parking area. Finally, an 80 foot high "Freeway Sign" would be located in the center of the site near the truck fueling area. The sign face would have an area of 300 square feet. Landscaping would total 24,025 square feet. The project site is currently undeveloped though it has been disturbed. The project site's zoning designation is Mixed Use (MU).[1]

## 1.2 PURPOSE OF THIS INITIAL STUDY

The City of Adelanto is the designated *Lead Agency,* and as such, the City will be responsible for the project's environmental review. Section 21067 of California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.[2] As part of the proposed project's environmental review, the City of Adelanto has authorized the preparation of this Initial Study.[3] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Adelanto with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated with the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of this document's preparation fully represent the independent judgment and position of the City of Adelanto in its capacity as the Lead Agency. The City also determined, as part of this Initial Study's

[1] A & S Engineering, Inc. *Independent Station. Air Expressway and Montezuma Street. [Sheet] S-1,* August 5, 2022.

[2] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[3] Ibid. (CEQA Guidelines) §15050.

preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines.[4] This Initial Study and Mitigated Negative Declaration will be forwarded to the State of California Office of Planning Research (the State Clearinghouse). A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[5] Questions and/or comments should be submitted to the following contact person:

Louis Morales, Contract Planner
City of Adelanto, Planning Division
11600 Air Expressway
Adelanto, California 92301

## 1.3 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.
- *Section 4 Conclusions* summarizes the findings of the analysis.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

[4] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

[5] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.6, Section 2109(b).* 2000.

# SECTION 2. PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

The City of Adelanto is located approximately 85 miles northeast of Downtown Los Angeles and 40 miles north of the City of San Bernardino. Adelanto is bounded on the north by unincorporated San Bernardino County; on the east by Victorville and unincorporated San Bernardino County; on the south by Hesperia and unincorporated San Bernardino County; and on the west by unincorporated San Bernardino County.[6] Regional access to the City of Adelanto is provided by three area highways: the Mojave Freeway (Interstate 15), extending in a southwest-to-northeast orientation approximately three miles east of the City; U.S. Highway 395, traversing the eastern portion of the City in a northwest to southeast orientation; and Palmdale Road (State Route 18), which traverses the southern portion of the City in an east to west orientation.[7] The project site's latitude and longitude is 34.571113, -117.410541. The location of Adelanto, in a regional context, is shown in Exhibit 2-1.

The proposed project is located in the east-central portion of the City of Adelanto, immediately south of the Adelanto City Hall. A citywide map is provided In Exhibit 2-2. The proposed project site is located to the west of US 395 and to the south of Air Expressway. No address has been assigned to the property. The corresponding Assessor Parcel Numbers (APN) include 0459-354-04 and 0459-354-05. A local vicinity map is provided in Exhibit 2-3. An aerial photograph of the site and the surrounding area is provided in Exhibit 2-4.

## 2.2 ENVIRONMENTAL SETTING

The proposed project site is located on a site that is currently vacant and undeveloped. As indicated previously, the proposed project site is located on two individual parcels, totaling 4.65 acres, that is currently undeveloped. The site contains a disturbed desert scrub habitat that supports vegetation such as creosote bush (Larrea tridentata), rubber rabbitbrush (Ericameria nauseosa), Nevada jointfir (Ephedra nevadensis), Asian mustard (Brassica tournefortii), Flatspine burr ragweed (Ambrosia acanthicarpa) and cheatgrass (Bromus tectorum).[8] The project site's zoning is Mixed Use (MU). The site and the surrounding area are provided in Exhibit 2-4. Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* Air Expressway extends along the project site's north side. Further north, north of the aforementioned roadway, is the Adelanto City Hall. This area is zoned as Mixed Use (MU).[9]
- *East of the project site:* The State Highway 395 right-of-way (ROW) extends along the project site's east side. No direct access would be provided between the project site and Highway 395. An existing ARCO service station and AM/PM Mini Mart is located on the east side of the Highway 395 right-of-way. This area is zoned as Business Park (BP).[10]

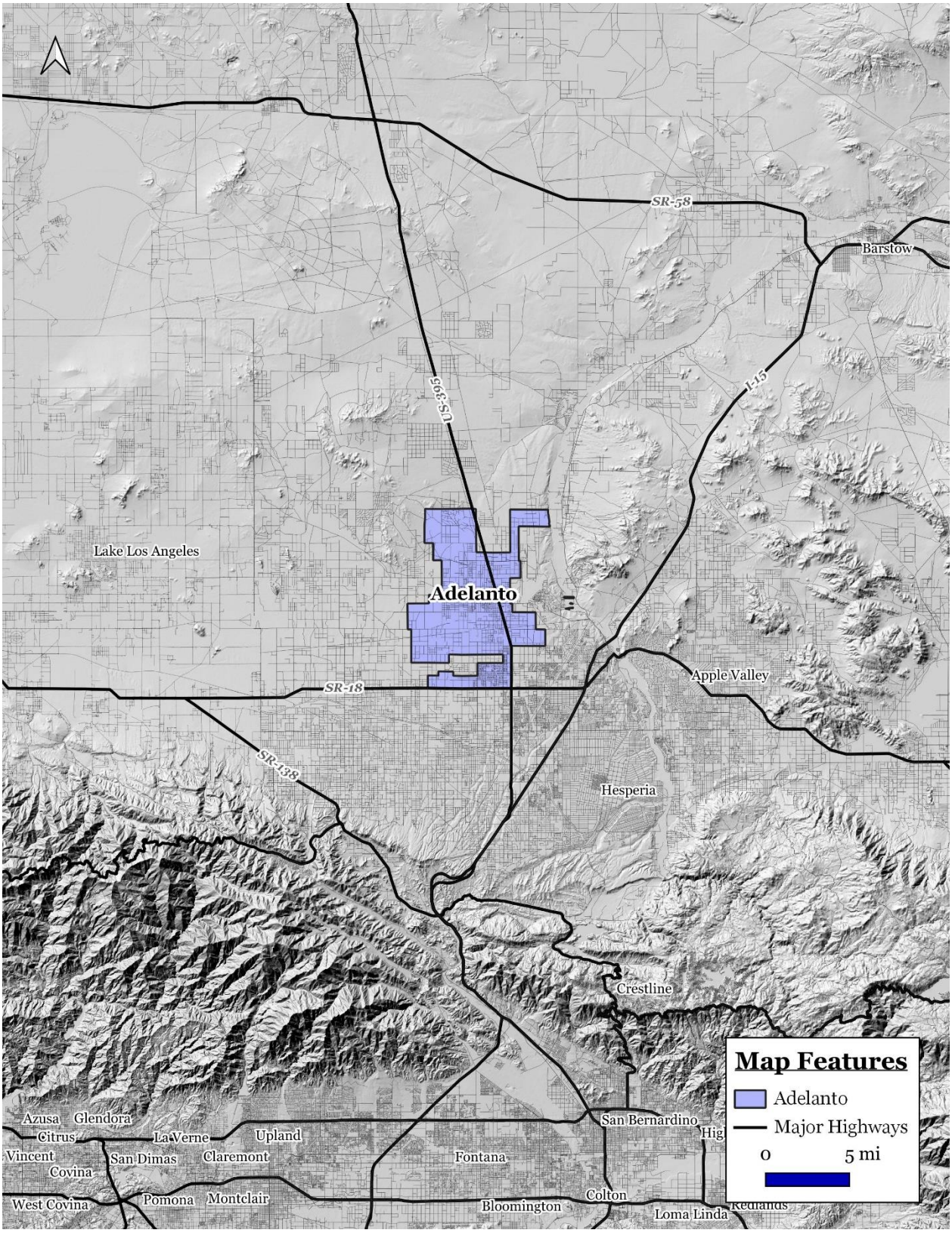
[6] Blodgett Baylosis Environmental Planning. 2023.

[7] Google Earth. Website accessed January 10, 2023.

[8] RCA Associates, Inc. *General Biological Resources Assessment, Adelanto, California.* June 24, 2022.

[9] Google Earth. Website accessed January 10, 2023. and City of Adelanto Zoning Map

[10] Ibid.




# EXHIBIT 2-1 REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

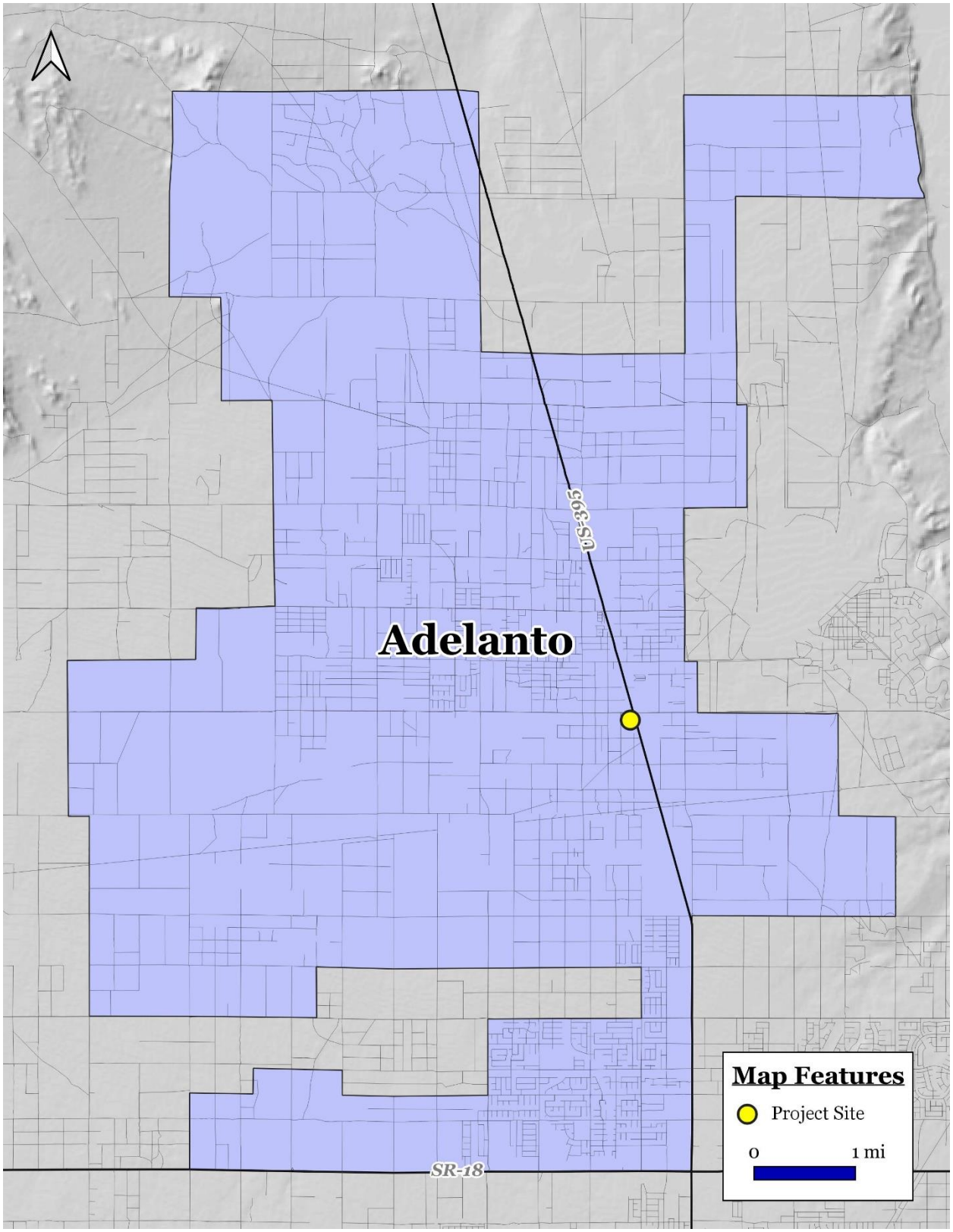
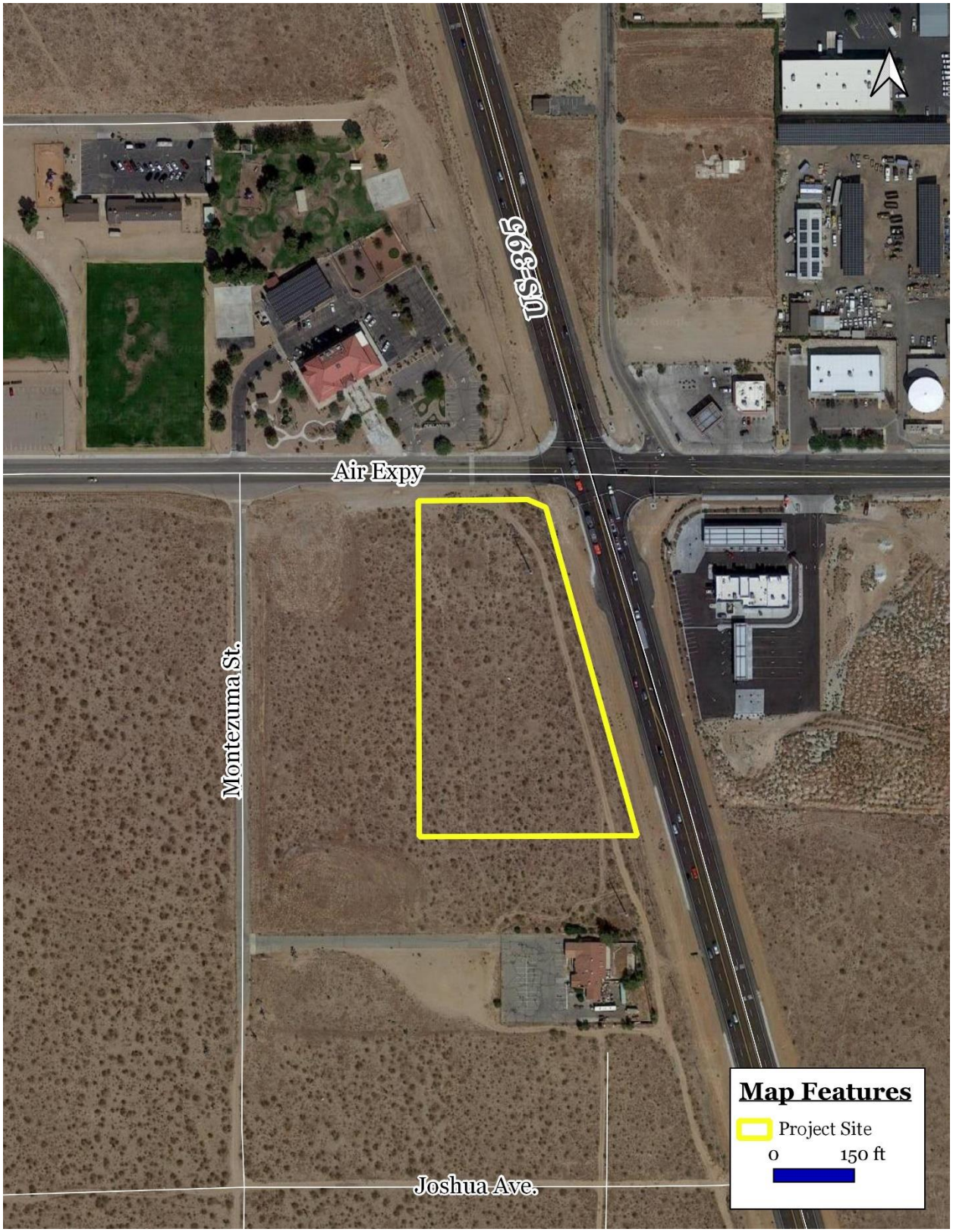



**EXHIBIT 2-2 CITYWIDE MAP**
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

# EXHIBIT 2-3 LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING




# EXHIBIT 2-4 AERIAL OF PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *South of the project site:* Vacant undeveloped land abuts the project site's southern side. The vacant Cholla Avenue right-of-way extends along the project site's south side. Further south is the Adelanto Boys and Girls Club. This area is zoned as Mixed Use (MU).[11]
- *West of the project site:* Vacant undeveloped land is located to the west of the project site. This area is zoned as Mixed Use (MU).[12]

An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4

## 2.3 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The City of Adelanto is reviewing an application submitted by Ahmad Ghaderi, A & S Engineering, Inc. to construct and operate an auto and truck fueling and commercial center. The project site is currently undeveloped though it has been disturbed. The project site's zoning designation is Mixed Use (MU).[13] The proposed project would consist of the following elements:

- *Parcel.* The proposed project would be a commercial center that would consist of two parcels totaling 4.65-acres (202,605 square feet). The proposed development would include a new retail building (referred to as Building 1) consisting of 6,160 square feet; two covered fuel dispensing areas consisting of 6 pumps for trucks and a second fueling area consisting of 9 pumps for smaller vehicles; and a 4,883 square foot building (referred to as Building 2) that would include a 2,600 square foot quick serve restaurant (QSR) and a 2,283 square foot retail space. Finally, an 80 foot high "Freeway Sign" would be located in the center of the site near the truck fueling area. The sign face would have an area of 300 square feet.[14]
- *New Building 1* The proposed development would include a new retail building (a food mart) that would consist 6,160 square feet and would contain two levels. The ground level would be the sales area and would contain 4,960 square feet. The second level would contain 1,200 square feet and would contain office and storage areas. The new building's dimensions would be 80 feet by 62-feet. The main elevation would face the north towards the auto fueling area. The new building would consist of two levels and would have a maximum height of 35-feet. The first-floor plan would include the cashier's area, retail sales display area, and rest rooms. [15]
- *New Building 2* This building would be located in the southern portion of the site and would provide for two tenant spaces. This building would be a 4,883 square foot building that would include a 2,600 square foot quick serve restaurant (QSR) and a 2,283 square foot retail space. The new building's dimensions would be 80 feet by 122-feet. The new building would consist of one level and would have a maximum height of 35-feet. The main elevation and public entrances would face the west, towards the parking area.[16]
- *Fueling Areas.* Two covered fuel dispensing areas, consisting of 6 pumps for trucks and a second fueling area consisting of 9 pumps for smaller vehicles, would be provided. The auto fueling area would be located in the northern portion of the site and would be covered by a 6,815 square foot canopy. A total of 9 dispensers would be provided with 18 fueling positions. The truck fueling area,

[11] Google Earth. Website accessed January 10, 2023. and City of Adelanto Zoning Map

[12] Ibid.

[13] A & S Engineering, Inc. *Independent Station. Air Expressway and Montezuma Street. [Sheet] S-1,* August 5, 2022.

[14] Ibid.

[15] Ibid.

[16] Ibid.

consisting of 6 dispensers and 12 fueling positions would be located in the center portion of the site. site. The truck fueling area would be located under a 3,714 square foot canopy.

- *Underground Storage Tanks (USTs).* Underground storage tanks (USTs) for fuel storage would be located along the east side of the project site. Two USTs would be located east of the auto fueling area. One, 25,000-gallon UST would contain regular gasoline and a second split UST would contain 12,000 gallons of premium gasoline and 10,000 gallons of diesel. A second set of 3 USTs would be located to the east of the truck fueling area. Two tanks would contain 25,000 gallons of diesel fuel and a third tank would contain 8,000 gallons of diesel fuel.[17]
- *Access*. Access to the site would be provided by a single driveway on the project's northwest corner frontage with Air Expressway and a second driveway connection with Cholla Avenue at the southern end of the site. Cholla Avenue would provide access to Montezuma Street located further west. There is a 75-foot-wide utility easement between the project site and Highway 395 right of way, so the project site currently does not directly front Highway 395 and does not have driveway access to the highway. The project will be conditioned by the City of Adelanto to dedicate the required right of way and construct improvements to its frontage with Air Expressway. Frontage improvements consist of constructing the half-width of the ultimate cross-section of Air Expressway per the city's General Plan circulation element and/or city standards. Because of the proximity of the project's frontage to Highway 395, the frontage improvements are within the operational area of the Highway 395/Air Expressway intersection and will include the through and turning lanes for the intersection's eastbound approach. The intersection of Air Expressway / Montezuma Street would also require improvements. Although the project does not have frontage at this intersection, the intersection would be used to access the site so the project will be responsible for constructing these improvements.[18]
- *Parking*. A total of 71 parking spaces would be provided including 68 standard parking stalls and 3 ADA accessible stalls for vans. Parking stalls would be provided around the proposed buildings and in the southern portion.[19]
- *Landscaping*. Landscaping would be provided around the site's perimeter, around the buildings, and within the parking area. Landscaping will total 24,025 square feet and would account fo11.9% of the site's total land area. The landscaping would consist of drought-tolerant (xeriscape) species.[20]

The proposed project's site plan is illustrated in Exhibit 2-5. Building elevations are provided in Exhibits 2-6 and 2-7.

## 2.4 OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project's anticipated hours of operation will vary depending on the various proposed uses of the project. The anticipated hours of operation and employment is as follows:

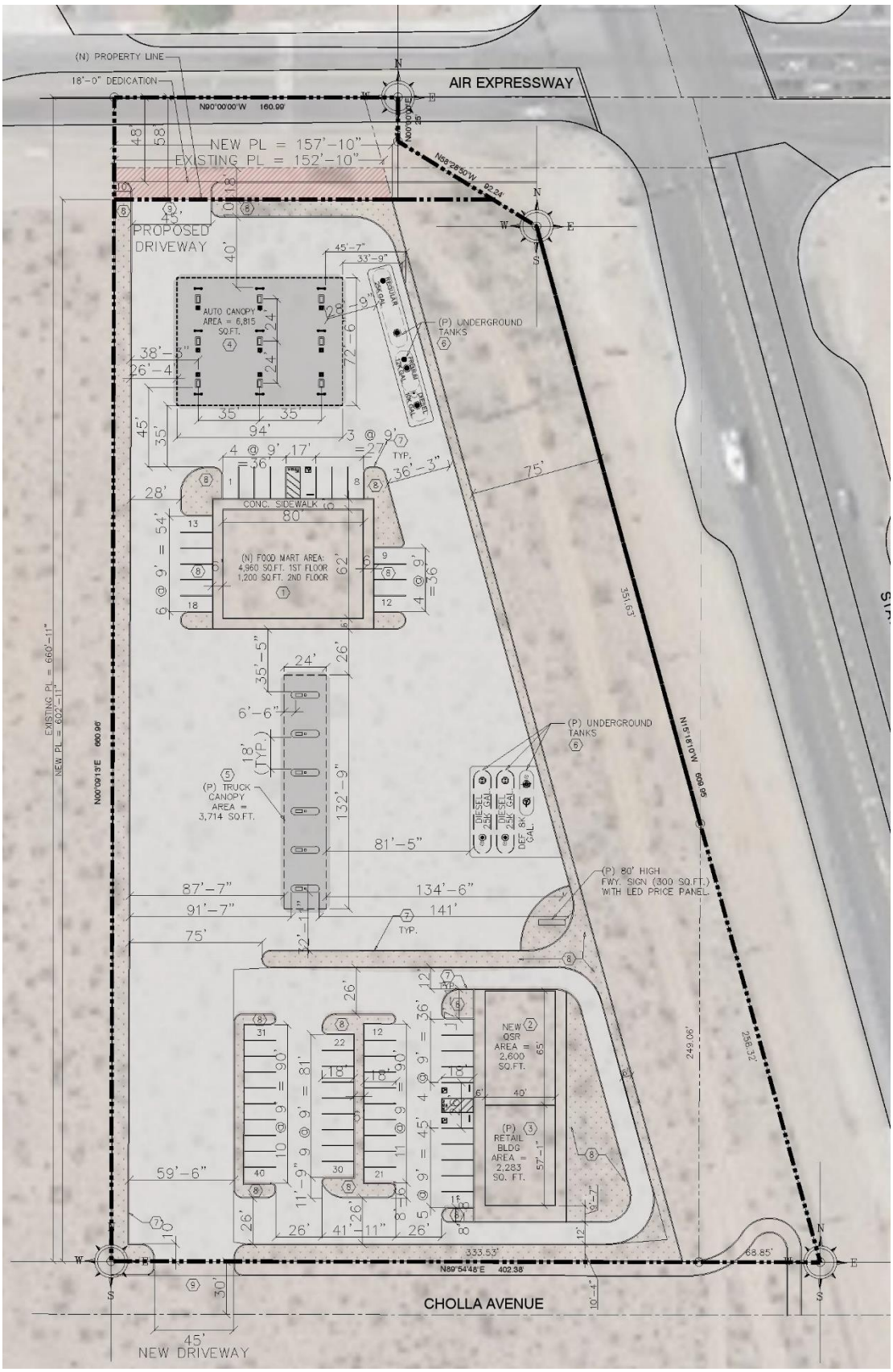
- *New Building 1 and Fueling Areas.* The proposed food mart and fueling area would be open for business seven days a week, 24-hours a day. The daily employment would be 3 employees per shift and would include a manager and 2 cashiers and stock persons.

[17] A & S Engineering, Inc. *Independent Station. Air Expressway and Montezuma Street. [Sheet] S-1,* August 5, 2022

[18] Ibid.

[19] Ibid.

[20] Ibid.

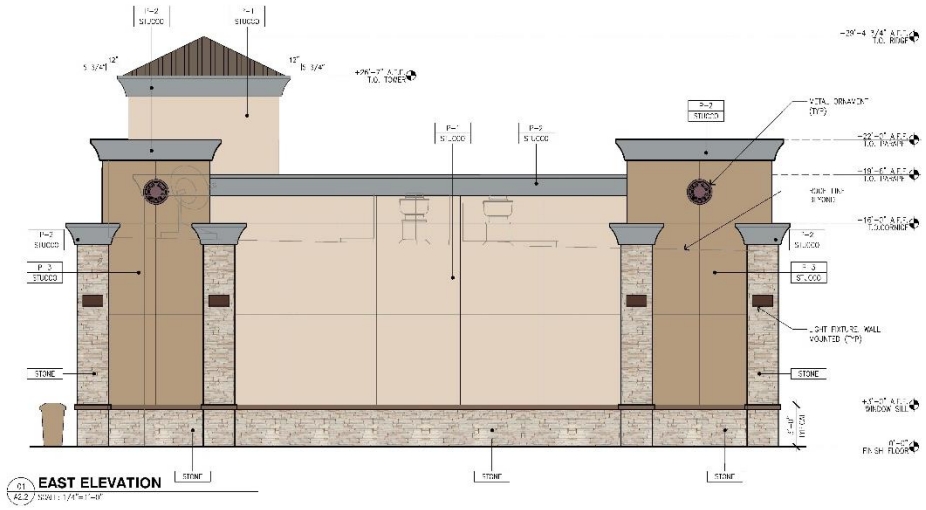



# EXHIBIT 2-5 PROPOSED SITE PLAN

SOURCE: A & S ENGINEERING, INC.

# EXHIBIT 2-6 PROPOSED BUILDING ELEVATIONS

SOURCE: A & S ENGINEERING, INC.

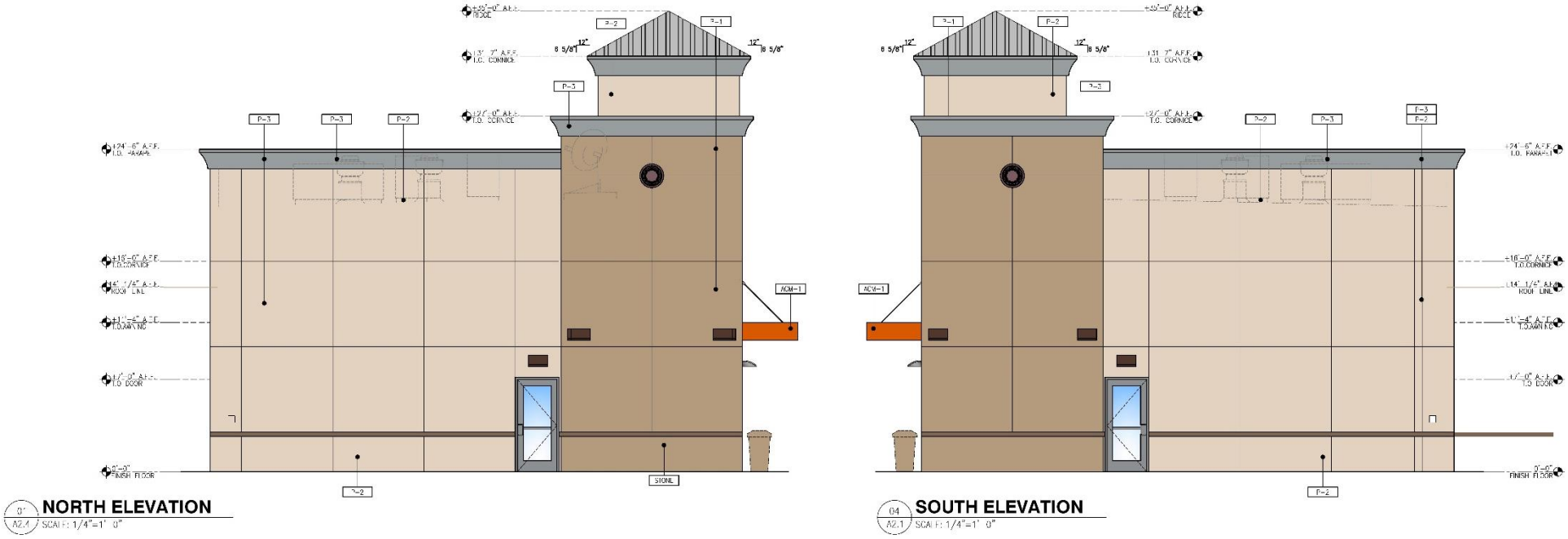


# EXHIBIT 2-7 PROPOSED BUILDING ELEVATIONS

**SOURCE: A & S ENGINEERING, INC.**

# EXHIBIT 2-8 PROPOSED BUILDING ELEVATIONS

SOURCE: A & S ENGINEERING, INC.




# EXHIBIT 2-9 PROPOSED BUILDING ELEVATIONS

SOURCE: A & S ENGINEERING, INC.

- *New Building 2* The QSR would be open over two shifts and the employment would consist of a food prep person, a cashier and a shift manager (4 employees over two shifts). The proposed retail use would be open over a single shift and would consist of 2 employees.
- *Security/Maintenance*. A security person and maintenance person would be on-site over two shifts (A total of 4 employees per day).

The total daily employment would be 19 employees over three shifts.

## 2.5 CONSTRUCTION CHARACTERISTICS

The construction for the proposed project is assumed to commence in June 2024 and would take approximately 9 months to complete. The key construction tasks that would occur are outlined in the paragraphs below.

- *Task 1 Grading*. The project site would be graded and readied for the construction. The site would be graded to a depth of approximately 3-inches to 6-inches (except where the USTs would be located). The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment.

- *Task 2 Site Preparation*. During this phase, the building footings, utility lines, and other underground infrastructure would be installed. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment.

- *Task 3 Building Construction*. The new buildings would be constructed during this phase. The typical heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts.

*Task 4 Paving and Finishing*. This concluding task would involve the paving and finishing. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment.

## 2.6 DISCRETIONARY ACTIONS

A *discretionary action* is an action taken by a government agency (for this project, the government agency is the City of Adelanto) that calls for an exercise of judgment in deciding whether to approve a project. The following discretionary approvals are required:

- The approval of a Conditional Use Permit (CUP 22-14) for the sales of alcohol for off-site consumption, a drive through lane, and the proposed fueling station;
- The approval of a Land Development Plan (LDP 22-18); and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

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# SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);
Agricultural &Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6);
Geology & Soils (Section 3.7);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology & Water Quality (Section 2.39);
Land Use & Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14).
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Adelanto in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions followed by corresponding detailed responses. For the evaluation of potential impacts, questions are stated, and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact*. The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Adelanto or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of Adelanto in deciding as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

# 3.1 AESTHETICS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project have a substantial adverse effect on a scenic vista? | | | | ✕ |
| **B.** Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. | | | | ✕ |
| **C.** Would the project, in nonurbanized areas, substantially degraded 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.** Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | ✕ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on aesthetics if it results in any of the following:

- The proposed project would have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099.
- The proposed project would have an adverse effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed project would 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. or,
- The proposed project would, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The evaluation of aesthetics and aesthetic impacts is generally subjective, and it typically requires the identification of key visual features in the area and their importance. The characterization of aesthetic impacts involves establishing the existing visual characteristics including visual resources and scenic vistas that are unique to the area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), and existing light and glare characteristics (e.g., nighttime illumination). Changes to the existing aesthetic environment associated with the proposed project's implementation are identified and *qualitatively* evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are then compared to the context of the existing setting, using the threshold criteria discussed above.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project have a substantial adverse effect on a scenic vista? ● No Impact*

The maximum height of the two buildings would be 35-feet. Finally, an 80 foot high "Freeway Sign" would be located in the center of the site near the truck fueling area. The sign face would have an area of 300 square feet The dominant scenic views from the project site include the views of the San Bernardino and San Gabriel Mountains, located 20 miles south and southeast of the site. In addition, local views are already dominated by regional Southern California Edison (SCE) transmissions towers and transmission lines located to the south of the project site. Views from the mountains will not be obstructed. Once operational, views of the aforementioned mountains will continue to be visible from the public right-of-way. *As a result, no impacts will occur.*

**B.** *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway ● No Impact.*

According to the California Department of Transportation, none of the roadways located adjacent to the proposed project site are designated scenic highways and there are no state or county designated scenic highways in the vicinity of the project site.[21] There are no officially designated highways located near the City. The City of Adelanto 2035 Sustainable Plan identifies prominent view sheds within the City. These view sheds are comprised primarily of undeveloped desert land, the Mojave River, and distant views of the mountains.[22]Lastly, the project site is vacant and does not contain any buildings listed in the State or National registrar. *As a result, no impacts will occur.*

**C.** *Would the project in nonurbanized areas, substantially degraded 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? ● No Impact*

There are no protected views in the vicinity of the project site and the City does not contain any scenic vistas. In addition, the City does not have any zoning regulations or other regulations governing scenic quality other that the development standards for which the new buildings will conform to. The proposed development site is located within a Mixed Use (MU) zoning district. The MU district's design standards are summarized below:

(d) Siding material shall consist of stucco, wood, brick, stone, decorative concrete block, or powder coated (colored) architectural metal. Synthetic materials of a similar appearance and equivalent durability shall be permitted, subject to the approval of the Community Development Director. Exterior siding shall extend to a point at or near grade. However, if an approved solid wood, metal, concrete, or masonry perimeter foundation is used, the siding need not extend below the top of the foundation.

(e) Roofing materials shall be a minimum Class "A" as defined by the Uniform Building Code and shall be architectural metal, such as standing seam metal, or concrete tile, or equivalent.

(f) Areas for trash receptacles and recycling containers shall be provided as required by the City of

[21] California Department of Transportation. *Official Designated Scenic Highways.*

[22] MIG Hogle-Ireland. *Adelanto North 2035 Comprehensive Sustainable Plan*. August 27, 2014.

Adelanto.

(g) *(Architectural Design)*. Any new building or structure, any addition to an existing building or structure, and installation or construction of any site improvements shall be designed to create a unified functional and comprehensive site plan. The improvements shall have an integrated architectural theme that is compatible with and will complement and enhance the subject and surrounding properties.

2. *(Commercial-Related Developments)*. Commercial structures shall include architectural features, such as those listed below: 1. Integrated roof elements with parapets; 2. Covered outdoor pedestrian areas; 3. Landscaped parking island; 4. Uniform signs; 5. Covered recessed entrances.[23]

The proposed project's design conforms to the aforementioned standards. *As a result, no impacts will occur.*

**D.** *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● No Impact*

The nearest sensitive receptor to the project site are located approximately 1,900 feet northwest of the project site. Project-related sources of nighttime light would include parking area exterior lights, security lighting, and vehicular headlights. The proposed project will not expose any sensitive receptors to daytime or nighttime light trespass since the project will be in conformance with Section 17.90.040 – Lighting of the City of Adelanto Municipal Code. The City's Code includes the following requirements related to outdoor lighting:

- All on-site lighting shall be energy efficient, stationary, and directed away from adjoining properties and public rights-of-way.
- Light fixtures shall be shielded so no light is emitted above the horizontal plane of the bottom of the light fixture.
- Light fixtures shall be shielded so no light above 0.5 footcandle spills over onto adjacent properties and rights-of-way. There shall be no spillover (0.0 footcandle) onto adjacent residential used or zoned properties.

The proposed project must also comply with the State's applicable regulatory specifications requirements that all outdoor lighting for security purposes must be shielded and downward facing. (Cal. Code Regs., tit. 3 § 16304(a)(7). *As a result, no impacts will occur.*

## MITIGATION MEASURES

The proposed project must also comply with the State's applicable regulatory specifications requirements that all outdoor lighting for security purposes must be shielded and downward facing. (Cal. Code Regs., tit. 3 § 16304(a)(7). As a result, no light-related impacts are anticipated. The analysis of aesthetics concluded that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[23] Adelanto Zoning Ordinance. Section 17.050.020 Mixed Use Design Standards.

# 3.2 AGRICULTURE & FORESTRY RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? | | | | ✖ |
| **B.** Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? | | | | ✖ |
| **C.** Would the project **c**onflict 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.** Would the project result in the loss of forest land or conversion of forest land to a non-forest use? | | | | ✖ |
| **E.** Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on agriculture and forestry resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would conflict with existing zoning for agricultural use, or a Williamson Act contract.
- The proposed project would 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)).
- The proposed project would result in the loss of forest land or conversion of forest land to non-forest use.
- The proposed project would 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.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and

existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this analysis. The highest rated Important Farmland is Prime Farmland. The California Land Conservation Act of 1965, or the Williamson Act, allows a city or county governments to preserve agricultural land or open space through contracts with landowners. The County has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? ● No Impact.*

According to the California Department of Conservation, the project site does not contain any areas of Farmland of Statewide Importance, and no agricultural uses are located onsite or adjacent to the property. 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 impacts will occur.*[11]

**B.** *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No Impact.*

The project site is currently zoned as Mixed Use (MU). The property is vacant and undeveloped and there are no agricultural uses located within 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.[24] *As a result, no impacts will result.*

**C.** *Would the project 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 currently undeveloped. There are no forest lands or timber lands located within or adjacent to the site. Furthermore, the site's existing zoning designation does not contemplate forest land or timber land uses. *As a result, no impacts will occur.*

**D.** *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

No forest lands are located within the project site. The proposed development and use will be restricted to the site and will not affect any forest land. *As a result, no impacts will result.*

[11] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

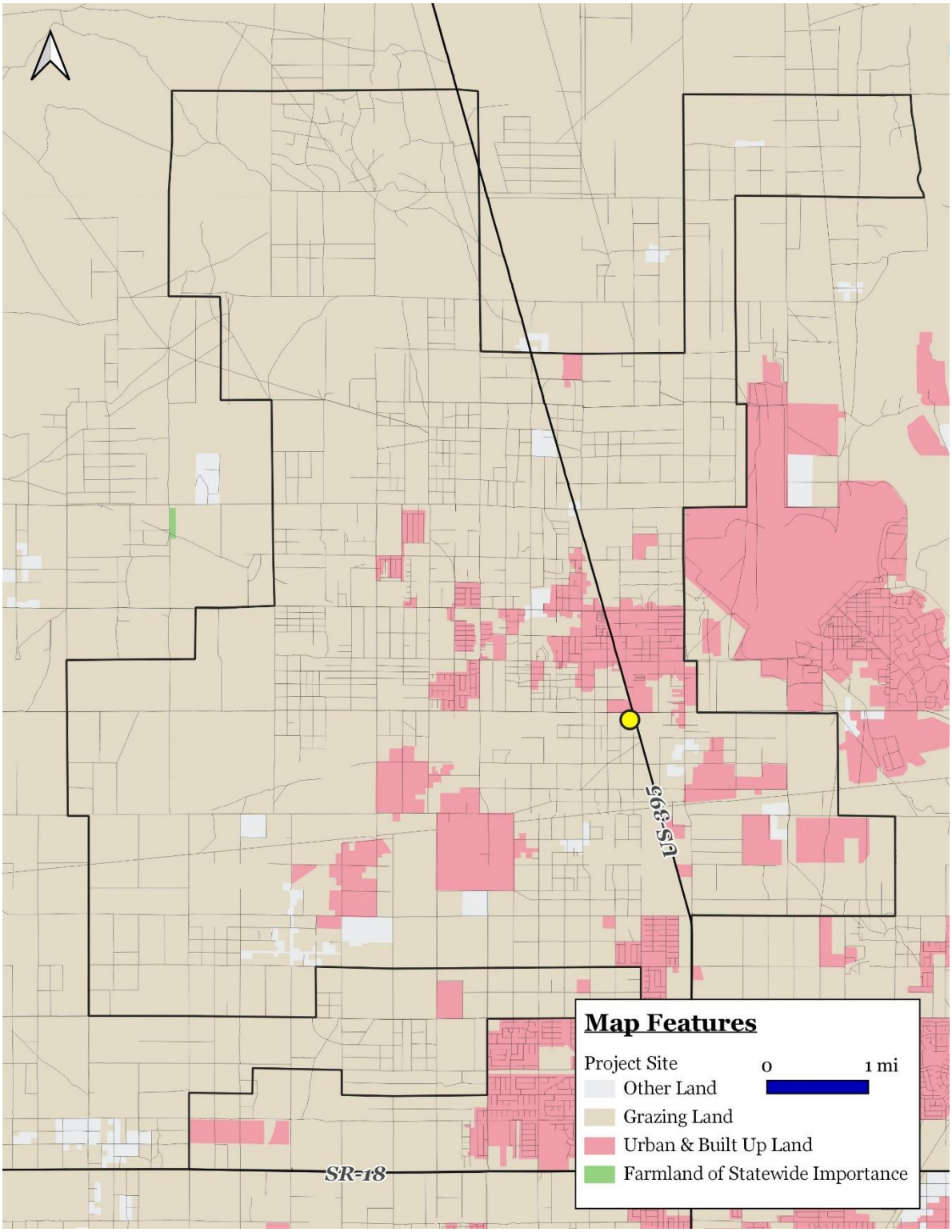
[24] California Department of Conservation. *State of California Williamson Act Contract Land.*

**E.** *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use? ● No Impact.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to non-agricultural use or conversion of forest land to non-forest use because the project site is currently vacant and does not contain any significant vegetation. *As a result, no impacts will result.*

## MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.




# EXHIBIT 3-1 AGRICULTURAL MAP

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

# 3.3 AIR QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with or obstruct implementation of the applicable air quality plan? | | | | ✖ |
| **B.** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard? | | ✖ | | |
| **C.** Would the project expose sensitive receptors to substantial pollutant concentrations? | | | ✖ | |
| **D.** Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | ✖ | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- The proposed project would conflict with or obstruct implementation of the applicable air quality plan.
- The proposed project would 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.
- The proposed project would expose sensitive receptors to substantial pollutant concentrations.
- The proposed project would result in other emissions (such as those leading to odors adversely affecting a substantial number of people.

The Mojave Desert Air Quality Management District (MDAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants listed below. Projects in the Mojave Desert Air Basin (MDAB) generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone ($O_3$)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed a by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 548 pounds per day of carbon monoxide (CO).

- *Nitrogen Oxide ($NO_x$)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. $NO_x$ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 137 pounds per day of nitrogen oxide ($NO_x$).
- *Sulfur Dioxide* ($SO_2$) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 137 pounds per day of sulfur oxides ($SO_x$).
- *$PM_{10}$ and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation. The daily threshold is 82 pounds per day of $PM_{10}$ and 65 pounds per day of $PM_{2.5}$.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 137 pounds per day of ROG.

According to the MDAQMD, any project is significant if it triggers or exceeds the MDAQMD daily emissions threshold identified previously and noted at the bottom of Tables 3-1 and 3-2. In general, a project will have the potential for a significant air quality impact if any of the following are met:

- Generates total emissions (direct and indirect) that exceeds the MDAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3-1 and 3-2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is in conformance with the City's Zoning and General Plan); and,
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

*The air quality worksheets (CalEEMod) are provided in Appendix A.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

Air quality impacts may occur during the construction or operation of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The City is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The district covers the majority of the MDAB. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet). The Antelope Valley is bounded in the northwest by the Tehachapi Mountains and in the south by the San Gabriel Mountains. The adjacent Mojave Desert is bounded in the southwest by the San Bernardino Mountains. Projects that are consistent with the projections of employment and population forecasts identified in the Regional

Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the MDAQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the MDAQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Adelanto is projected to add a total of 38,900 new residents and 3,900 new employees through the year 2040.[25] The proposed project is anticipated to add less than 20 new employees on a daily basis. The proposed project would not be in conflict with the growth projections established for the City by SCAG. The project's construction emissions would be below the thresholds of significance established by the MDAQMD (the project's daily construction emissions are summarized in Table 3-1). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the MDAQMD considers to be a significant impact (refer to Table 3-2). *As a result, no impacts will occur.*

**B.** *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less than Significant Impact with Mitigation.*

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEModV.2020.4.0). For air quality modeling purposes, a thirteen-month period of construction for all construction phases were assumed. For ROG emissions to remain under the threshold during the architectural coatings phase, coatings must be below a level of 150 VOC g/L.

**Table 3-1**
**Estimated Daily Construction Emissions**

| Construction Phase | ROG | NOx | CO | SO2 | PM10 | PM2.5 |
|---|---|---|---|---|---|---|
| Site Preparation (on-site) | 0.53 | 6.19 | 3.92 | -- | 0.39 | 0.23 |
| Site Preparation (off-site) | 0.02 | 0.01 | 0.15 | -- | 0.04 | 0.01 |
| **Total Site Preparation** | **0.55** | **6.20** | **4.07** | **--** | **0.43** | **0.24** |
| Grading (on-site) | 0.94 | 10.18 | 5.55 | 0.01 | 5.10 | 2.89 |
| Grading (off-site) | 0.03 | 0.02 | 0.24 | -- | 0.07 | 0.02 |
| **Total Grading** | **0.97** | **10.20** | **5.79** | **0.01** | **5.17** | **2.90** |
| Building Construction (on-site) | 0.63 | 6.42 | 7.10 | 0.01 | 0.32 | 0.30 |
| Building Construction (off-site) | 0.02 | 0.08 | 0.15 | -- | 0.05 | 0.01 |
| **Total Building Construction** | **0.65** | **6.50** | **7.25** | **0.01** | **0.37** | **0.31** |
| Paving (on-site) | 0.61 | 5.50 | 7.02 | 0.01 | 0.26 | 0.25 |
| Paving (off-site) | 0.07 | 0.04 | 0.53 | -- | 0.15 | 0.04 |
| **Total Paving** | **0.68** | **5.54** | **7.55** | **0.01** | **0.41** | **0.29** |
| Architectural Coating (on-site) | 20.85 | 1.30 | 1.81 | -- | 0.07 | 0.07 |
| Architectural Coating (off-site) | -- | -- | 0.03 | -- | -- | -- |
| **Total Architectural Coating** | **20.85** | **1.30** | **1.84** | **--** | **0.07** | **0.07** |
| **Maximum Daily Emissions** | **22.18** | **22.89** | **17.11** | **0.04** | **5.97** | **3.45** |
| **Daily Thresholds** | **137** | **137** | **548** | **137** | **82** | **65** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod V.2020.4.0 (refer to Appendix A)

[25] Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040.Demographics &Growth Forecast*. April 2016.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3-2 also used the CalEEMod V.2020.4.0 computer model. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions will be below the MDAQMD daily emissions thresholds.

**Table 3-2**
**Estimated Operational Emissions in lbs./day**

| Emission Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 |
|---|---|---|---|---|---|---|
| Area-wide (lbs./day) | 0.37 | -- | 0.01 | 0.00 | -- | -- |
| Energy (lbs./day) | -- | 0.04 | 0.03 | -- | -- | -- |
| Mobile (lbs./day) | 37.22 | 26.89 | 162.34 | 0.25 | 22.95 | 6.28 |
| **Total (lbs./day)** | **37.59** | **26.93** | **162.37** | **0.25** | **22.95** | **6.28** |
| **Daily Thresholds** | **137** | **137** | **548** | **137** | **82** | **65** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod V.2020.4.0 (Refer to Appendix A)

The analysis presented in Tables 3-1 and 3-2 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 3-1 and 3-2, the impacts would be less than significant. In addition, the MDAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Among these regulations is Rule 403.2 – Fugitive Dust Control which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within the district. All internal roadways and parking areas will be paved. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[3] The proposed use of the project involves frequent transportation and storage of gas and diesel fuel. In addition to the proposed mitigation, the project applicant must also adhere to the city's code of ordinances. *Mitigation measures have been incorporated herein to further reduce the potential air quality impacts to levels that are less than significant.*

**C.** *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

According to the MDAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated: any industrial project within 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a major transportation project within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; and a gasoline dispensing facility within 300 feet. The nearest residential sensitive receptor is approximately 1,900 feet to the northwest. The Adelanto Elementary School is located 1,400 feet to the northeast. The City Hall is located to the north of the site, on the north side of Air Expressway. In 2022, the California Air Resources Board (CARB) released the Gasoline Service Station Industrywide Risk Assessment Technical Guidance report which provides emission factors for loading, breathing, fueling, spillage, and hose permeation. The proposed project was assumed to have a potential fuel throughput of 1,825,000 gallons of fuel per year or 5,000 gallons per day. Based on this throughput estimate, the proposed project is anticipated to emit an additional 0.23 pounds per day of VOC. Thus, the total daily VOC emissions from operational emissions

estimated by CalEEMod as well as VOCs from gasoline dispensing would be 13.42 pounds per day (13.2 pounds per day + 0.23 pounds per day), and the result would still be below the 137 pounds per day limit set by MDAQMD. Therefore, the impact of any additional VOCs from the storage, transfer, and dispensing of gasoline is considered less than significant. In addition, the MDAQMD indicates that there is a potentially significant impact if a project would result in a substantial pollutant concentration that would result in a cancer risk equal to or exceeding 10 chances in one million or have a Hazard Index (HI) that is greater than or equal to 1.0. The proposed project's maximum cancer risk is 1.97 chances per million, the chronic HI is 0.03, and the acute HI is 0.38, which are all well below the thresholds (refer to Appendix A). *As a result, the impact will be less than significant.*

**D.** *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● Less than Significant Impact.*

Gasoline contains almost 150 chemicals, including benzene, which has a "sweet smell", according to the U.S. Agency for Toxic Substances and Disease Registry (ATSDR). The smell of benzene is so potent that a person can begin to smell this odor 0.25 parts of gasoline per million parts of air (ppm). The most common exposure to gasoline at the gasoline dispensing facility occurs by breathing vapors when filling a car's fuel tank. Both gas station infrastructure and vehicles visiting gas stations are sources of emissions at gas stations. However, this the most common routine sources of odor-related sources are associated with the following activities: fuel dispensing, spillage, and hose permeation. Beginning in 1988, odors and other emissions from gas stations were significantly reduced due to air quality regulations requiring reformulated gasoline and emission control technology. Data from CARB's statewide ambient air monitoring network shows that concentrations of benzene, the most toxic of the gas station emissions, have decreased by approximately 90 percent since 1989. State and federal vapor recovery regulations that address gasoline and gas stations are listed below:

- In 1988, the Benzene Airborne Toxic Control Measure42 required all existing and new gas stations with annual throughput43 greater than 480,000 gallons to install vapor recovery systems44 by 1991.
- In 2001, the Certification Procedure for Vapor Recovery Systems at Gasoline Dispensing Facilities (CP-201)46 required enhanced vapor recovery (EVR) systems to be phased in for existing gas stations in state ozone nonattainment areas47 and new stations statewide. CARB certification procedures have been used to specify performance standards for gas station vapor recovery systems since 1975.
- In 2003, California's Phase 3 Reformulated Gasoline (CaRFG Phase 3) Regulations lowered Reid Vapor Pressure requirements on gas used in motor vehicles below the national standard.
- In 2015, specifications for Enhanced Conventional (ECO) Nozzles were approved for non-retail gas stations.
- In 2018, CARB approved specifications for Enhanced ORVR Vehicle-Recognition (EOR) nozzles for gas stations with vapor assist control systems.
- In 2018, CARB approved amendments to specifications for fill pipes and openings of motor vehicle fuel tanks.

The MDAQCD has also adopted and is implementing *Rule 402, Nuisance*. This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number

of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. The future uses within the proposed project site would be required to adhere to the rules governing nuisance odors.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. *Therefore, odors, and emissions that may lead to odors, associated with the proposed project construction and operations would be less than significant and no mitigation is required.*[26]

## MITIGATION MEASURES

The following mitigation measures have been incorporated herein to further reduce the potential air quality impacts to levels that are less than significant.

*Air Quality Mitigation Measure No. 1.* The Applicant shall prepare and submit to the MDAQMD, prior to commencing earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the project.

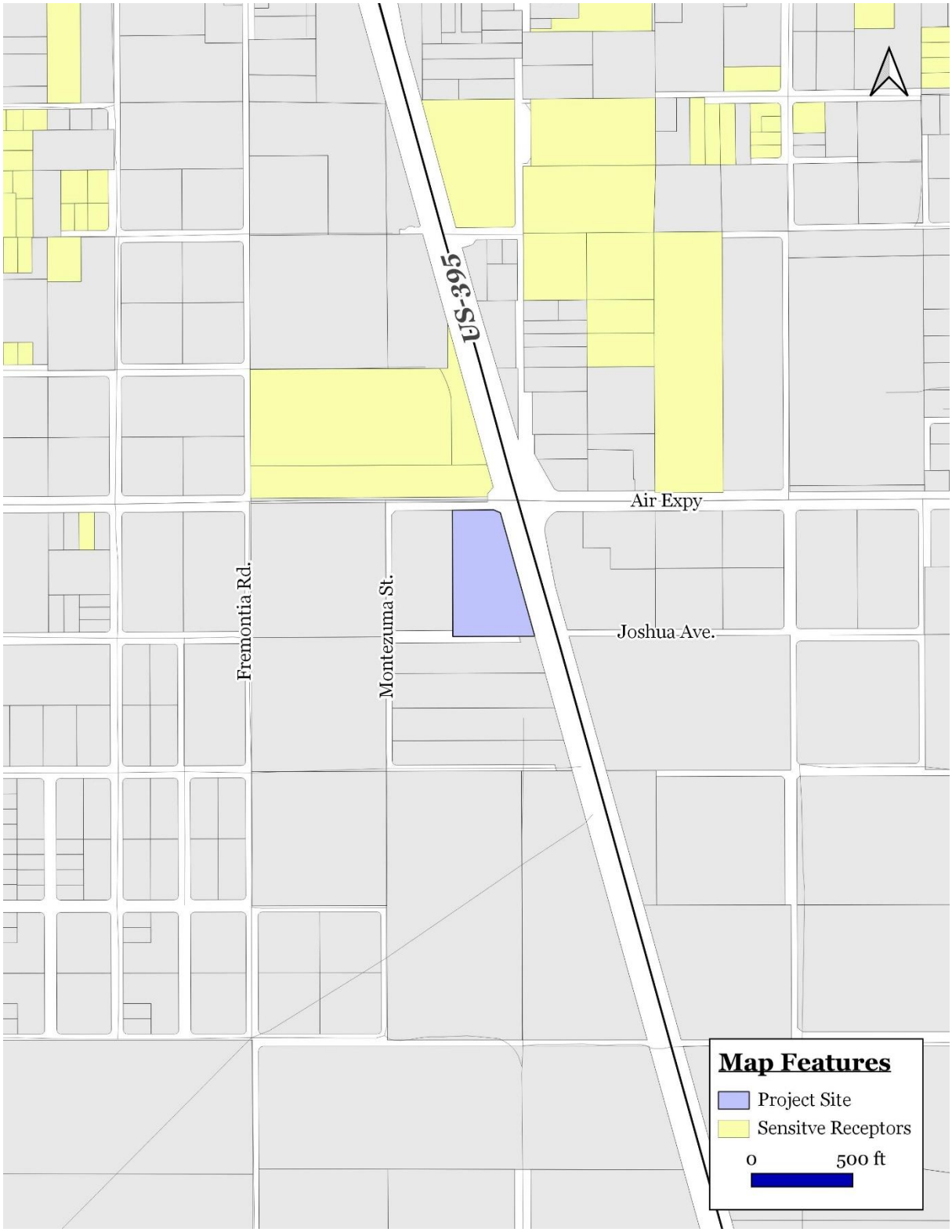
*Air Quality Mitigation Measure No. 2.* The Applicant shall ensure that signage, compliant with Rule 403 Attachment, is erected at each project site entrance not later than the commencement of construction.

*Air Quality Mitigation Measure No. 3.* The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

*Air Quality Mitigation Measure No. 4.* All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing.

*Air Quality Mitigation Measure No. 5.* All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Take actions to prevent project-related track out onto paved surfaces and clean any project-related track out within 24 hours. All other earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation, compaction, chemical or other means.

[26] Urban Crossroads. Adelanto Commercial Greenhouse Gas Analysis. November 14, 2022.




# EXHIBIT 3-2 AIR QUALITY SENSITIVE RECEPTORS MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

# 3.4 BIOLOGICAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | ✖ | | |
| **B.** Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | ✖ |
| **C.** Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✖ |
| **D.** Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | ✖ |
| **E.** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | ✖ | | |
| **F.** Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- The proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- The proposed project would 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.
- The proposed project would 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.

- The proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The proposed project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sensitive biological resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by either, or both, the federal and state government resource agencies as threatened or endangered. Species listed as threatened include those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction. Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered.

*The biological resources study and plant preservation plan are provided in Appendix B.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● Less than Significant Impact with Mitigation.*

The site supports a minimal amount of wildlife, with many of them being birds with indications of coyotes also being present on site. California ground squirrel (Otospermophilus beecheyi) and antelope ground squirrel (Ammospermophilus leucurus) are also expected to occur on site but were not observed. Birds observed included ravens (Corvus corax), house finch (Haemorhous mexicanus), and the ash throated flycatcher (Myiarchus cinerascens). One reptile was observed during the survey, Western Whiptail Lizard (Cnemidophorus tigris). Other reptiles that may occur on the site include common side-blotched lizard (Uta stansburiana).

The black-tailed jackrabbit (Lepus californicus), Coyote (*Canis latrans),* California ground squirrel (Otospermophilus beecheyi), black-tailed jackrabbit (Lepus californicus), antelope ground squirrel (Ammospermophilus leucurus), and Merriam's kangaroo rats (Dipodomys merriami) may also occur on the site given their wide-spread distribution in the region. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) are located on-site. The following are the listed and special status species that have the ability to occur on the project site. It is not a comprehensive list of all the species in the quad. This information has been taken from the California Natural Diversity Database and is using the most current version.[27]

- *Desert Tortoise:* The site is located within the documented tortoise, a state and federal threatened species, habitat according to CNDDB (2021). The property supports very marginal habitat for the desert tortoise based on the location of the site in a semi-developed area of Adelanto. The species

[27] RCA Associates, Inc. General Biological Resources Assessment, Adelanto, California. APN 0459-354-04 & 05. February 27, 2023.

is not expected to move onto the site in the near future based on the absence of any sign, absence of any recent observations in the immediate area. The protocol survey results are valid for one year as per CDFW and USFWS requirements.

- *Mohave Ground Squirrel:* The Mohave ground squirrel is a California state threatened species that have a short, flat, furred, white, underside tail, uniformly brown (with no spots or stripes). They inhabit open desert scrub, alkali desert scrub, and annual grasslands on sandy to gravelly surfaces in the Mojave Desert. It is the opinion of RCA Associates, Inc. that the habitat is not prime Mohave ground squirrel habitat and is very unlikely to support populations of the species based on the following criteria, that there have been two recent sightings, within 20 years of the species in the Adelanto quadrangle.
- *Swainson's Hawk:* The site is located within documented Swainson's hawk habitat, a state threatened raptor, according to CNDDB (2021). No hawks were seen on the property during the survey, and no suitable habitat was observed due to previous grading of the site. Swainson's hawks occupy grasslands and breed in trees that are the only ones seen for miles. Swainson's hawks are not expected to occur on the site due to lack of habitat and prime vegetation.
- *Burrowing Owl:* The site is located within documented burrowing owl habitat according to CNDDB. Minimal suitable habitat was observed. Burrowing owls are not expected to occur on the site due to lack of suitable vegetation and burrows.
- *Le Conte's thrasher:* Le Conte's thrashers have not been recently observed in the area according to CNDDB (2021). Thrashers are not expected to occur on the site due to lack of critical vegetation used by the species, such as saltbush and catclaw acacia. Thrashers may be very infrequent in the area given the low population levels in the region as well as the lack of any recent sightings according to the CNDDB.

Future development of the site will have minimal impact on the general biological resources present on the site, and most, if not all, of the vegetation will likely be removed during future construction activities. Wildlife will also be impacted by development activities and those species with limited mobility (i.e., small mammals and reptiles) will experience increases in mortality during the construction phase. However, more mobile species (i.e., birds, large mammals) will be displaced into adjacent areas and will likely experience minimal impacts. Therefore, loss of about 4.65-acres of desert vegetation is not expected to have a significant cumulative impact on the overall biological resources in the region given the presence of similar habitat throughout the surrounding desert region. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations.[28] No federal or State-listed wildlife species were observed on the site during the field investigations including the Mohave ground squirrel and desert tortoise. In addition, there are no documented observations of these species either on the site or in the immediate area. The site is not expected to support populations of the desert tortoise based on the absence of suitable habitat. As per CDFW protocol, the burrowing owl survey results are valid for only 30 days; therefore, CDFW may require a 30-day pre-construction survey be performed prior to any clearing/grading activities to determine if owls have moved on to the site since the survey.[29] Future development activities are expected to grade the property and remove the vegetation from the 4.65-acre parcel; however, cumulative impacts to the general biological resources (plants and animals) in the surrounding area are expected to be negligible. This assumption is based on the habitat containing scarce vegetation of non-native species. In addition, future development activities are not expected to have any impact on any State or Federal listed or State special status plant or animal species.

[28] RCA Associates, Inc. General Biological Resources Assessment, Adelanto, California. APN 0459-354-04 & 05. February 27, 2023.
[29] Ibid.

The following mitigation measures are recommended:

- Pre-construction surveys for burrowing owls, desert tortoise, and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of project related ground disturbance. Appropriate survey methods and timeframes shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species, such as the desert tortoise, are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged.[30]
- Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.[31]

*The above mitigation will reduce the impacts to levels that are less than significant.*

**B.** *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

According to the United States Fish and Wildlife Service and the results of the site visit, there are no wetland or migratory bird nesting areas located within the project site.[32] In addition, there is no riparian habitat located on-site or in the surrounding areas.[18] No offsite wetland or migratory bird nesting areas will be affected by the proposed development since all development will be confined to the project site. *As a result, no impacts are anticipated.*

**C.** *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

According to the site visit, no wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations.[33] *As a result, no impacts are anticipated.*

**D.** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The site's utility as a habitat and a migration corridor is constrained by the presence of an adjacent roadways and the development that is present in the neighboring areas. *As a result, no impacts are anticipated.*

**E.** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than significant impact with mitigation.*

[30] RCA Associates, Inc. General Biological Resources Assessment, Adelanto, California. APN 0459-354-04 & 05. February 27, 2023.

[31] Ibid.

[32] United States Fish and Wildlife Service. *National Wetlands Inventory*.

[33] RCA Associates, Inc. General Biological Resources Assessment, Adelanto, California. APN 0459-354-04 & 05. February 27, 2023.

Joshua Trees are protected under Chapter 17.57 – Biotic Resources of the City of Adelanto's Municipal Code. In addition, the City of Adelanto enforces Title 8, Division 9 of San Bernardino County Code, which requires that every Joshua Tree proposed for removal be inspected by the city to assure the Joshua tree is not a "specimen" class tree requiring preservation and transplantation. Joshua trees occur throughout the Mojave Desert in Southern California and are typically found at an elevation of 1,200 to 5,400 feet. The California Department of Fish and Wildlife consider Joshua tree woodlands as areas that support relatively high species diversity and as such are considered to be a sensitive desert community. Joshua trees are also considered a significant resource under the California Environmental Quality Act (CEQA) and are included in the Desert Plant Protection Act, Food, and Agricultural Code (80001 – 80006).

Based on the results of the field investigations there is one (1) Joshua trees located within the boundaries of the property. Based on the evaluation and analysis of the tree, it was determined that this tree was not suitable for transplanting. The 1 Joshua tree was determined to be unsuitable for transplanting due to a variety of factors such as size, condition, damage, dying, dead, excessive leaning, possibly disease, clonal, etc. In Appendix B, the Protected Plant Preservation Plan was also conducted by RCA Associates, Inc to evaluate present Joshua Trees and determine the suitability for relocation or disposal.[34]

Joshua Trees are protected under Chapter 17.57 – Biotic Resources of the City of Adelanto's Municipal Code. In addition, the City of Adelanto enforces Title 8, Division 9 of San Bernardino County Code, which requires that every Joshua Tree proposed for removal be inspected by the city to assure the Joshua tree is not a "specimen" class tree requiring preservation and transplantation. Joshua trees occur throughout the Mojave Desert in Southern California and are typically found at an elevation of 1,200 to 5,400 feet. The California Department of Fish and Wildlife consider Joshua tree woodlands as areas that support relatively high species diversity and as such are considered to be a sensitive desert community. Joshua trees are also considered a significant resource under the California Environmental Quality Act (CEQA) and are included in the Desert Plant Protection Act, Food, and Agricultural Code (80001 – 80006). As of September 22, 2020, the California Department of Fish and Wildlife temporarily listed the western Joshua Tree (Yucca brevifolia) as an endangered species for one year until a final decision is made in 2022. Therefore, any attempt to remove a Joshua tree or part of a Joshua tree, dead or alive from its current position will require an Incidental Take Permit (ITP). As a result, the proposed project will be required to implement the following mitigation measure:

1. The Joshua tree will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.
2. Earthen berms will be created around the tree by the biologist prior to excavation and the tree will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.
3. The tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered.

*The above mitigation will reduce the impacts to levels that are less than significant.*

[34] RCA Associates, Inc. Protected Plant Preservation Plan. Report dated March 2023

**F.** *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.*

The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. *As a result, no impacts are anticipated.*

## MITIGATION MEASURES

The analysis of biological impacts determined that the following mitigation measures would be required to reduce the project's impacts to levels that would be less than significant.

*Biological Resources Mitigation Measure No. 1.* Pre-construction surveys for burrowing owls, desert tortoise, and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of project related ground disturbance. Appropriate survey methods and timeframes shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species, such as the desert tortoise, are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.

*Biological Resources Mitigation Measure No. 2.* The following mitigation measures are applicable to the Joshua Tree that is present on the project site.

1. The Joshua tree will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.

2. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.

3. The tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. A numbered metal tag was placed on the north side of the tree and the tree was also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation.

# 3.5 CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project cause substantial adverse change in the significance of a historical resource pursuant to §15064.5? | | | | ✖ |
| **B.** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | | ✖ | | |
| **C.** Would the project disturb any human remains, including those interred outside of dedicated cemeteries? | | | ✖ | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.[35]

*The cultural resources assessment are provided in Appendix C.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ● No Impact.*

No previous studies have assessed the project site for cultural resources, and no cultural resources have been identified within its boundaries. One small historic-period refuse scatter was identified during the field survey. This appears to be a single-episode road side dump and as such cannot be connected with any identifiable context. It is not recommended eligible for the California Register of Historical Resources (California Register) and does not warrant further consideration. No other cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified during the field survey. Based on these results, no significant impact related to historical resources is anticipated and no further investigations are recommended.[36] The project's implementation will not impact any Federal, State, or locally designated historic resources. *As a result, no impacts will occur.*

[35] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

[36] BCR Consulting. 395 & Air Expressway Auto and Truck Fueling and Commercial Center. Cultural Resources Assessment. April 10, 2023.

**B.** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ● Less than Significant Impact with Mitigation.*

No signs of human habitation nor any cemeteries are apparent within or near the project, and no signs of development on the parcel appear on any historic aerial map reviewed, nor on later USGS maps. Since it is possible that previously unrecognized resources could exist at the site, the proposed project would be required to adhere to Cultural Resources Mitigation Measures 1, 2, 3, and 4. *Adherence to mitigation, the impact will be less than significant.*

**C.** *Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ● Less than Significant Impact.*

There are no dedicated cemeteries located within or in the vicinity of the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries in the vicinity. Notwithstanding, the following mitigation is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

"A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures." Additionally, Section 5097.98 of the Public Resources Code states:

> "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

*Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.*

## MITIGATION MEASURES

The following mitigation measures will be required to address potential cultural resources impacts:

> *Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority

to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization.

# 3.6 ENERGY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | | | ✖ | |
| **B.** Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | ✖ | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on energy resources if it results in any of the following:

- The proposed project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during the proposed project's construction or operation.
- The proposed project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed the new buildings would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs.

*The energy consumption worksheets are provided in Appendix D.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

Southern California Edison (SCE) provides electricity to the project site. Currently, the existing site is vacant and does not use electricity. Therefore, the proposed project would cause a permanent increase in demand for electricity when compared to existing conditions. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. According to the worksheets provided in Appendix D, the proposed project is anticipated to consume 667 KWH on a daily basis. The proposed project is located within the service area of the Southwest Gas Company. The project site is currently vacant and has no demand on natural gas. Therefore, the development of the proposed project will create a permanent increase in the demand for natural gas. According to the worksheets provided in Appendix D, the proposed project is anticipated to consume 78 cubic feet of natural gas on a daily basis. The proposed project would represent an insignificant percentage of the overall demand in the region. The proposed project would be

constructed pursuant to the 2022 energy conservation standards of Title 24; therefore, no significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation are anticipated and no mitigation measures are recommended. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. *As a result, the impacts will be less than significant.*

**B.** *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less Than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project as well as any future development within the remainder of the project site will be required to conform to all pertinent energy conservation requirements. While the proposed project is a privately owned commercial use, the implementation of similar programs would prove effective in reducing potential energy consumption. The proposed project will be required to comply with all pertinent Title 24 requirements along with other Low Impact Development (LID) requirements. *As a result, the potential impacts will be less than significant.*

## MITIGATION MEASURES

The analysis of potential impacts related to energy indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 3.7 GEOLOGY & SOILS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death? | | | ✖ | |
| **i).** Would the project, directly or indirectly, cause 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).** Would the project, directly or indirectly cause strong seismic ground shaking? | | | ✖ | |
| **iii).** Would the project, directly or indirectly cause seismic-related ground failure, including liquefaction. | | | | ✖ |
| **iv).** Would the project, directly or indirectly cause landslides? | | | | ✖ |
| **B.** Would the project result in substantial soil erosion or the loss of topsoil? | | | ✖ | |
| **C.** Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | ✖ | |
| **D.** Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | | ✖ | |
| **E.** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | ✖ |
| **F.** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✖ | | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on geology and soils if it results in any of the following:

- The proposed project would, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?
- The proposed project would result in substantial soil erosion or the loss of topsoil.

- The proposed project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- The proposed project would 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.
- The proposed project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- The proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The proposed project's potential seismic and soils risk was evaluated in terms of the site's proximity to earthquake faults and unstable soils.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death? ● Less than Significant Impact.*

Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The amount of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from the epicenter or fault. The potential impacts from fault rupture and ground shaking are considered no greater for the project site than for the surrounding areas given the distance between the site and the fault trace. Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. *As a result, the potential impacts are less than significant.*

**i).** *Would the project, directly or indirectly, cause 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. ● No Impact*

The City of Adelanto is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The closest fault to the project site is the Mirage Valley Fault, from the Late Quaternary period, which is located approximately 1.6 miles west of the City.[37] *As a result, no impacts will occur.*

**ii).** *Would the project, directly or indirectly, cause strong seismic ground shaking? ●Less than Significant Impact.*

The proposed project involves the construction and operation of a commercial shopping center development on a 4.65-acre vacant parcel located south of Air Expressway and west of Highway 395. The

[37]California Department of Conservation. Fault Activity Map.

City of Adelanto is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The closest fault to the project site is the Mirage Valley Fault, from the Late Quaternary period, which is located approximately 1.6 miles west of the City.[38] *As a result, the impacts will be less than significant.*

**iii).** *Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction? ● No Impact.*

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. The risk for liquefaction is no greater on-site than it is for the region. The project site or the city of Adelanto is not located within a liquefaction zone.[39] *As a result, no impacts will occur.*

**iv).** *Would the project, directly or indirectly cause landslides? ● No Impact.*

According to the United States Geological Survey, a landslide is defined as the movement of a mass of rock, debris, or earth down a slope. The project site is level with little to no slopes in the surrounding area. The proposed project-related grading would not involve any significant movement of earth. *As a result, no impacts will occur.*

**B.** *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by Bryman, Helendale, and Cajon soils associations consisting of loamy fine sand with 2 to 5 percent slopes.[40] The proposed project's contractors will be required to adhere to specific requirements that govern wind and water erosion during site preparation and construction activities. Following development, the project site would be paved over and landscaped, which would minimize soil erosion. The project's construction will not result in soil erosion with adherence to those development requirements that restrict storm water runoff (and the resulting erosion) and require soil stabilization. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Prior to initiating construction, contractors must obtain coverage under an NPDES permit, which is administered by the State. In order to obtain an NPDES permit, the project Applicant must prepare a Stormwater Pollution Prevention Plan (SWPPP). The County has identified sample construction Best Management Practices (BMPs) that may be included in the mandatory SWPPP. The use of these construction BMPs identified in the mandatory SWPPP will prevent soil erosion and the discharge of sediment into the local storm drains during the project's construction phase. *As a result, the impacts will be less than significant.*

[38] California Department of Conservation. Fault Activity Map.

[39] San Bernardino County. *Multi-Jurisdictional Hazard Mitigation Plan* - July 13, 2017.

[40] UC Davis. *SoilWeb*. Website accessed January 6, 2023.

**C.** *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ● Less than Significant Impact.*

The proposed project's construction will not result in soil erosion since the project's contractors must implement the construction BMPs identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction.[28] The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics become sticky when wet and expand according to the moisture content present at the time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require significant grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater. *As a result, the potential impacts will be less than significant.*

**D.** *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by soils of various associations including Bryman, Cajon, Helendale, and Mohave variant soils associations.[41] According to the U.S. Department of Agriculture, these soils are acceptable for the development of commercial buildings.[42] *As a result, the potential impacts will be less than significant.*

**E.** *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ● No Impact.*

Sewer lines are located in Air Expressway, east of Highway 395. The proposed project would utilize existing sewer connections located along Air Expressway. No septic tanks will be used as part of the proposed project's implementation. *As a result, no impacts will occur.*

**F.** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● Less Than Significant Impact with Mitigation*

The proposed project site is located on a 4.65-acres (202,605 square feet) site that is currently vacant and undeveloped. The surface deposits in the proposed project area are composed entirely of younger Quaternary Alluvium. This younger Quaternary Alluvium is unlikely to contain significant vertebrate fossils, at least in the uppermost layers. The closest fossil vertebrate locality is LACM7786, between Adelanto and the former George Air Force Base. This locality produced a fossil specimen of meadow vole, *Microtus*. *The* following mitigation will be applicable during earth-disturbing activities as a means to

[28] United States Department of Agriculture, Soil Conservation Service. *Soil Survey of San Bernardino County*. Report dated 1978.

[41] UC Davis. *SoilWeb*. Website accessed January 6, 2023.

[42] Ibid.

protect potential paleontological resources:

- Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

- The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

- Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

- A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the San Bernardino County Museum prior to building final.

## MITIGATION MEASURES

The following mitigation measures will be required to address potential paleontological resources impacts:

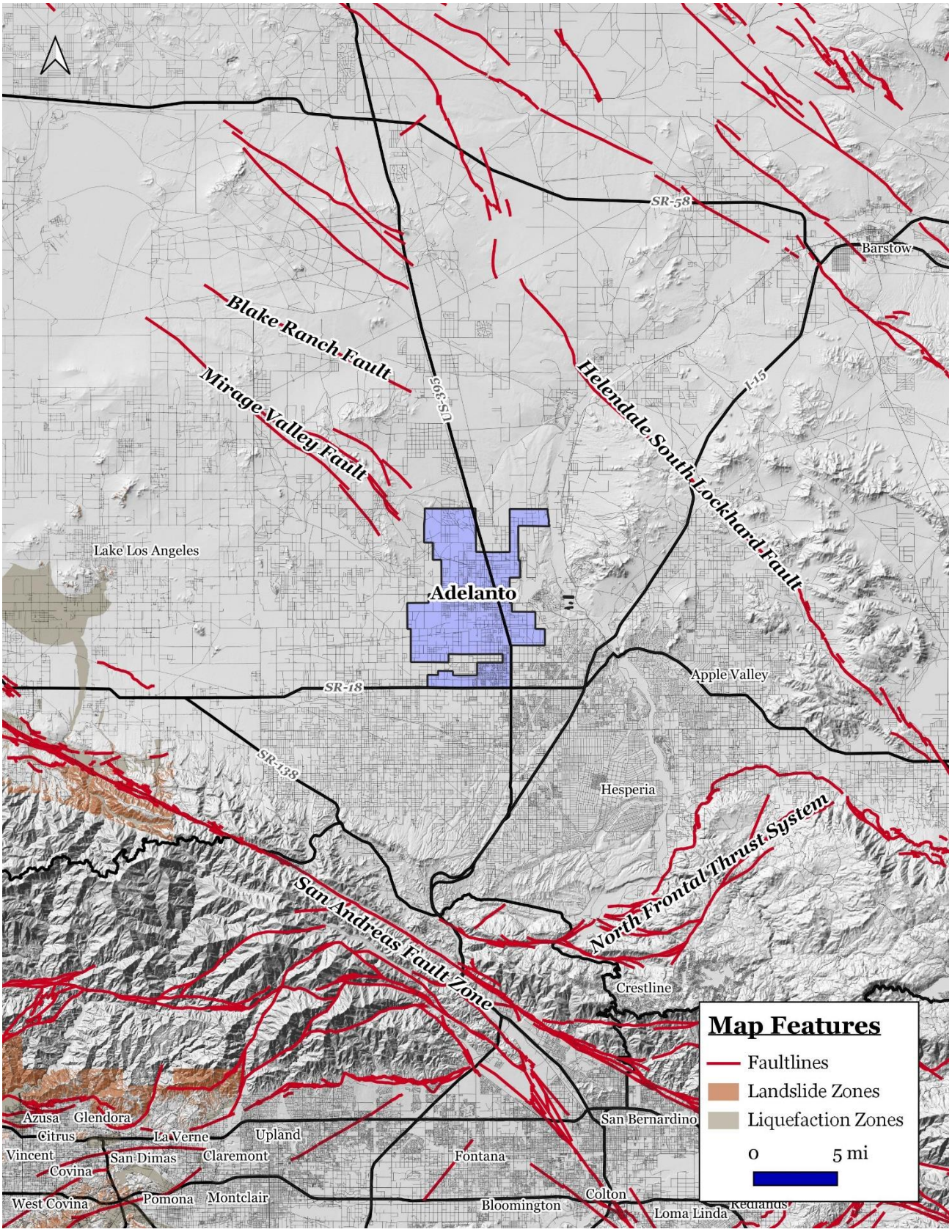
*Paleontological Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Paleontological Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil

resources.

*Paleontological Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Paleontological Mitigation Measure No. 4.*A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the San Bernardino County Museum prior to building finalization.




# EXHIBIT 3-3 GEOLOGY MAP

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

# 3.8 GREENHOUSE GAS EMISSIONS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✖ | |
| **B.** Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | ✖ | | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- The proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.
- *Carbon Dioxide ($CO_2$)*. The natural production and absorption of $CO_2$ is achieved through the terrestrial biosphere and the ocean. Manmade sources of $CO_2$ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have

increased the atmospheric concentrations of $CO_2$. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of $CO_2$ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.

- *Methane ($CH_4$).* $CH_4$ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of $CO_2$. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as $CO_2$, $N_2O$, and Chlorofluorocarbons (CFCs). $CH_4$ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide ($N_2O$).* Concentrations of $N_2O$ also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). $N_2O$ is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane ($C_2H_6$) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 ($CHF_3$), HFC-134a ($CF_3CH_2F$), and HFC-152a ($CH_3CHF_2$). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane ($CF_4$) and hexafluoroethane ($C_2F_6$). Concentrations of $CF_4$ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride ($SF_6$).* $SF_6$ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. $SF_6$ has the highest global warming potential of any gas evaluated; 23,900 times that of $CO_2$. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

The MDAQMD mass emissions threshold is 100,000 tons (90,720 metric tons (MT)) CO2e per year. *The computer worksheets are provided in Appendix A.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

As indicated in Table 3-3, the operational CO2E to be 26,007 pounds per day which is well below the threshold. This figure does not take into account the implementation of *low impact development* (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. *As a result, the potential impacts are considered to be less than significant.*

**Table 3-3**
**Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (pounds/day) | | | |
|---|---|---|---|---|
| | CO2 | CH4 | N2O | CO2E |
| Long-Term – Area Emissions | -- | -- | -- | -- |
| Long-Term - Energy Emissions | 43.76 | -- | -- | 44.02 |
| Long-Term - Mobile Emissions | 25,381.36 | 2.40 | 1.90 | 26,007.11 |
| Long-Term - Total Emissions | 25,381.36 | 2.40 | 1.90 | 26,007.11 |
| Total Construction Emissions | 25,425.13 | 2.40 | 1.90 | 26,051.13 |
| Significance Threshold | | | | **100,000 MTCO2E** |

**B.** *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact with Mitigation.*

The San Bernardino County Transit Authority (SBCTA) authorized the preparation of a county-wide Regional Greenhouse Gas Reduction Plan. This plan was completed and finalized in March of 2014. The plan contains multiple reduction measures that would be effective in reducing GHG emissions throughout the SBCTA region. The lack of development in the immediate area may preclude residents from obtaining employment or commercial services within City boundaries, thus compelling residents to travel outside of City boundaries for employment and commercial services. It is important to note that the California Department of Transportation as well as the Counties of Los Angeles and San Bernardino are engaged in an effort to construct a multi-modal transportation corridor consisting of public transit, a new freeway, and bicycle lanes known as the High Desert Corridor (HDC).

The San Bernardino County Transit Authority (SBCTA) authorized the preparation of a county-wide Regional Greenhouse Gas Reduction Plan. This plan was adopted in March 2021. The plan contains

multiple reduction measures that would be effective in reducing GHG emissions throughout the SBCTA region. The lack of development in the immediate area may preclude residents from obtaining employment or commercial services within City boundaries, thus compelling residents to travel outside of City boundaries for employment and commercial services. It is important to note that the California Department of Transportation as well as the Counties of Los Angeles and San Bernardino are engaged in an effort to construct a multi-modal transportation corridor consisting of public transit, a new freeway, and bicycle lanes known as the High Desert Corridor (HDC). The aforementioned regional program will reduce potential GHG emissions related to excessive VMTs to levels that are less than significant.

Those Partnership jurisdictions, including Adelanto, choosing to complete and adopt local CAPs that are consistent with the County's GHG Reduction Plan and with the prior Regional Plan Program EIR and the addendum or supplemental CEQA document prepared by SBCOG will be able to tier their future project-level CEQA analyses of GHG emissions from their CAP.[43] Adelanto's reduction plan has the greatest effect on GHG emissions in the building energy, waste, and on-road transportation. The City of Adelanto adopted the North Adelanto Sustainable Community Plan which is a City planning framework that contains many transportation and land use-related actions to reduce vehicle-related GHG emissions throughout the region. This community plan supports the goals of SB 375 and the Sustainable Communities Strategy (On Road-STATE-SCS) through a wide range of actions which include the following.

- Integrate state, regional, and local sustainable community/smart growth principles into the development and entitlement process.
- Develop a system of trails and corridors that facilitates and encourages bicycling and walking.
- Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
- Require the future development of community-wide servicing facilities to be sites in transit-ready areas that can be served and made accessible by public transit.
- Provide development-related incentives for projects that promote transit use.
- Designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise sensitive land uses.
- Transition the City fleet to low emission/fuel-efficient vehicles as they are retired from service. λ Encourage carpooling.
- Work with the regional transit provider to provide shade, weather protection, seating, and lighting at all stops.

Key general plan policies that support the City of Adelanto's GHG reduction measures or would contribute to GHG reductions and sustainable practices in the City are listed below:

- *Policy NR 1.4:* All new developments will be required to implement energy conservation techniques into the development design.

[43] San Bernardino County. *San Bernardino County Regional Greenhouse Gas Reduction Plan (SBCRGGRP)*. March 2021.

- *Policy NR 1.6:* Conservation techniques shall be required for proposed development (both domestic and industrial) to minimize consumption levels of renewable and non-renewable natural resources including water resources.
- *Policy NR 1.1:* The City shall promote the development and use of alternative energy sources, such as passive solar in industrial, commercial, and residential developments.
- *Policy NR 1.1:* The City shall promote the development and use of alternative energy sources, such as passive solar in industrial, commercial, and residential developments.
- *Policy NR 1.6:* Conservation techniques shall be required for proposed development (both domestic and industrial) to minimize consumption levels of renewable and non-renewable natural resources including water resources.
- *Policy AQ 1.1:* The City shall continue to work with the Mojave Desert Air Quality Management District and any other agencies in order to enforce and implement regional air quality plans.
- *Policy WQ 1.1:* The City will require that development be designed and constructed to conserve water utilizing low flow irrigation and plumbing fixtures and facilities.
- *Policy WQ 1.5:* The City will require that all new development utilize water conservation techniques to conserve water resources, such as the use of low-flow irrigation and plumbing systems in new and existing development.

The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. *As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and the potential impacts are considered to be less than significant.*

## MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation will be required.

# 3.9 HAZARDS & HAZARDOUS MATERIALS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | ✖ | |
| **B.** Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✖ | |
| **C.** Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | ✖ | |
| **D.** Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | ✖ |
| **E.** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | ✖ | |
| **F.** Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **G.** Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hazards and hazardous materials if it results in any of the following:

- The proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The proposed project would 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.
- The proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- The proposed project would 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.
- The proposed project would result in a safety hazard or excessive noise for people residing or

working in the project area 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.

- The proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- The proposed project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.*

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols pertaining to Adelanto Municipal code 10.30.200.[44] The Applicant will be required to prepare a safety and hazard mitigation plan (SHMP) that indicates those protocols that must be adhered to in the event of an accident. The SHMP would first identify the initial steps that can be performed to establish a safety and health program within the proposed facility. The SHMP would consist of the following elements:

- The SHMP would outline the hazards for the facility by category (biological, chemical, and physical).
- For each hazard, a general description is given followed by information on the job role that might be specifically affected by the hazard, considerations for a hazard assessment, best practices for eliminating or managing the hazard, Federal, state, or local regulations that may apply to that hazard, and additional resources to assist in hazard recognition and management.
- A detailed outline of safety and health programs that should be implemented within the facility and provides examples and tools to help develop these programs.

The SHMP will be reviewed and approved by the County of San Bernardino Fire Department prior to the issuance of the Occupancy Permit. The proposed use of the project site will also require frequent transportation of gas and diesel to be stored into the proposed UST tanks which will also be strictly

[44] Municode. Adelanto, CA. Chapter 10.30.200- Construction Projects. Website Accessed October 27,2022.

controlled and regulated in accordance with Adelanto Municipal Code 10.30.170 to reduce pollutant urban runoff.[45] *The impacts will be less than significant.*

**B.** *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact.*

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. There will also be frequent incoming transportation of gas and diesel fuel to be stored in the USTS on the project site. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols pertaining to the city's code of ordinance as mentioned in subsection A. The Applicant will be required to prepare a safety and hazard mitigation plan that indicates those protocols that must be adhered to in the event of an accident. This plan will be reviewed and approved by the City prior to the issuance of the Occupancy Permit. As a result, the likelihood of encountering contamination or other environmental concerns is remote. *The impacts will be less than significant*

**C.** *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● Less than Significant Impact.*

The nearest school to the project site is Adelanto Elementary School located approximately 1,400 feet to the northeast. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. *As a result, the impacts will be less than significant.*

**D.** *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.[46] *As a result, no impacts will occur.*

[45] Municode. Adelanto, CA. Chapter 10.30.170-Reduction of pollutants in urban runoff. Website Accessed October 27,2022.

[46] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).* http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

**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 a 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 1.23 miles southwest of the Southern California Logistics Airport (SCLA).[47] The proposed project site is located outside of the designated *Runway Protection Zone* of Runway 17-35 (refer to Exhibit 2D of the Airport Land Use Plan [ALUP]). The project site is located well outside of the 65 CNEL noise contour area (refer to Exhibit 2H). The project site is located within a designated *Compatibility Review Area 3* (refer to Exhibit 3B). For this project the proposed use is *normally acceptable* though it may be subject to restrictions for purposes of public safety.[48] The project site is located within the review of the Southern California Logistics Airport, Review Area 3 and the use is "conditionally acceptable.[49] The proposed total will not exceed 500 feet in height and will not introduce a structure that will interfere with the approach and take off of airplanes utilizing any regional airports. As a result, the proposed project will not result in a safety hazard for people residing or working in the City and no impacts will occur. *The impacts will be less than significant.*

**F.** *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

At no time will Air Expressway be completely closed to traffic during the proposed project's construction. In addition, all construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

**G.** *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

The project site is not located within a "moderate fire hazard severity zone" and Local Responsibility Area (LRA).[50] *As a result, no impacts will result.*

## MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation will be required.

[47] Toll-Free Airline. *San Bernardino County Public and Private Airports, California.*

[48] Coffman Associates, Inc. *Southern California Logistics Airport. Comprehensive Land Use Plan*. September 2008

[49] Southern California Logistics Airport. Review Areas, Exhibit 3B. Website Accessed April 120, 2021.

[50] CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*. http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/

# 3.10 HYDROLOGY & WATER QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | | | ✖ | |
| **B.** Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | ✖ | |
| **C.** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner or, | | | ✖ | |
| **i).** Would the project result in substantial erosion or siltation on- or off-site; | | | ✖ | |
| **ii).** Would the project substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; | | | ✖ | |
| **iii).** Would the project 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).** Would the project impede or redirect flood flows? | | | ✖ | |
| **D.** In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? | | | ✖ | |
| **E.** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- The proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- The proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- The proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in

flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows.

- The proposed project would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

- The proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

The project Applicant will be required to adhere to Chapter 17.93 – Erosion and Sediment Control, of the municipal code regulates erosion and sediment control. These regulations are outlined in Section 17.93.050 – Soil Erosion and Sediment Control Plan. The project Applicant will also be required to conform to Section 17.93.060 – Runoff Control of the City's Municipal Code. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. *As a result, the construction impacts will be less than significant.*

**B.** *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact.*

Water used to control fugitive dust will be transported to the site via truck. No direct ground water extraction will occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. These BMP controls may include, but not be limited to, the following:

- Stabilization practices for all areas disturbed by construction and grading.
- Structural practices for all drainage/discharge locations.
- Stormwater management controls, including measures used to control pollutants occurring in stormwater discharges after construction activities are complete.
- Velocity dissipation devices to provide nonerosive flow conditions from the discharge point along the length of any outfall channel.
- Other controls, including waste disposal practices that prevent discharge of solid materials.

In addition, there would be no direct groundwater withdrawals associated with the proposed project's implementation. *As a result, the impacts will be less than significant.*

**C.** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces? ● Less than Significant Impact.*

The proposed project is located on a "Zone AE" flood hazard zone. Adelanto Municipal code 17.91.030 requires natural drainage courses to be preserved whenever practicable, consistent with the need to minimize flood and erosion hazards. Stream banks shall be stabilized with landscaping, rock, or other materials that harmonize with the natural setting and contain flows and control erosion."[51] The pre-development condition for the project site is undeveloped with limited groundcover. Pre-development conditions will be maintained through onsite detention of runoff. Detained runoff will be infiltrated into the ground. Stormwater runoff storage will be provided via underground infiltration chambers. *As a result, the impacts will be less than significant.*

**i).** *Would the project result in a substantial erosion or siltation on- or off-site; ● Less than Significant Impact*

The project applicant will be required to abide by Adelanto's City Ordinance Chapter 17.93 – Erosion and Sediment Control that requires all applicants for projects involving construction activities, regardless of size, to submit an erosion and sediment control plan ("ESCP") to the City for review and approval. *As a result, the impact will be less than significant.*

**ii).** *Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite ● Less than Significant Impact*

As mentioned previously, the proposed project is located on a "Zone AE" flood hazard zone. The project applicants are required to follow Adelanto municipal code 17.91.030 requiring measures to control runoff from construction sites consistent with NPDES imposed by the State Regional Water Quality Control Board. *As a result, the impact will be less than significant.*

**iii).** *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; ● Less than Significant Impact*

As mentioned previously, the project's location is located on a "Zone AE" flood hazard zone. , adjacent to the proposed retail building on the west with flat grated inlet drains constructed to the north of the project site and south of the proposed retail building. The proposed used of the project will not contribute to runoff water and all zoning ordinances related to polluted runoff will be followed. *As a result, the impacts will be less than significant.*[52]

**iv).** *Would the project impede or redirect flood flows? ● Less than Significant Impact*

The proposed project's location is located on a "Zone AE" flood hazard zone As mentioned previously, the site would be designed so the proposed hardscape surfaces (the building and paved areas) will either drain

[51] Municode. Adelanto, CA. Chapter .91.030- Grading Guidelines Applicable to All Projects. Website Accessed January 6, 2023.

[52] Ibid.

into the curb and gutters or percolate into the landscaped areas. *As a result, the potential impacts will be less than significant.*

**D.** *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?* ● *Less than Significant Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Adelanto, as mentioned previously, the proposed project site is located in a flood hazard zone, labeled as "Zone AE." The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.[53] The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 70 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. *As a result, the potential impacts will be less than significant.*

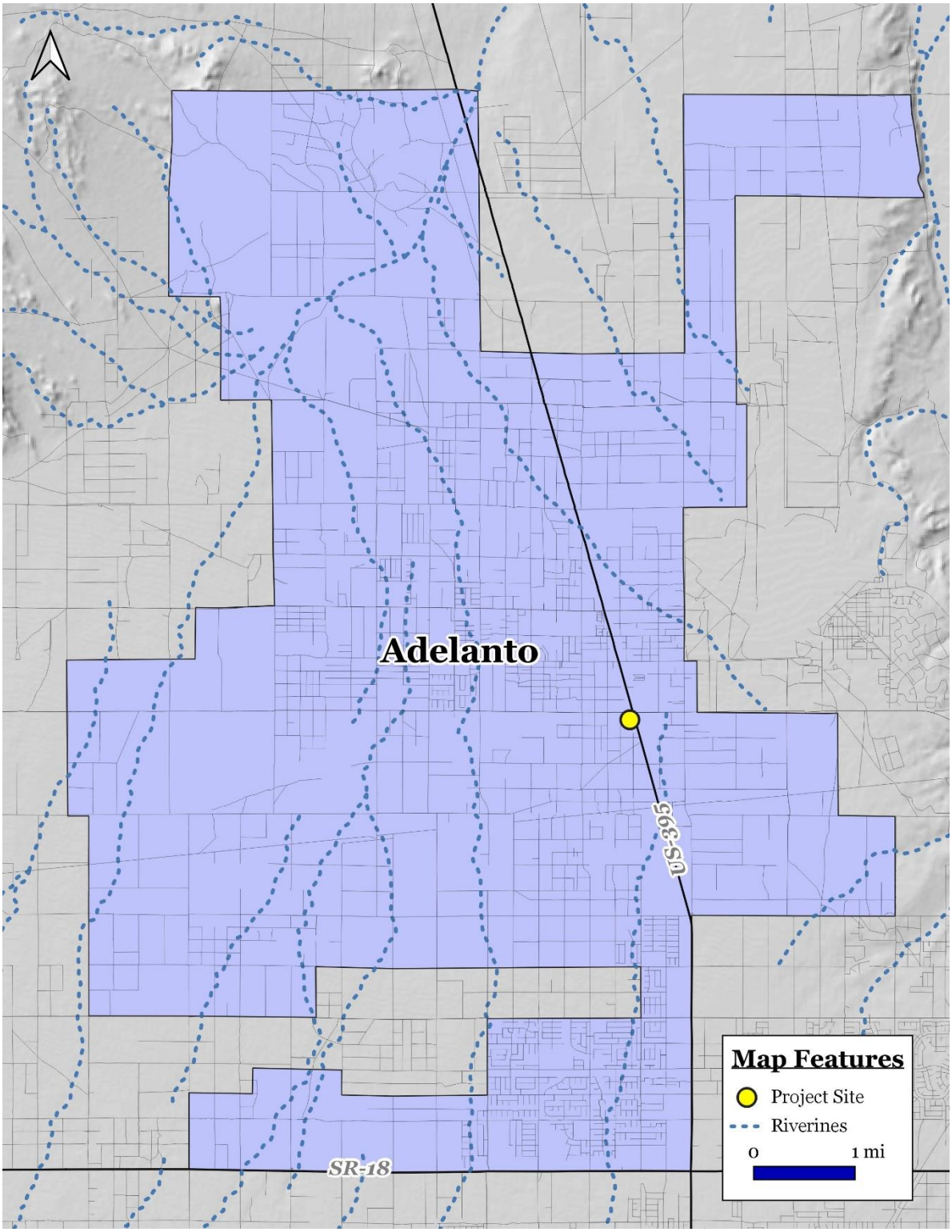
**E.** *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?* ● *No Impact.*

The proposed project is required to be in compliance with Chapter 17.93 the City of Adelanto Municipal Code. Chapter 17.93 of the City of Adelanto Municipal Code is responsible for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan since there are no active groundwater management recharge activities on-site or in the vicinity. *As a result, no impacts are anticipated.*

## MITIGATION MEASURES

The analysis determined that the project would not result in any significant impacts on hydrology and water quality with the implementation of the standard project design measures and conditions. As a result, no mitigation measures are required.

[53] Fema. Flood Zones. Website Accessed January 10, 2023.




# EXHIBIT 3-4 WATER RESOURCES MAP

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION

# 3.11 LAND USE & PLANNING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project physically divide an established community? | | | | ✖ |
| **B.** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, acting as Lead Agency, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would physically divide an established community.
- The proposed project would 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.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project physically divide an established community? ● No Impact.*

The proposed project site is located on a site that is currently vacant and undeveloped. As indicated previously, the proposed project site is located on two individual parcels, totaling 4.65 acres, that is currently undeveloped. The project site's zoning is Mixed Use (MU). The site and the surrounding area are provided in Exhibit 2-4 in Section 2. Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* Air Expressway extends along the project site's north side. Further north, north of the aforementioned roadway, is the Adelanto City Hall. This area is zoned as Mixed Use (MU).[54]
- *East of the project site:* The State Highway 395 right-of-way extends along the project site's east side. No direct access would be provided between the project site and Highway 395. An existing ARCO service station and AM/PM Mini Mart is located on the east side of the Highway 395 right-of-way. This area is zoned as Business Park (BP).[55]

[54] Google Earth. Website accessed January 10, 2023. and City of Adelanto Zoning Map
[55] Ibid.

- *South of the project site:* Vacant undeveloped land abuts the project site's southern side. The vacant Cholla Avenue right-of-way extends along the project site's south side. Further south is the Adelanto Boys and Girls Club. This area is zoned as Mixed Use (MU).[56]
- *West of the project site:* Vacant undeveloped land is located to the west of the project site. This area is zoned as Mixed Use (MU).[57]

The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of the use beyond the current project site boundaries. In addition, all surrounding areas of the project site are vacant. The proposed uses are permitted by right under the City's zoning ordinance. As a result, the project will not lead to any division of an existing established neighborhood. *Therefore, no impacts will occur.*

**B.** *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.*

The project site is located 1.26 miles southwest of the Southern California Logistics Airport (SCLA).[58] The proposed project site is located outside of the designated *Runway Protection Zone* of Runway 17-35 (refer to Exhibit 2D of the Airport Land Use Plan [ALUP]). The project site is located well outside of the 65 CNEL noise contour area (refer to Exhibit 2H of the ALUP). The project site is located within a designated *Compatibility Review Area 3* (refer to Exhibit 3B of the ALUP). For this project the proposed use is *normally acceptable* though it may be subject to restrictions for purposes of public safety.[59] The project site has a General Plan land use designation of Mixed Use (MU). The proposed project involves the construction of a retail use that would include a commercial retail uses, gas station and a restaurant. The proposed use of the project site would be compatible with the project site's land use and zoning designations. *As a result, no impacts will occur.*

## MITIGATION MEASURES

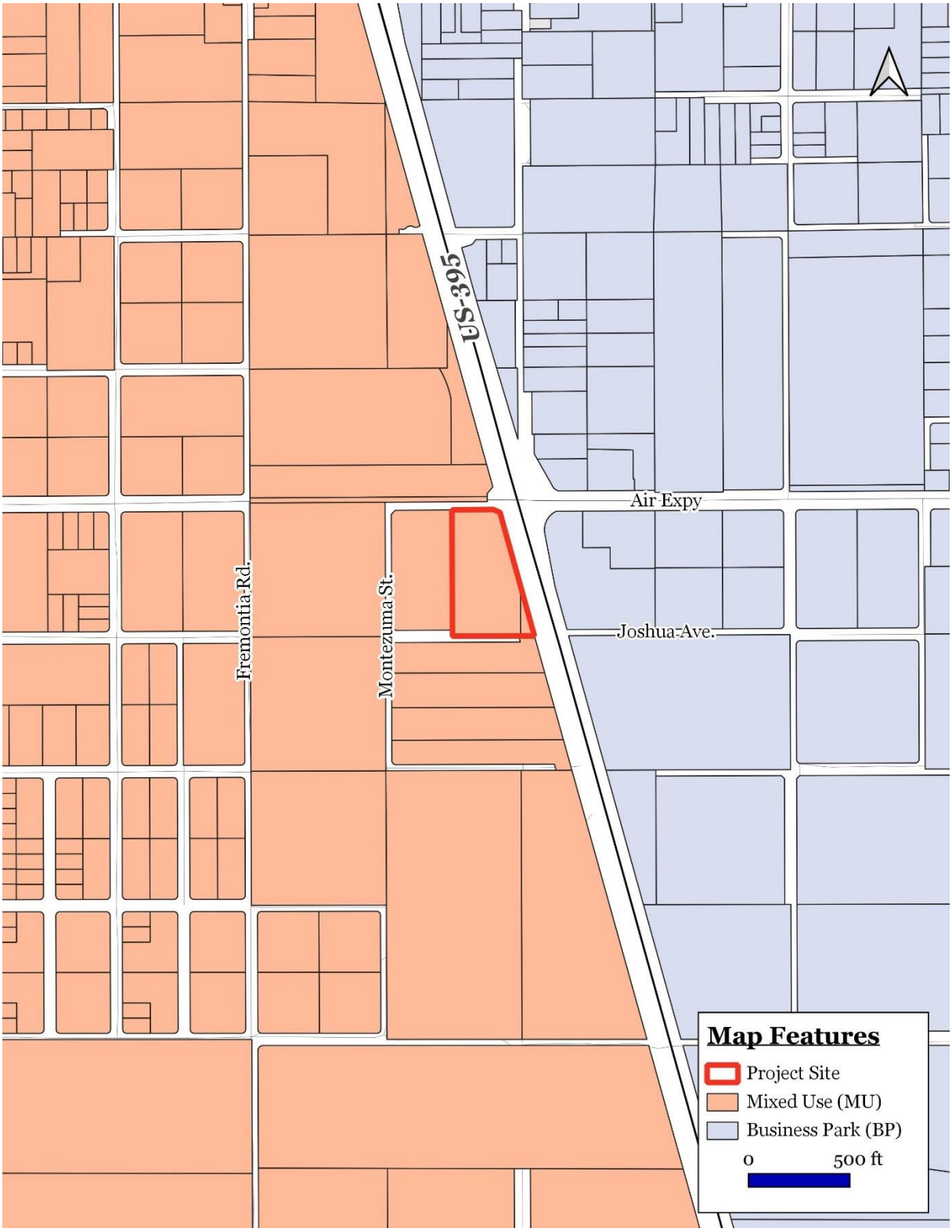
The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

[56] Google Earth. Website accessed January 10, 2023. and City of Adelanto Zoning Map

[57] Ibid.

[58] Toll-Free Airline. *San Bernardino County Public and Private Airports, California.*

[59] Coffman Associates, Inc. *Southern California Logistics Airport. Comprehensive Land Use Plan.* September 2008




# EXHIBIT 3-4 LAND USE AND ZONING MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

# 3.12 MINERAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | ✖ |
| **B.** Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would 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.

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.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ● No Impact.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells on-site or located in the vicinity of the project site.[60] The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[61] The project site is located within Mineral Resource Zone (MRZ-3A), which means there may be significant mineral resources present.[62]As indicated previously, there are no active mineral extraction activities occurring on-site or in the adjacent properties. *As a result, no impacts would occur*.

**B.** *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ● No Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. *Therefore, no impacts would result*.

## MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the approval of the proposed project and its subsequent implementation. As a result, no mitigation measures are required.

[60] California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder*. *https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14*.

[61]California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder*.

[62] California Department of Conservation. *Mineral Land Classification Map for the Adelanto Quadrangle*. Map accessed December 12, 2021.

# 3.13 NOISE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✖ | | |
| **B.** Would the project result in generation of excessive ground borne vibration or ground borne 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? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

- The proposed project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- The proposed project would result in the generation of excessive ground borne vibration or ground borne noise levels.
- For a proposed 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?

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels associated with common everyday activities are illustrated in Exhibit 3-5. Noise sensitive land uses in the area are shown in Exhibit 3-6.

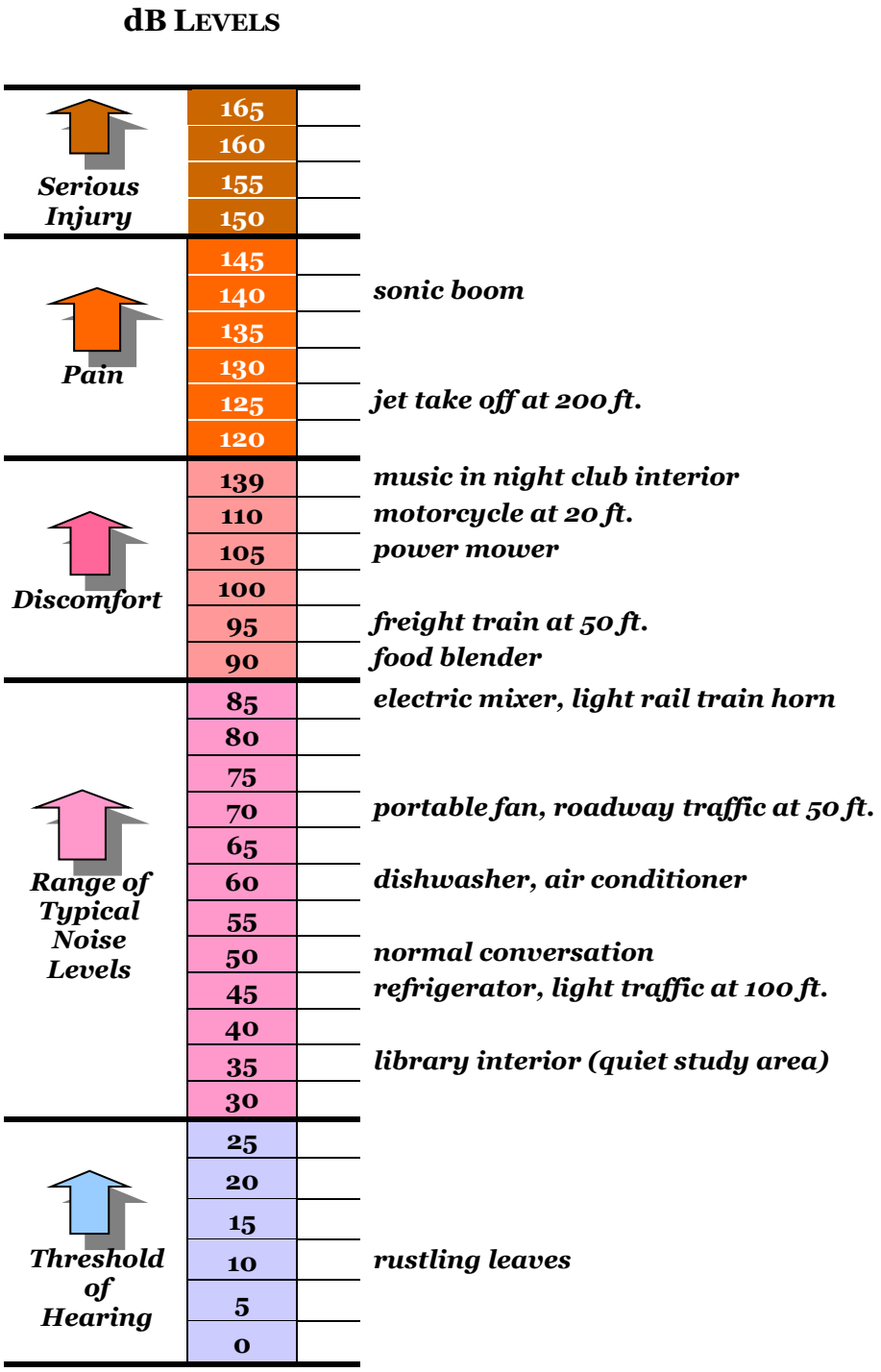



**EXHIBIT 3-5 LOUDNESS SCALE**
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact with Mitigation.*

The primary sources of noise in the Adelanto planning area are freeways and roadways, SCLA aircraft operations, and stationary sources. Future sources of noise generated on-site will include noise from vehicles traveling to and from the project and noise emanating from back-up alarms, building equipment noise (air conditioning units, and other equipment), and other noises typically associated with commercial development. Noise sensitive land uses in the area are shown in Exhibit 3-6. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels associated with common everyday activities are shown in Exhibit 3-6. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[63] The closest residential noise sensitive land use is located approximately 1,800 feet to the northwest of the project site. As a result, the proposed project will not expose sensitive receptors to excessive noise levels. The only short-term construction noise will be limited to the grading during the site preparation phases and the erection of the new buildings. Nevertheless, the following mitigation will be required in order to further reduce construction noise:

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

*Adherence to the aforementioned mitigation measures will reduce the potential noise impacts to levels that are less than significant.*

**B.** *Would the project result in generation of excessive ground borne vibration or ground borne noise levels? ● Less than Significant Impact with Mitigation.*

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings

[63] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 3-4 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 3-4**
**Common Effects of Construction Vibration**

| Peak Particle Velocity (in/sec) | Effects on Humans | Effects on Buildings |
|---|---|---|
| <0.005 | Imperceptible | No effect on buildings |
| 0.005 to 0.015 | Barely perceptible | No effect on buildings |
| 0.02 to 0.05 | Level at which continuous vibrations begin to annoy occupants of nearby buildings | No effect on buildings |
| 0.1 to 0.5 | Vibrations considered unacceptable for persons exposed to continuous or long-term vibration. | Minimal potential for damage to weak or sensitive structures |
| 0.5 to 1.0 | Vibrations considered bothersome by most people, tolerable if short-term in length | Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins. |
| >3.0 | Vibration is unpleasant | Potential for architectural damage and possible minor structural damage |

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore, have a lower potential for structural damage.

The project's implementation will require boring for the installation of the USTs that will be used to store fuel. The commercial building will be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-4. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-4 does provide a

reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) is considered safe and would not result in any construction vibration damage. Vibration resulting from the operation of construction vehicles may affect the residents located north of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

- Construction vehicles will be prohibited from travelling on local streets in the residential areas. All haul trucks must travel either northbound or southbound on Highway 395 to access the project site via Air Expressway.

Adherence to the above-mentioned mitigation will reduce potential vibration impacts to levels that are less than significant.

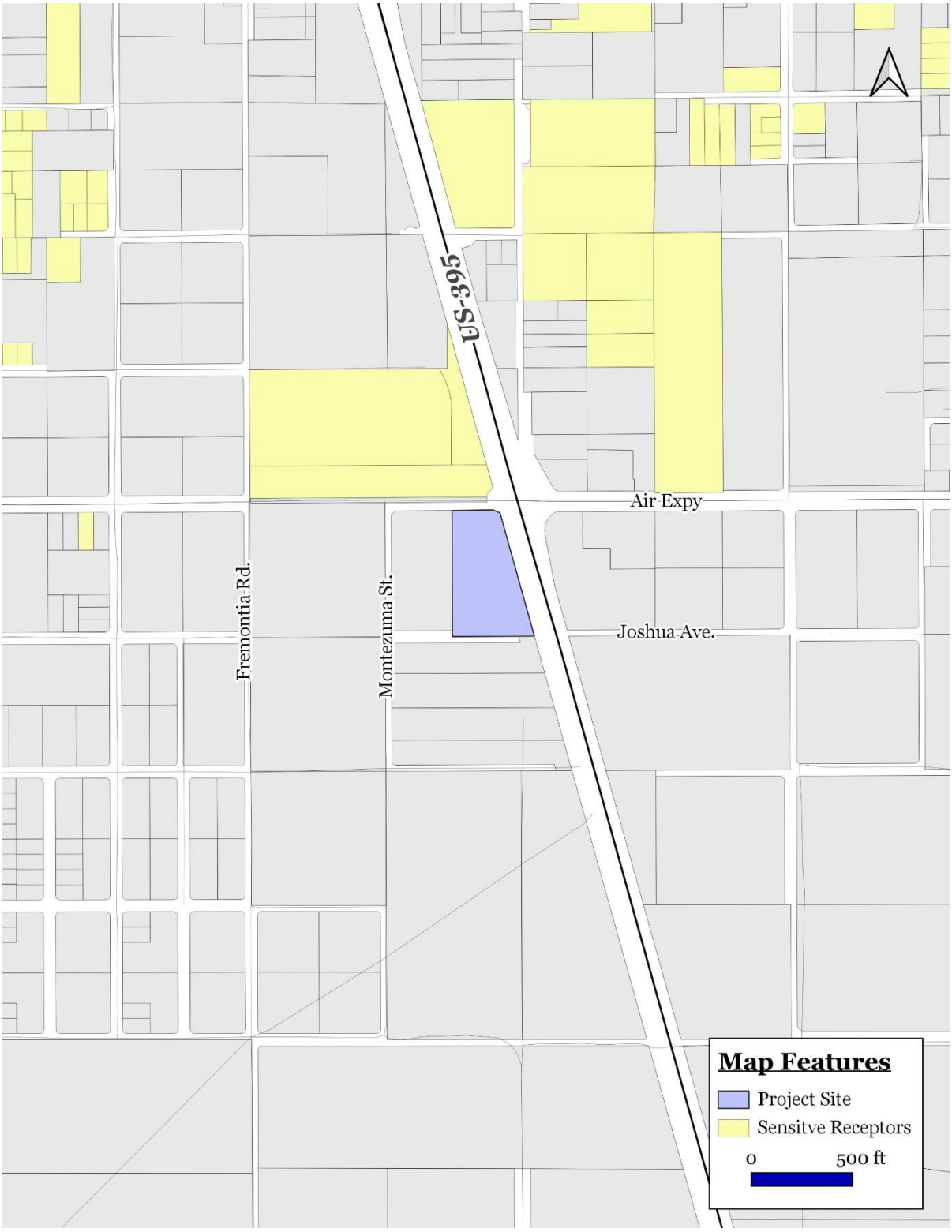
Once operational, the proposed project will not generate excessive ground-borne noise. The project will be required to adhere to all pertinent City noise control regulations. In addition, the cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Once in operation, the proposed project will not significantly raise ground borne noise levels. Slight increases in ground-borne noise levels could occur during the construction phase. The limited duration of construction activities and the City's construction-related noise control requirements will further reduce the potential impacts. *In addition, the above required mitigation measures will reduce the impacts to levels that are less than significant.*

**C.** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is located 1.4 miles southwest of the Southern California Logistics Airport (SCLA).[64] The proposed project site is located outside of the designated *Runway Protection Zone* of Runway 17-35 (refer to Exhibit 2D of the Airport Land Use Plan [ALUP]). The project site is located well outside of the 65 CNEL noise contour area (refer to Exhibit 2H in the ALUP). The project site is located within a designated *Compatibility Review Area 3* (refer to Exhibit 3B in the ALUP). For this project the proposed use is *normally acceptable* though it may be subject to restrictions for purposes of public safety.[65] For this reason, the following mitigation measure is required in Section 3.9E. No noise mitigation is required. *As a result, no impacts would occur.*

[64] Toll-Free Airline. *San Bernardino County Public and Private Airports, California.*

[65] Coffman Associates, Inc. *Southern California Logistics Airport. Comprehensive Land Use Plan*. September 2008




# EXHIBIT 3-6 NOISE SENSITIVE LAND USES

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

## MITIGATION MEASURES

The following mitigation will be required in order to further reduce construction noise:

> *Noise Mitigation Measure No. 1.* The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Vibration resulting from the operation of construction vehicles may affect the residents located north of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

> *Noise Mitigation Measure No. 2.* Construction vehicles will be prohibited from travelling on local streets in the residential areas. All haul trucks must travel either northbound or southbound on Highway 395 to access the project site via Air Expressway.

To ensure the project's potential operational noise impacts are mitigated, the following mitigation measures must be implemented:

> *Noise Mitigation Measure No. 3.* Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted.

# 3.14 POPULATION & HOUSING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project 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.** Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on population and housing if it results in any of the following:

- The proposed project would 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).
- The proposed project would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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)? ● No Impact.*

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 and relatively undisturbed with the exception of vehicular activity occurring over the site. Land uses surrounding the property on the north, south, and east are designated as Mixed Use (MU).
- *Extension of roadways and other transportation facilities.* Future roadway and infrastructure connections will serve the proposed project site only. Roadways to the project site need improvement.
- *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. At present, existing water sewer connections will need to be extended to serve the project site. The project's potential utility impacts are analyzed in Section 3.19.

- *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 project's potential utility impacts are further analyzed in Section 3.19.
- *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 will result in an increase in employment which can be accommodated by the local labor market but will not result in a change in population growth.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The newly established roads and existing utility lines will serve the project site only and will not extend into undeveloped areas. The proposed project will not result in any unplanned growth. *As a result, no impacts will result.*

**B.** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The project site is vacant though portions of the site have been disturbed. This property and surrounding areas have a General Plan and zoning designations of Mixed Use (MU). No housing units are located on the project site and none will be displaced as a result of the proposed project's implementation. *Therefore, no impacts would result.*

## MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 3.15 PUBLIC SERVICES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| **i).** Would the project result in substantial adverse physical impacts associated with Fire protection? | | | ✖ | |
| **ii).** Would the project result in substantial adverse physical impacts associated with Police protection? | | | ✖ | |
| **iii).** Would the project result in substantial adverse physical impacts associated with Schools? | | | ✖ | |
| **iv).** Would the project result in substantial adverse physical impacts associated with Parks? | | | ✖ | |
| **v).** Would the project result in substantial adverse physical impacts associated with Other public facilities? | | | ✖ | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- The proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

**i).** *Would the project have fire protection? Less than Significant Impact.*

The City of Adelanto contracts fire protection services with the San Bernardino County Fire Department from two fire stations located within the City limits with the closest being located 1.5 miles to the southwest. The Fire Department currently reviews all new development plans. The proposed project will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The proposed project would place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project would be required to implement all pertinent Fire Code Standards including the installation of fire hydrants and sprinkler systems inside the buildings. Furthermore, the project will be reviewed by City and County Fire officials to ensure adequate fire service and safety as a result of project implementation. *As a result, the potential impacts related to fire protection services would be less than significant.*

**ii).** *Would the project have police protection? Less than Significant Impact.*

Law enforcement services within the City are provided by the San Bernardino County Sheriff's Department which serves the community from one police station located approximately 2,700 feet to the northwest of the project site. The proposed project will also be required to comply with the County and City security requirements. *As a result, the impacts will be less than significant.*

**iii).** *Would the project be near schools? Less than Significant Impact.*

The nearest school to the project site is Adelanto Elementary School located 1,200 feet to the northeast. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. *As a result, the impacts will be less than significant.*

**iv).** *Would the project be near parks? Less than Significant Impact.*

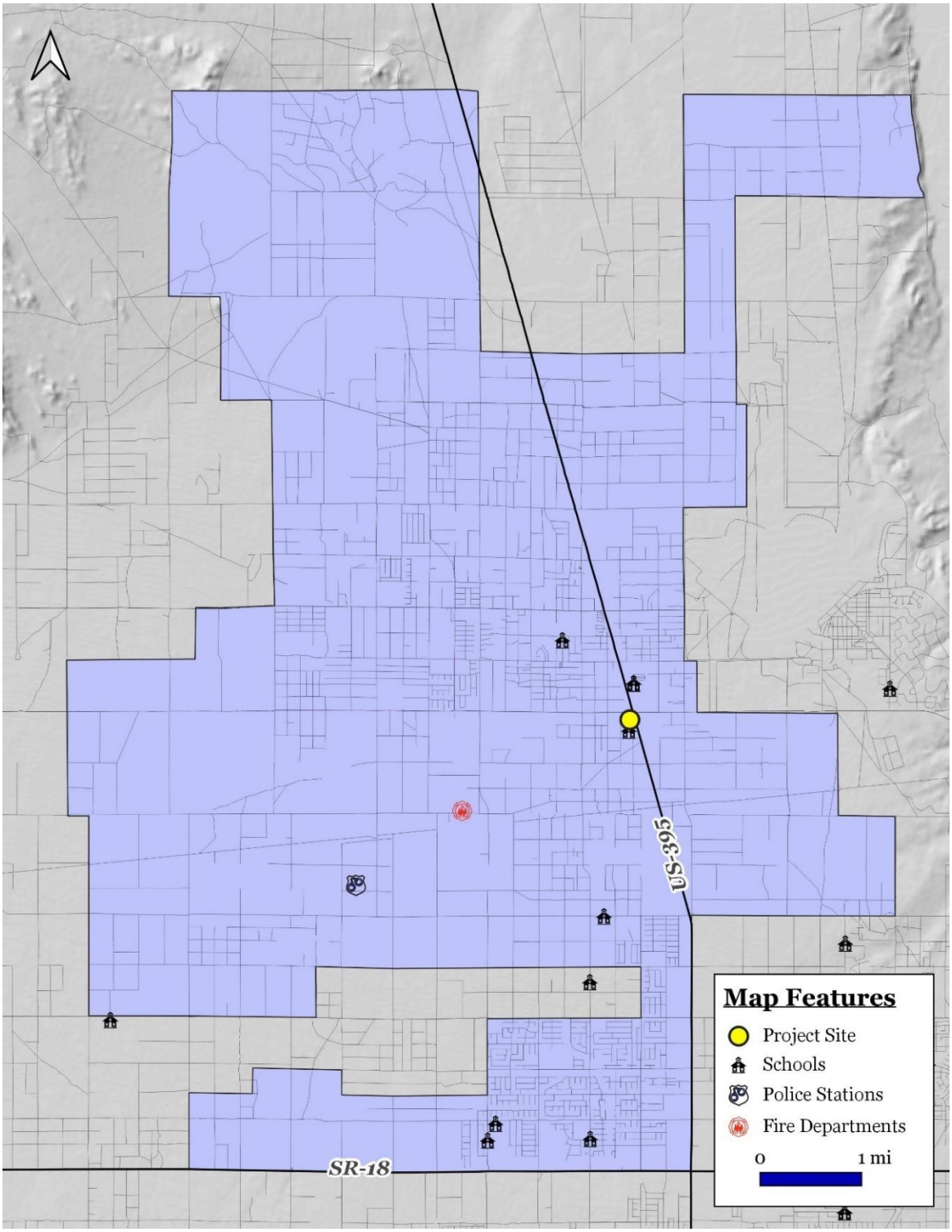
The nearest park to the project site is Richardson Park located approximately 500 feet northwest of the project site, north of Air Expressway. The proposed project will not result in any local increase in residential development (directly or indirectly) that could potentially impact the local recreational facilities. *As a result, the impacts will be less than significant.*

**v).** *Would the project have other public facilities? Less than Significant Impact.*

The proposed project will not create direct local population growth that could potentially create demand for other governmental service. *As a result, the impacts will be less than significant.*

## MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated, and no mitigation is required with the implementation of the proposed project.




# EXHIBIT 3-7 PUBLIC SERVICES

SOURCE: CITY OF ADELANTO

# 3.16 RECREATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | 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.** Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on recreation if it results in any of the following:

- The proposed project would 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.
- The proposed project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.*

Due to the potential use of the proposed project, no increase in the use of City parks and recreational facilities is anticipated to occur. The nearest park to the project site is Richardson Park located approximately 500 feet northwest of the project site, north of Air Expressway. A dog park is located to the north of City Hall. The proposed project would not result in any improvements that would potentially significantly physically alter any public park facilities and services. *As a result, no impacts are anticipated.*

**B.** *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the City. No such facilities are located adjacent to the project site. *As a result, no impacts will occur.*

## MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 3.17 TRANSPORTATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | ✖ | | |
| **B.** Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? | | | ✖ | |
| **C.** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | ✖ | |
| **D.** Would the project result in inadequate emergency access? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- The proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- The proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The proposed project would result in inadequate emergency access.

*The traffic study is provided in Appendix E.*

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less than Significant Impact with Mitigation.*

The following roadways provide access to and within the study area;

- *Highway 395* provides regional access in the project area. The roadway traverses north-south and provides access between Barstow to the north and the Interstate I-15 Freeway. This roadway is currently a four-lane highway (two lanes in each direction with a center lane) with left turn pocketsat key intersections.

- *Air Expressway* provides local access in the project area. The roadway traverses east to west and provides direct access to both Highway 395 and National Trails Highway. This roadway

is currentlya four-lane road (two lanes in each direction with a striped center lane) with left turn pockets at key intersections.

Highway 395 is a major north-south primarily four-lane road (two-lanes in each direction, a striped center lane median, and turn pockets at key intersections) in the project area. Highway 395 is designated to have Special Landscape Treatment within the project area on the City of Adelanto Circulation Plan. The posted speed limit within the project area is 50 mph. Air Expressway is a major east-west primarily two-lane road (one lanes in each direction, a striped center lane, and turn pockets at key intersections) in the project area. Air Expressway is identified as a major street on the City of Adelanto Circulation Plan. The posted speed limit within the project area is 40 mph. Montezuma Street is a local north-south primarily two-lane road (one-lane in each direction) in the project area. Montezuma Street is identified as a local street on the City of Adelanto Circulation Plan.

Access to the site is via a driveway on the project's frontage with Air Expressway and a second driveway at the southern end of the site (Cholla Avenue) accessible via Montezuma Street. There is a 75-foot-wide utility easement between the project site and Highway 395 right of way, so the project does not directly front Highway 395 and does not have driveway access to the highway. The project would potentially affect the following intersections:

1. Highway 395 / Air Expressway;
2. Air Expressway / Montezuma Street; and,
3. Air Expressway and Proposed Project Driveway/Adelanto City Hall Driveway.

The intersection of Highway 395 at Air Expressway is currently a signalized intersection. The intersections of Highway 395 at Montezuma Street and at Adelanto City Hall Driveway are both currently side street stop controlled intersections. Under existing Conditions, all of the study intersections operate at an efficient level of service (LOS B or C) under both the AM peak hour and PM peak hour.

The Background Conditions scenario evaluates impacts due to ambient growth in traffic and traffic generated by other area development projects within the study area up to the Year 2025 when project construction is expected to be completed. The ambient growth is a general rate of growth in traffic from overall regional development (assumed to be 3.5% annually for this study). Under Background Conditions, all of the study intersections operate at an efficient level of service under both the AM peak hour and PM peak hour.

**Table 3-5**
**Project Trip Generation**

| | Use | Size/Quantity | Daily | AM Total | PM total |
|---|---|---|---|---|---|
| 1 | **Convenience Market/Gas Station - Land Use Category (ITE 945)** | | | | |
| | Per 1,000 Sq. Ft GLA | 4,960 sq. ft. | 1,283.38 | 91.35 | 78.95 |
| | Trips | | 6,366 | 454 | 392 |
| | Internal Trips (10%) | | 637 | 46 | 40 |
| | Adjusted Trips | | **5,729** | **408** | **352** |
| | Primary Trips (25%) | | **1,433** | **102** | **88** |
| | Diverted-Link Trips (50%) | | 2,865 | 204 | 176 |
| | Pass-By Trips (25%) | | 1,433 | 102 | 88 |
| 2 | **Fast-Food Restaurant - Land Use Category (ITE 934)** | | | | |
| | Rates per 1,000 Sq. Ft GLA | 2,600 sq. ft. | 467.48 | 44.61 | 33.03 |
| | Trips | | 1,216 | 116 | 86 |
| | Internal Trips (10%) | | 122 | 12 | 9 |
| | Adjusted Trips | | **1,094** | **104** | **77** |
| | Primary Trips (50%) | | **547** | **53** | **39** |
| | Diverted-Link Trips (30%) | | 329 | 31 | 23 |
| | Pass-By Trips (20%) | | 219 | 21 | 16 |
| 3 | **Small Retail (<40k) Land Use Category (ITE 822) 3 units** | | | | |
| | Rates (per 1,000 Sq. Ft. GFA) | 2,283 sq. ft. | 54.45 | 2.36 | 6.59 |
| | Trips | | **126** | **5** | **16** |
| | Internal Trips (10%) | | **13** | **2** | **2** |
| | Adjusted Trips | | 112 | 3 | 14 |
| | Primary Trips | | **112** | **3** | **14** |
| **Total Adjusted Trips** | | | **6,935** | **515** | **443** |
| **Total Primary Trips** | | | **2,089** | **157** | **140** |
| **Diverted-Link Project Trips** | | | **3,194** | **235** | **199** |
| **Pass-By Project Trips** | | | **1,652** | **123** | **104** |

As shown in Table 3-5, the proposed project is estimated to generate 2,089 primary daily trips, 157 primary AM peak hour trips, and 140 primary PM peak hour trips.

As presented in the traffic analysis, under background plus project conditions, the study intersections are anticipated to operate at an acceptable LOS D or better under both the AM peak hour and PM peak hour, with the exception of, Air Expressway and Project Driveway / Adelanto City Hall Driveway. The intersection of Highway 395 and Air Expressway is anticipated to operate at LOS C during the AM peak hour, and at LOS D during the PM peak hour. The Project Driveway is anticipated to operate at LOS F under the AM peak hour and LOS E under the PM peak hour. The delay experienced by the worse movement exiting the Project Driveway (northbound left turn) is about 70 seconds per vehicle in the AM peak hour and the PM peak hour delay is about 45 seconds per vehicle.

The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway.

The analysis of potential impacts related to traffic and circulation indicated that the following mitigation measures would be required:

- The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in Figure ES-1 presented in the Executive Summary of the Traffic Report.

*The potential impacts will be less than significant with adherence to the aforementioned mitigation measures.*

**B.** *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● Less than Significant Impact.*

The "project type" screening criterion adopted by the Adelanto City Council in Resolution 20-41-A, considers retail development with a total building floor area under 135,000 square feet of floor area as having a non-significant impact because it would generate CO2 equivalent emissions of less than 3,000 metric tons (MT) annually. The project's land uses are all considered retail uses with a total building floor area equaling 9,843 square feet. The project's floor area is less than the 135,000 square foot maximum floor area threshold and, therefore, is screened from being required to conduct a VMT analysis under CEQA. The proposed retail project is screened from requiring a VMT analysis based on Adelanto's emissions-based project type screening criterion. *As a result, the impacts will be less than significant.*

**C.** *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

Air Expressway, from approximately the project's proposed driveway to Bellflower Street (2,230 feet to the west) is configured with two westbound lanes and one eastbound lane. The project's proposed improvements would modify this cross-section from Highway 395 to west of Montezuma Street to include left turning lanes in the median and a single through lane in each direction. West of Montezuma Street, the proposed Air Expressway cross-section transitions back to the existing cross-section. The proposed section is beneficial for project and nonproject traffic by removing left turning vehicles from the through lanes. Removing the left turns from the through lanes improves safety and increases capacity at the stop-controlled intersections and driveways in both directions of this segment of Air Expressway. Site driveways are described below and the proposed lane geometries at the study intersections are shown in Figure 13. 1 included in the Traffic Study.

The project driveway on Air Expressway is proposed as a full access driveway, and it is located approximately 320 feet west of Highway 395 (centerline to centerline). A two way left turn lane proposed in the median to accommodate turning traffic into the project and city hall driveways. 2. Secondary access to the site is reached from Air Expressway to Montezuma Street to Cholla Avenue where the project proposes a driveway at the southern end of the site. Cholla Avenue connects the site to Montezuma Street. The

proposed improvements add left turn bays in both directions of this intersection. Although the project does not have frontage at this intersection, the intersection would be used to access the site so the project will be responsible for constructing these improvements.[66] . *As a result, the potential impacts will be less than significant.*

**D.** *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. *As a result, no impacts are associated with the proposed project's implementation.*

## MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that the following mitigation measures would be required:

*Transportation Mitigation Measure No. 1.* The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in Figure ES-1 presented in the Executive Summary of the Traffic Report.

[66] Ibid.

# 3.18 TRIBAL CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | 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)** Would the project have listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | | ✖ |
| **ii).** Would the project have 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 Resource 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. | | ✖ | | |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**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: ● Less than Significant Impact with Mitigation.*

Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 I of Section 5024.1. In applying the criteria set forth in subdivision I of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

*Adherence to the standard condition presented in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant.* The project site is located on recognized Yuhaaviatam/Maarenga'yam (Serrano) ancestral territory.[67] The site is also within an area of the City that has been disturbed due to adjacent development and there is a limited likelihood that artifacts would be encountered. The proposed project's construction would involve shallow excavation for the installation of building footings, utility lines, three USTs, and other underground infrastructure. Ground disturbance would involve grading and earth-clearing activities for the installation of the grass and landscaping and other on-site improvements. In addition, the proposed project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. *With the implementation of the mitigation measure found in subsection B of Cultural Resources, impacts would be reduced to levels that would be less than significant.*

**i).** *Would the 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),* ● No Impact.

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. The project site is not listed in the Register. *As a result, no impacts would occur.*

**ii).** *Would the project have 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? ● Less than Significant Impact with Mitigation.*

[67] Native Land.ca. Website Accessed October 26, 2022.

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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a). *As a result, there will be a less than significant impact with mitigation.*

## MITIGATION MEASURES

The following mitigation measures are required as a means to reduce potential tribal cultural resources impacts to levels that are less than significant:

*Tribal Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Tribal Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Tribal Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Tribal Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization.

# 3.19 UTILITIES AND SERVICE SYSTEMS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | ✖ | |
| **B.** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | | | ✖ | |
| **C.** Would the project 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.** Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | ✖ | |
| **E.** Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- The proposed project would 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.
- The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- The proposed project would result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- The proposed project would 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.
- The proposed project would negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals.
- The proposed project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. The project site is currently undeveloped and undisturbed. *As a result, the potential impacts would be less than significant.*

**B.** *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less than Significant Impact.*

The City of Adelanto Water Department (AWD) provides water service and wastewater service to approximately 27,139 residents of Adelanto. The AWD employs a staff of twelve to manage and maintain the Department and its water resources. The Director of Public Utilities and the five-member Public Utilities Authority are responsible for providing adequate water services to the City. According to the City's 2015 Urban Water Management Plan, the City is projected to have an adequate supply of water to meet the increase in demand. In addition, the City is projected to have enough water to meet demand during a single dry year, and a multiple dry year scenario.[68] The anticipated water demand (1,398 gallons/day) for the proposed project is summarized in Table 3-6, The applicant will need a letter from the Adelanto Water Department (VWD) in order to ensure water can be served to the site. The proposed project will be required to implement all pertinent water conservation measures. *As a result, the impacts will be less than significant.*

**Table 3-6**
**Projected Water Consumption**

| Project Element | Consumption Rate | Project Consumption |
|---|---|---|
| Specialty Retail Commercial (2,283 sq. ft.) | 0.15 gals./day/sq. ft. | 342 gals. /day |
| Mini-Mart Store (4,960 sq. ft.) | 0.15 gals./day/sq. ft. | 744 gals./day |
| Quick Serve Fast Food Restaurant (2,600 sq. ft.) | 0.12 gals./day/sq. ft. | 312 gals. /day |
| Total | | 1,398 gals./day |

Source: A & S Engineering, Inc. 2023.

**C.** *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

Table 3-7 indicates the proposed projects anticipated effluent generation rate would be 932 gallons per day. The City operates a 1.5-million-gallons-per-day activated sludge wastewater treatment facility through an operations and maintenance contract with PERC Water Corporation. In addition to operations, PERC

[68] City of Adelanto. *2015 Urban Water Management Plan*. Report dated June 22, 2016 .

performs routine collection system cleaning, sewage spill response and cleanup, and industrial sewage pretreatment program. The City is currently constructing a 2.5-million-gallons-per-day upgrade that will increase wastewater treatment capabilities to 4.0 million gallons per day and produce treated water that can be used for lawn/public parks irrigation, construction and dust control and other beneficial uses. *As a result, the impacts are expected to be less than significant.*

**Table 3-7**
**Projected Effluent Generation**

| Project Element | Generation Rate | Project Generation |
|---|---|---|
| Specialty Retail Commercial (2,283 sq. ft.) | 0.10 gals. /day/sq. ft. | 228 gals. /day |
| Convenience Store (4,960 sq. ft.) | 0.10 gals. /day/sq. ft. | 496 gals. /day |
| Fast Food Restaurant (2,600 sq. ft.) | 0.08 gals. /day/sq. ft. | 208 gals. /day |
| Total | | 932 gals. /day |

Source: A & S Engineering, Inc. 2023

**D.** *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● Less than Significant Impact.*

Table 3-8 indicates the proposed projects anticipated solid waste generation rate would be 412 pounds per day.. The City of Adelanto utilizes the Adelanto Landfill for solid waste disposal. This landfill is operated by the Solid Waste Management Division of the San Bernardino County Public Works Department in accordance with a Waste Disposal Agreement between the City and the County. The Adelanto landfill currently operates on 67-acres of a total 491-acre property with a capacity of 1,180 tons per day. With a planned expansion, as summarized in a Joint Technical Document prepared by the Solid Waste Management Division, the overall capacity will increase to 3,000 tons per day by expanding from a 67-acre operation to an approximately 341-acre operation. The planned expansion and additional daily acceptance capabilities, as well as the required construction waste management plan enforced during construction will accommodate the proposed solid waste generation. Other conventional solid waste may be handled by commercial waste disposal companies. *As a result, the potential impacts would be less than significant.*

**Table 3-8**
**Projected Solid Waste Generation**

| Project Element | Generation Rate | Project Generation |
|---|---|---|
| Specialty Retail Commercial (2,283 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 97 lbs./day |
| Convenience Store (4,960 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 206 lbs./day |
| Fast Food Restaurant (2,600 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 109 lbs./day |
| Total | | 412 lbs./day |

Source: A & S Engineering, Inc. 2023

**E.** *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

The proposed project, like all other development in Adelanto and San Bernardino County, would be required to adhere to City and County ordinances with respect to waste reduction and recycling. *As a result, no impacts related to State and local statutes governing solid waste are anticipated.*

## MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

# 3.20 WILDFIRE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **B.** Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | ✖ |
| **C.** Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | ✖ |
| **D.** Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | ✖ |

## THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on wildfire risk and hazards if it results in any of the following:

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

Vehicular access would be provided by new driveway connections with the south side of Air Expressway. Surface streets that will be improved at construction will serve the project site and adjacent area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. *As a result, no impacts will occur.*

**B.** *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The project site is located in the midst of an urban area. The proposed project may be exposed to particulate emissions generated by wildland fires in the mountains (the site is located approximately 20 miles north and northwest of the San Gabriel and San Bernardino Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. *As a result, no impacts would occur.*

**C.** *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

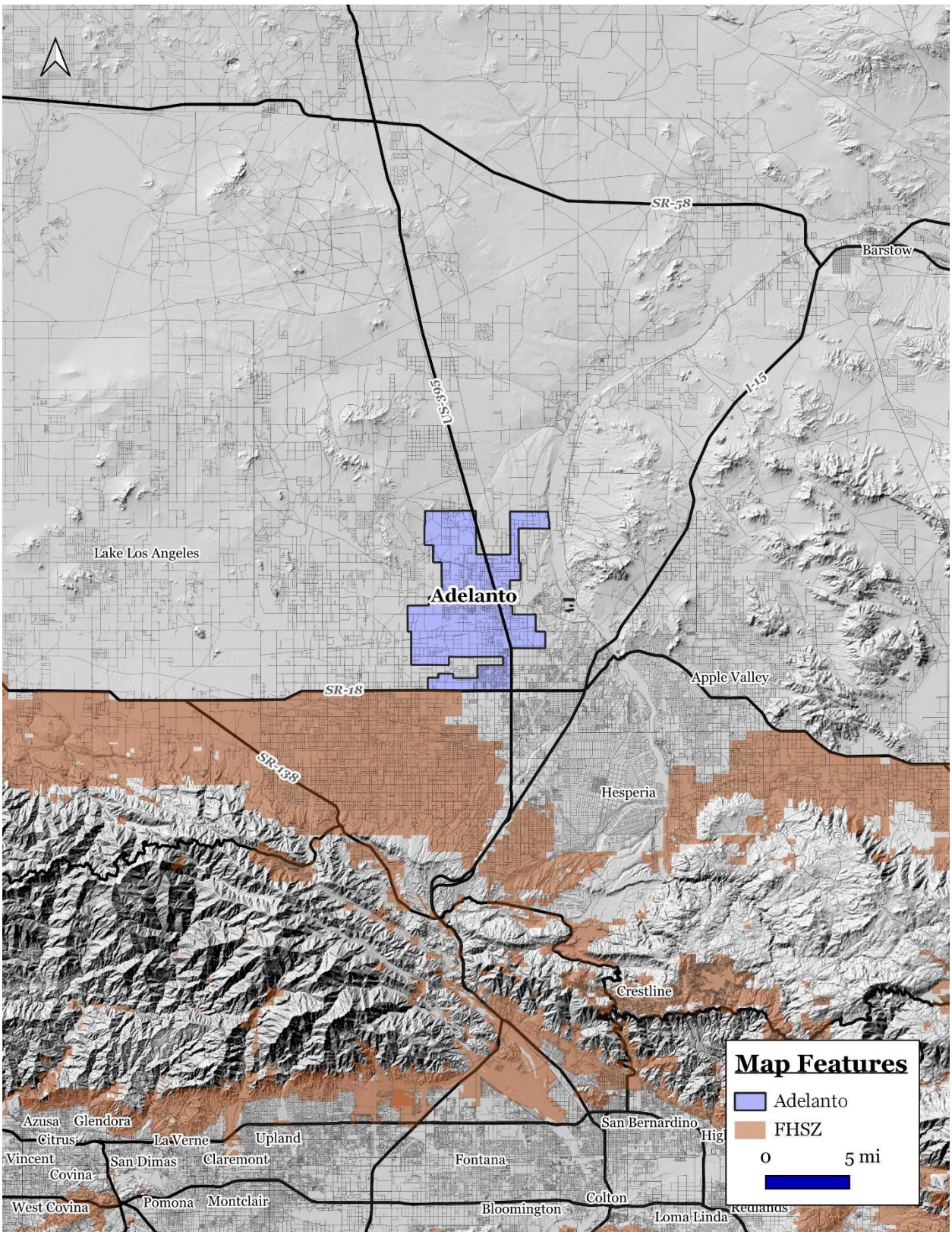
The project site is not located in an area that is classified as a moderate fire risk severity within a State Responsibility Area (SRA), and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. *As a result, no impacts would occur.*

**D.** *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. In addition, the site is not located within a moderate fire risk and state responsibility area. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *As a result, no impacts would occur.*

## MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.




# EXHIBIT 3-7 FHSZ MAP

SOURCE: CALFIRE

## 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | 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? | | | | ✖ |

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

**A.** The proposed project *will not* 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. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

**B.** The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

**C.** The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

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# SECTION 4 CONCLUSIONS

## 4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* 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 an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

## 4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Adelanto can make the following additional findings:

The following mitigation measures have been incorporated herein to further reduce the potential air quality impacts to levels that are less than significant.

*Air Quality Mitigation Measure No. 1*. The Applicant shall prepare and submit to the MDAQMD, prior to commencing earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the project;

*Air Quality Mitigation Measure No. 2*. The Applicant shall ensure that signage, compliant with Rule 403 Attachment, is erected at each project site entrance not later than the commencement of construction.

*Air Quality Mitigation Measure No. 3*. The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

*Air Quality Mitigation Measure No. 4*. All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain

the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing.

*Air Quality Mitigation Measure No. 5.* All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Take actions to prevent project-related track out onto paved surfaces and clean any project-related track out within 24 hours. All other earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation, compaction, chemical or other means

The analysis of biological impacts determined that the following mitigation measures would be required to reduce the project's impacts to levels that would be less than significant.

*Biological Resources Mitigation Measure No. 1.* Pre-construction surveys for burrowing owls, desert tortoise, and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of project related ground disturbance. Appropriate survey methods and timeframes shall be established, to ensure that chances of detecting the target species are maximized. In the event that listed species, such as the desert tortoise, are encountered, authorization from the USFWS and CDFW must be obtained. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas.

*Biological Resources Mitigation Measure No. 2.* The following mitigation measures are applicable to the Joshua Tree that is present on the project site.

1. The Joshua tree will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.

2. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.

3. The tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. A numbered metal tag was placed on the north side of the tree and the tree was also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation.

The following mitigation measures will be required to address potential cultural resources impacts:

*Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority

to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization.

The following mitigation measures will be required to address potential paleontological resources impacts:

*Paleontological Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Paleontological Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Paleontological Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small

invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Paleontological Mitigation Measure No. 4.*A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the San Bernardino County Museum prior to building finalization.

The following mitigation will be required in order to further reduce construction noise:

*Noise Mitigation Measure No. 1.* The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Vibration resulting from the operation of construction vehicles may affect the residents located north of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

*Noise Mitigation Measure No. 2.* Construction vehicles will be prohibited from travelling on local streets in the residential areas. All haul trucks must travel either northbound or southbound on Highway 395 to access the project site via Air Expressway.

To ensure the project's potential operational noise impacts are mitigated, the following mitigation measures must be implemented:

*Noise Mitigation Measure No. 3.* Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted.

The analysis of potential impacts related to traffic and circulation indicated that the following mitigation measures would be required:

*Transportation Mitigation Measure No. 1.* The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in Figure ES-1 presented in the Executive Summary of the Traffic Report.

The following mitigation measures are required as a means to reduce potential tribal cultural resources impacts to levels that are less than significant:

*Tribal Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the

Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Tribal Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Tribal Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Tribal Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization.

The monitoring and reporting for the mitigation measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4-1.

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT AGENCY | MONITORING PHASE | VERIFICATION |
|---|---|---|---|
| **AIR QUALITY** | | | |
| *Air Quality Mitigation Measure No. 1.* The Applicant shall prepare and submit to the MDAQMD, prior to commencing earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the project. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Air Quality Mitigation Measure No. 2.* The Applicant shall ensure that signage, compliant with Rule 403 Attachment, is erected at each project site entrance not later than the commencement of construction. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Air Quality Mitigation Measure No. 3.* The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |
| *Air Quality Mitigation Measure No. 4.* All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |
| *Air Quality Mitigation Measure No. 5.* All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Take actions to prevent project-related track out onto paved surfaces and clean any project-related track out within 24 hours. All other earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation, compaction, chemical or other means. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT AGENCY | MONITORING PHASE | VERIFICATION |
|---|---|---|---|
| **BIOLOGICAL RESOURCES** | | | |
| *Biological Resources Mitigation Measure No. 1.*-Regardless of the time of year, a pre-construction survey shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity survey within the Project areas (including access routes) and a 500-foot buffer surrounding the Project areas, no more than three (3) days prior to the initiation of project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist shall make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If nesting bird activity is present, a no disturbance buffer zone shall be established by the qualified biologist to be marked on the ground around each nest. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Active nest(s) and an established buffer distance(s) shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If there is no nesting activity, then no further action is needed for this measure. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.* | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT AGENCY | MONITORING PHASE | VERIFICATION |
|---|---|---|---|
| *Biological Resources Mitigation Measure No. 2.* The following mitigation measures are applicable to the Joshua Tree that is present on the project site.<br>1. The Joshua tree will be retained in place or replanted somewhere on the site where they can remain in perpetuity or will be transplanted to an off-site area approved by the city where they can remain in perpetuity. Joshua trees which are deemed not suitable for transplanting will be cut-up and discarded as per City requirements.<br>2. Earthen berms will be created around each tree by the biologist prior to excavation and the trees will be watered approximately one week before transplanting. Watering the trees prior to excavation will help make excavation easier, ensure the root ball will hold together, and minimize stress to the tree.<br>3. The tree will be moved to a pre-selected location which has already been excavated and will be placed and oriented in the same direction as their original direction. The hole will be backfilled with native soil, and the transplanted tree will be immediately watered. A numbered metal tag was placed on the north side of the tree and the tree was also flagged with surveyor's flagging. The biologist will develop a watering regimen to ensure the survival of the transplanted trees. The watering regimen will be based upon the needs of the trees and the local precipitation. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.* | Date:<br><br>Name & Title: |
| **CULTURAL RESOURCES** | | | |
| *Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.* | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT AGENCY | MONITORING PHASE | VERIFICATION |
|---|---|---|---|
| *Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| **PALEONTOLOGICAL** | | | |
| *Paleontological Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Paleontological Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities. .* | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT AGENCY | MONITORING PHASE | VERIFICATION |
|---|---|---|---|
| *Paleontological Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.* | Date:<br><br>Name & Title: |
| *Paleontological Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the San Bernardino County Museum prior to building finalization. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.* | Date:<br><br>Name & Title: |
| **NOISE** | | | |
| *Noise Mitigation Measure No. 1.* The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise. | Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |
| *Noise Mitigation Measure No. 2.* Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. | Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |
| *Noise Mitigation Measure No. 3.* Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. | Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT PHASE | MONITORING AGENCY | VERIFICATION |
|---|---|---|---|
| To ensure the project's potential operational noise impacts are mitigated, the following mitigation measures must be implemented: | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's operational times.* | Date:<br><br>Name & Title: |
| **TRANSPORTATION** | | | |
| *Transportation Mitigation Measure No. 1.* The project will be conditioned to dedicate the required right of way and construct the half-width of the ultimate cross-section of Air Expressway which, because of the proximity of the project's frontage to Highway 395, the improvements effectively reconfigure the intersection's eastbound approach to Highway 395. The combination of the remaining frontage and access improvements result in a continuous left turn lane on Air Expressway between Highway 395 and Montezuma Street. This median treatment improves both traffic operations and safety at the unsignalized intersections and driveways within this segment of Air Expressway. The project's frontage and access improvements are illustrated in the conceptual geometric plan in Figure ES-1 presented in the Executive Summary of the Traffic Report. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *During the project's construction phase.*<br><br>Mitigation ends when construction is completed. | Date:<br><br>Name & Title: |
| **TRIBAL CULTURAL RESOURCES** | | | |
| *Tribal Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Adelanto that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Tribal Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/ paleontologist personnel to have a low potential to contain or yield fossil resources. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |

**Table 4-1**
**Mitigation Monitoring Program**

| MEASURE | ENFORCEMENT PHASE | MONITORING AGENCY | VERIFICATION |
|---|---|---|---|
| *Tribal Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |
| *Tribal Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Adelanto prior to building finalization. | City of Adelanto Community Development Department<br><br>*(The Applicant is responsible for implementation)* | *Prior to the start of any construction related activities.*<br><br>Mitigation ends at the completion of the construction phase. | Date:<br><br>Name & Title: |

# SECTION 5 REFERENCES

## 5.1 PREPARERS

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## 5.2 REFERENCES

The references that were consulted have been identified using footnotes.

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