# RESPONSE TO COMMENTS

## 2 PHASE WAREHOUSE DISTRIBUTION FACILITY
## 16801 HERCULES STREET
## APN 0410-081-02
## HESPERIA, CALIFORNIA 92345

**LEAD AGENCY:**

**CITY OF HESPERIA**
**PLANNING DIVISION**
**9700 SEVENTH AVENUE**
**HESPERIA, CALIFORNIA 92345**

**REPORT PREPARED BY:**

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**SEPTEMBER 22, 2025**

HESP 021

# 1. INTRODUCTION & PROJECT OVERVIEW

The proposed project would involve the construction of a two-phase warehouse development on a 8.67 acre parcel. Phase 1 of the development would occur on the eastern half of the parcel while Phase 2 would occur on the western half. Phase 1 involves the renovation of a 5,000 square foot office and warehouse building and the development of a new 30,000 square foot warehouse, a 14,550 cubic foot retention basin, a solar array, and a 50,526 square foot storage yard. Phase 2 would be developed with a 2,207 square foot office building, a 30,744 square foot warehouse, a solar array, and a 59,697 square foot storage yard. Landscaping would total 53,174 square feet, including 21,412 square feet in Phase 1 and 31,762 square feet in Phase 2. A total of 81 parking spaces would be provided, including 42 spaces in Phase 1 and 39 spaces in Phase 2.

The City of Hesperia determined, as part of the Initial Study's preparation, that a Mitigated Negative Declaration was 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. The Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration was forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period was provided to allow these entities and other interested parties to comment on the proposed project and the findings of the Initial Study. Comment letters were received from the following entities:

- State of California – California Public Utilities Commission. Rail Crossings & Engineering Branch – Rail Safety Division. 320 West 4th Street, Suite 500Los Angeles, CA 90013.

*The information focuses additional or revised mitigation which will be incorporated into the approved ISMND by reference. This revised and new mitigation would not affect the conclusions of the ISMND and no recirculation is warranted.*

# 2. COMMENTS AND RESPONSE TO COMMENTS

## 2.1 COMMENTS & RESPONSES – CALIFORNIA PUBLIC UTILITIES COMMISSION

**Comment #1**

The project team should investigate the impact of increased vehicular and pedestrian traffic through these two at-grade highway-rail crossing and any necessary supplemental measures to mitigate this increase, such as but not limited to installation of active railroad warning devices, paving of Live Oak Street, and installation of street lighting at the crossing. Additionally, mitigations should be provided along the west side of Santa Fe Street to prevent vehicles from parking on the BNSF right-of-way and near the existing tracks. These measures can be accomplished through a capital project funded by the city or a condition of approval for the development, and should also bring the crossings up to current standards and in compliance with ADA requirements.

**Response #1**

Access to the project site would be through three, 30-foot-wide driveways, two of which would connect with the south side of Hercules Street and one would connect to the east side of Santa Fe Avenue. The nearest

at-grade crossings are located south of the project site at the Live Oak Street crossing and southeast of the project site at the C Street crossing.

Transportation Engineers' (ITE) Trip Generation, 11th Edition based on Warehouse land use category (ITE Code 150) and Small Office Building (ITE Code 712) were used to calculate potential trip  This ITE information was used to estimate existing and future traffic generated and this information is summarized in Table 3-5. As indicated in Table 3-5, the future project is anticipated to generate approximately 265 daily trips, with approximately 27 trips occurring during the AM peak hour, and 27 trips occurring during the PM peak hour. As indicated in Table 3-5 of the ISMND, the future project's traffic is anticipated to generate approximately 246 daily PCE trips, with approximately 27 trips occurring during the AM peak hour, and 33 trips occurring during the PM peak hour. Of this total, approximately 21.6% (31 daily trips) will consist of larger trucks with three of more axles. Larger trucks would be required to use the designated truck routes. A total of 119 daily trips would be smaller vehicles (non-trucks). The planned truck route for ingress would start from I-15 exiting at Bear Valley Road before turning onto "I" Avenue, then Lemon Street, "E" Avenue, and finally turning onto Hercules Street to reach the site. Egress would follow the same route. The only location wherever this truck route crosses a railroad right of way is Bear Valley Road. As a result, those larger trucks traveling to the site will not cross the railroad tracks (ROW) on an at-grade crossing.

As indicated previously, the remaining daily trips would consist of 119 smaller vehicles. This additional project related traffic would use the Hercules driveway since the parking areas, offices, and warehouses are located near the aforementioned Hercules Street driveways. The project traffic would generally use Hercules Street continuing to and from E Street since the latter provides the only continuous access in this area of the City (C Street terminates at Lemon Street). Given the project's traffic generation and the attendant distribution, very few trips would likely use Live Oak Avenue. The comment notes the needed improvements to the Live Oak Avenue rail crossing and these would require a capital improvement program that would be beyond the scope of this single development project

In total, 81 parking spaces would be provided. Of these spaces, 42 spaces would be provided within Phase 1 while 39 spaces would be provided within Phase 2. A total of 10 loading zones would be provided including four located along the Phase 1 warehouse and six along the Phase 2 warehouse. Given that the site provides sufficient open space for parking, we would not anticipated that patrons and/or employee would be parking their vehicle off site. The following mitigation will be added by reference to ensure that patron/employees to not park outside of the project site boundaries:

> **TRA-1.** At no time will employees, patrons, or delivery trucks be allowed to park off-site. No queuing of trucks will be permitted within the adjacent streets, their rights-of-way, or on railroad property. These requirements shall be posted in the warehouse and office areas.

**Comment #2**

Any proposed crossing improvement project will require authorization from the CPUC and must also conform to the goals of the CPUC's Environmental and Social Justice Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit https://www.cpuc.ca.gov/esjactionplan**.**

**Response #2**

The comment is noted herein for the record. The City will adhere to all pertinent CPUC requirements.

# 3. REVISIONS MADE TO THE ISMND IN RESPONSE TO THE COMMENTS

This section focuses additional information included herein along with the additional mitigation which will be incorporated into the approved ISMND by reference. This revised and new mitigation would not affect the conclusions of the ISMND and no recirculation is warranted.

Given that the site provides sufficient open space for parking, we would not anticipated that patrons and/or employee would be parking their vehicle off site. The following mitigation will be added by reference to ensure that patron/employees to not park outside of the project site boundaries:

> **TRA-1.** At no time will employees, patrons, or delivery trucks be allowed to park off-site. No queuing of trucks will be permitted within the adjacent streets, their rights-of-way, or on railroad property. These requirements shall be posted in the warehouse and office areas.