

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

UNITED TRUCK PARKING FACILITY CUP 26-03 (ENV) & LDP 26-03 ADELANTO, CALIFORNIA APN 0459-451-031, 032, 033, & -034



LEAD AGENCY:

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

REPORT PREPARED BY:

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AUGUST 5, 2026

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: United Truck Parking Facility (CUP 26-03 (ENV) and LDP 26-03).

PROJECT APPLICANT: The Applicant for the proposed project is Sonny Dhillon, United Truck Parking, LLC, 6240 Palladio Lane, Fontana, CA 92336.

PROJECT LOCATION: The project site is bounded by Hibiscus Road to the north, Yucca Road to the south, and Mesa Linda Road to the east. The project site does not currently have an address. The site's Assessor's Parcel Numbers (APNs) are 0459-451-31, -31, 33, and -34. The project site's latitude and longitude are 34°33'56.65" N, -117°23'34.75" W. The project site is located within Section 34, Township 6 North, Range 5 West.

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

PROJECT: The City of Adelanto, in its capacity as a Lead Agency, is reviewing an application that would involve the approval of a Conditional Use Permit (CUP) to allow for container and tractor-trailer parking on the project site. The development site spans across four parcels (APNs 0459-451-31, -32, 33, and 34) for a gross land area of 10.2 acres and 8.5 net acres. The project site is currently vacant and undeveloped. The project would include an 1,800 square foot office, two retention basins, a future 10,000 square foot truck repair shop, and the remaining space would be used for trailer or container parking. The proposed project would allow for a total of 314 truck trailer and/or container parking spaces and 7 stalls for office parking including one ADA stall. Access to the project site would be provided by a 40-foot wide driveway connection with the south side of Hibiscus Road. The project site's current zoning is *Manufacturing Industrial (MI)*.

EVALUATION FORMAT: The attached initial study is prepared in accordance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of the attached Initial Study was guided by Section 15063 of the State CEQA Guidelines. The project was evaluated based on its effect on 21 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist includes a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

No Impact: No impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact with Mitigation: Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of the project's approval to reduce these impacts to a level below significance.

Potentially Significant Impact: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, requiring potential mitigation as indicated by the checklist in the attached Initial Study.

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

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation, the following finding is made:

☐	The proposed project <i>COULD NOT</i> have a significant effect on the environment, and a <i>NEGATIVE DECLARATION</i> shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A <i>MITIGATED NEGATIVE DECLARATION</i> shall be prepared.
☐	The proposed project <i>MAY</i> have a significant effect on the environment, and an <i>ENVIRONMENTAL IMPACT REPORT</i> is required.
☐	The proposed project <i>MAY</i> have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <i>ENVIRONMENTAL IMPACT REPORT</i> is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an <i>earlier EIR or NEGATIVE DECLARATION</i> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that <i>earlier EIR or NEGATIVE DECLARATION</i> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____

Date _____



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APPENDIX B – BIOLOGICAL RESOURCES ASSESSMENT

APPENDIX C – RECORDS SEARCH

APPENDIX D – DRAINAGE REPORT

APPENDIX E – TRAFFIC REPORT

APPENDIX F – UTILITIES WORKSHEET

APPENDIX G – VMT MEMO

SECTION 1. INTRODUCTION

1.1 OVERVIEW OF THE PROPOSED PROJECT

The City of Adelanto, in its capacity as a Lead Agency, is reviewing an application that would involve the approval of a Conditional Use Permit (CUP) to allow for trailer parking on the project site. The development site spans across four parcels (APNs 0451-031, 032, 033, and 034) for a gross land area of 10.2 acres and 8.5 net acres. The project site is currently vacant and undeveloped. The project site is currently vacant and undeveloped. The project would include an 1,800 square foot office, two retention basins, a future 10,000 square foot truck repair shop, and approximately 314 spaces for trailer and/or container parking. The proposed project would provide 7 stalls for office parking including 1 ADA stall. Access to the project site would be provided by a 40-foot wide driveway connection to the south side of Hibiscus Road. The project site's current zoning is *Manufacturing Industrial (MI)*.

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.¹ As part of the proposed project's environmental review, the City of Adelanto has authorized the preparation of this Initial Study.² 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 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.³ This Initial Study and Mitigated Negative Declaration will be forwarded to the State of California Governor's Office of Climate Change and Land Use Innovation (the State Clearinghouse). A 30-day public review period will be provided

¹ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

² Ibid. (CEQA Guidelines) §15050.

³ California, State of. *Public Resources Code Division 13. The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.⁴ Questions and/or comments should be submitted to the following contact person:

Christian Espinoza, 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 2.6, 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. 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.⁵ The location of Adelanto, in a regional context, is shown in Exhibit 2-1.

The proposed project is located on the south-eastern portion of the City of Adelanto. The project site is bounded by Hibiscus Road to the north, Yucca Road to the south, and Mesa Linda Road to the east. The project site does not currently have an assigned address. The site's Assessor's Parcel Numbers (APNs) are 0459-451-31, -31, 33, and -34. The project site's latitude and longitude are 34°33'56.65" N, -117°23'35.73" W. The project site is located within Section 34 Township 6 North, Range 5 West. A citywide map is provided in Exhibit 2-2. 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 currently vacant and undeveloped. The site and the surrounding area are shown 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:* Hibiscus Road, an unimproved local street, extends along the north side of the project site. A truck trailer storage yard is located to the north of the aforementioned road. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.⁶
- *South of the project site:* Yucca Road, an unimproved local street, extends along the south side of the project site. A container storage yard is located further south of the aforementioned road. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.⁷
- *West of the project site:* Industrial uses (MT Truck Repair, 12200 Hibiscus Rd.) are located to the west of the project site. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.⁸

⁵ Google Earth. Website accessed June 1, 2026.

⁶ Google Earth. Website accessed June 6, 2026 and City of Adelanto Zoning Map

⁷ Ibid.

⁸ Ibid.

- *East of the project site:* The Mesa Linda Road ROW extends along the project site's west side. Vacant land is located further east. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.⁹

The site and the surrounding uses are summarized in Table 2-1. The land use and zoning designations applicable to the project site and the surrounding area are shown in Exhibit 2-5.

TABLE 2-1 SUMMARY OF ENVIRONMENTAL SETTING

Project Element	Existing Use	Zoning
Project Site	Vacant Land	Manufacturing/Industrial (MI)
North of Project Site	Hibiscus Rd ROW. United Truck Trailer (12450 Hibiscus Rd.)	Manufacturing/Industrial (MI)
South of Project Site	Yucca Rd. ROW. XPO Shipping (17401 Adelanto Rd.)	Manufacturing/Industrial (MI)
West of Project Site	MT Truck Repair (12200 Hibiscus Rd.)	Manufacturing/Industrial (MI)
East of Project Site	Mesa Linda Rd., ROW. Vacant Land	Manufacturing/Industrial (MI)

Source: Blodgett Baylosis Environmental Planning

2.3 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The City of Adelanto, in its capacity as a Lead Agency, is reviewing an application that would involve the approval of a Conditional Use Permit (CUP) to allow for trailer parking on the project site. The development site spans across four parcels (APNs 0459-451-031, 032, 033, and 034) for a gross land area of 10.29 acres. The project site's zoning is *Manufacturing Industrial (MI)*. The proposed project would consist of the following elements:

- *Site Plan.* The proposed project site consists of 10.2 gross acres (8.5 net acres) and is currently vacant and undeveloped. The project would include 1.7 acres of roadway dedications. The development site spans across four parcels (APNs 0459-451-031, 032, 033, and 034). The proposed project would allow for trailer parking on the parking site.
- *Onsite Improvements.* The project would include an 1,800 square foot office, two retention basins, and a future 10,000 square foot repair truck facility. The office would be located in the northern portion of the site and the future building would extend to the rear of the office. The retention basins would be located in the northwest and northeast corners of the site.
- *Pavement.* The portion of the project site adjacent to the office would be concrete paved. The remainder of the site used for the parking trailers and containers would consist of 4-inch thick Class II base. A Class II Base is a crushed and graded blend of crushed concrete and asphalt designed to compact tightly with the proper equipment.
- *Parking.* The project would include seven automobile parking spaces, including one ADA space, and approximately 341 spaces for tractor trailer parking.

⁹ Ibid.

- *Security.* The project would be enclosed by a chain-link fence. Access gates are placed at different locations around the tractor trailer parking area. Security would secure the project site 24 hours, 7 days a week.
- *Access.* Access to the project site would be provided by a new 40-foot driveway connection located on the south side of Hibiscus Road. This driveway would provide both ingress and egress and would be secured by a security gate. A second emergency gate would be located east of the proposed structures.
- *Landscaping.* The project would provide 3,966 square feet of landscaping along the Hibiscus Road frontage and the parking lot.

The proposed project's site plan is illustrated in Exhibit 2-6. The proposed office elevations are shown in Exhibit 2-7. The proposed project is summarized in Table 2-2.

TABLE 2-2 SUMMARY OF PROPOSED PROJECT

Project Element	Description
Site Plan	10.2 gross acres (445,474 sq. ft.), 8.5 net acres (371,128 sq. ft.)
Office	1,800 sq. ft.
Future Repair Shop	10,000 sq. ft.
Parking	7 spaces, 1 ADA
Trailer/Container Parking	341 spaces
Landscaping	3,966 sq. ft.

Source: STEENO Design Studio Inc.

2.4 OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The hours of on-site operations for the proposed new development will be Monday through Friday, 8:00 AM to 5:00 PM with 24-hour security. The estimated employment is anticipated to be approximately six persons including two yard drivers/workers, a maintenance worker, a security guard, an administrative worker, and a yard manager.

2.5 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project would be a new trailer parking lot. The construction for the proposed project is assumed to commence January, 2027 and would take approximately 5 months to complete. The key construction tasks that would occur during each of the four tasks are outlined in the paragraphs below.

- *Task 1 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. This task would require one month to complete.
- *Task 2 Grading.* The project site would be graded and readied for the construction. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment. This task would require one month to complete.
- *Task 3 Building Construction.* The modular office would be installed during this phase. The charging stations, security fencing, and access gates would also be installed during this phase. The typical

heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts. This task will take approximately one month to complete.

- *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 paving equipment. The completion of this phase will take approximately two months to complete.

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:

- Conditional Use Permit (CUP 26-03),
- Location and Development Permit (LDP 26-03), and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP)



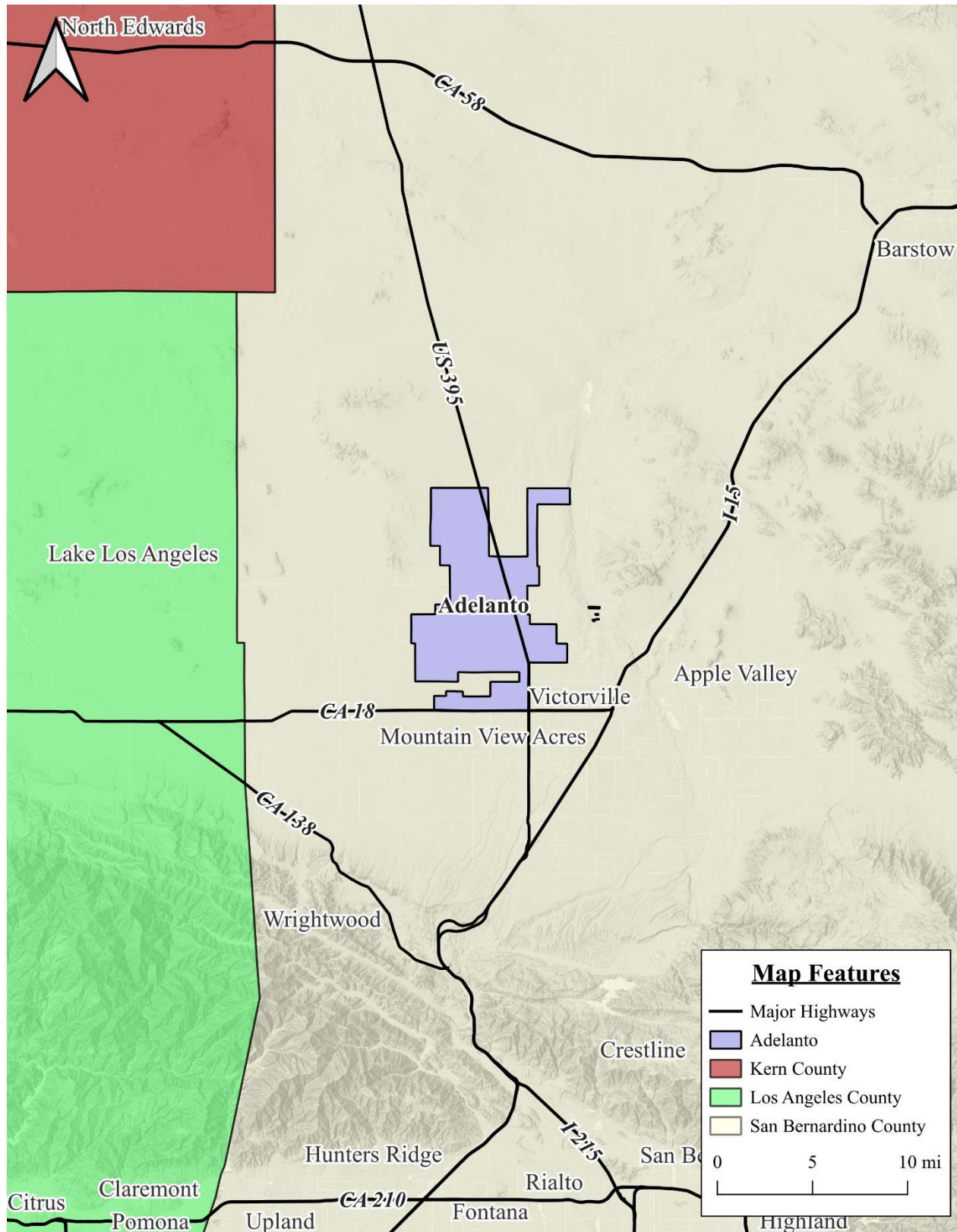


EXHIBIT 2-1 REGIONAL MAP
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

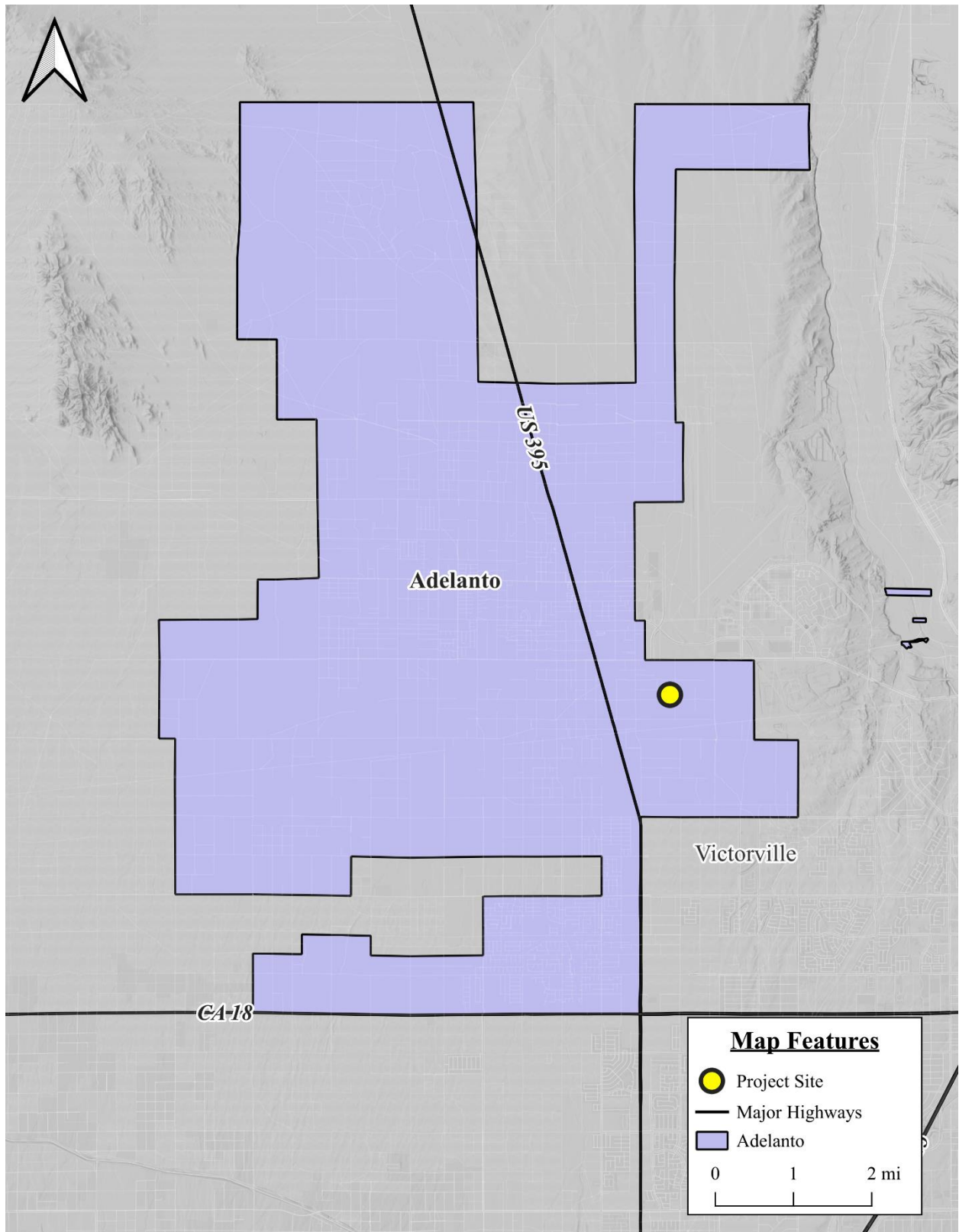


EXHIBIT 2-2 CITYWIDE MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

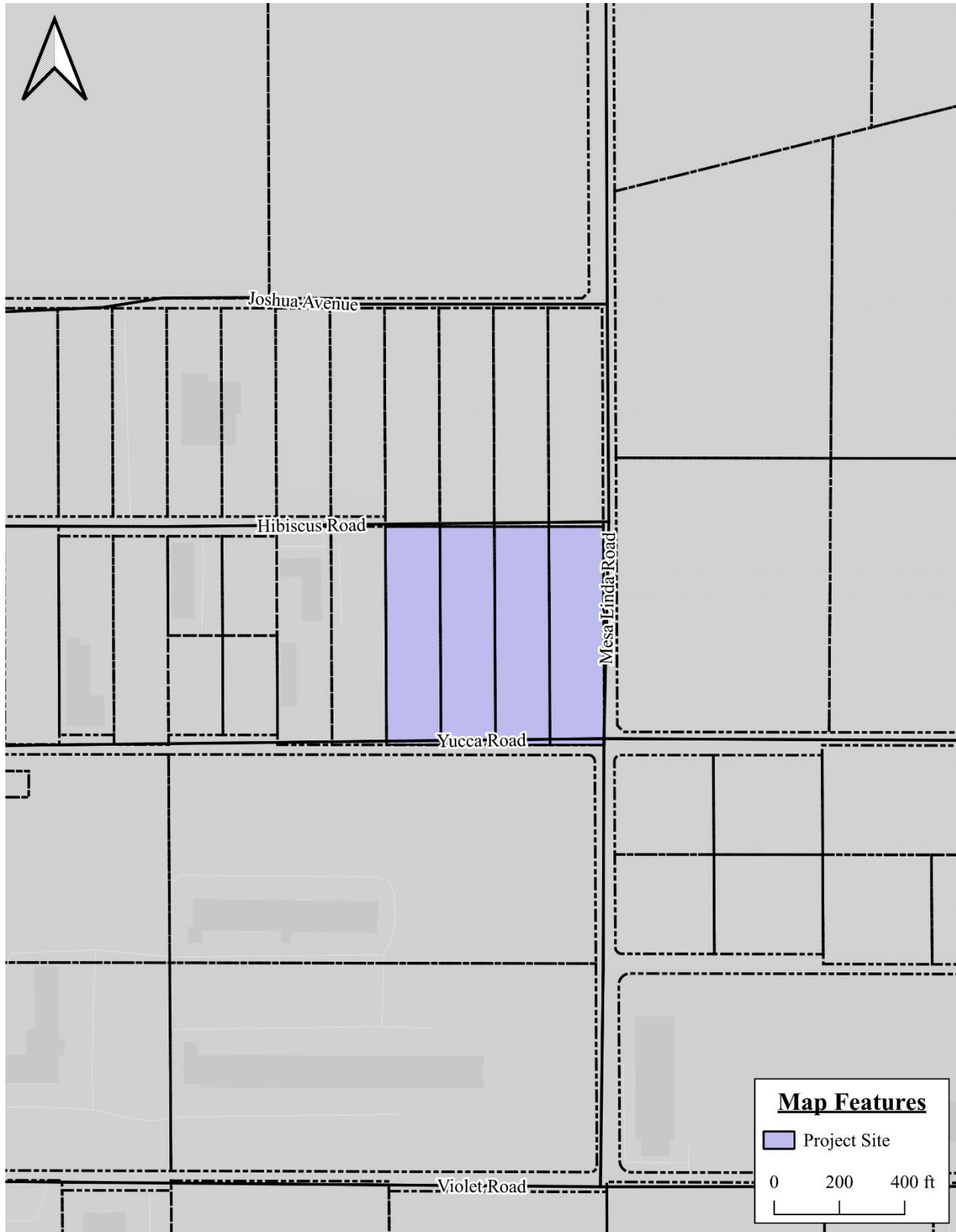


EXHIBIT 2-3 LOCAL MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 2-4 AERIAL OF PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

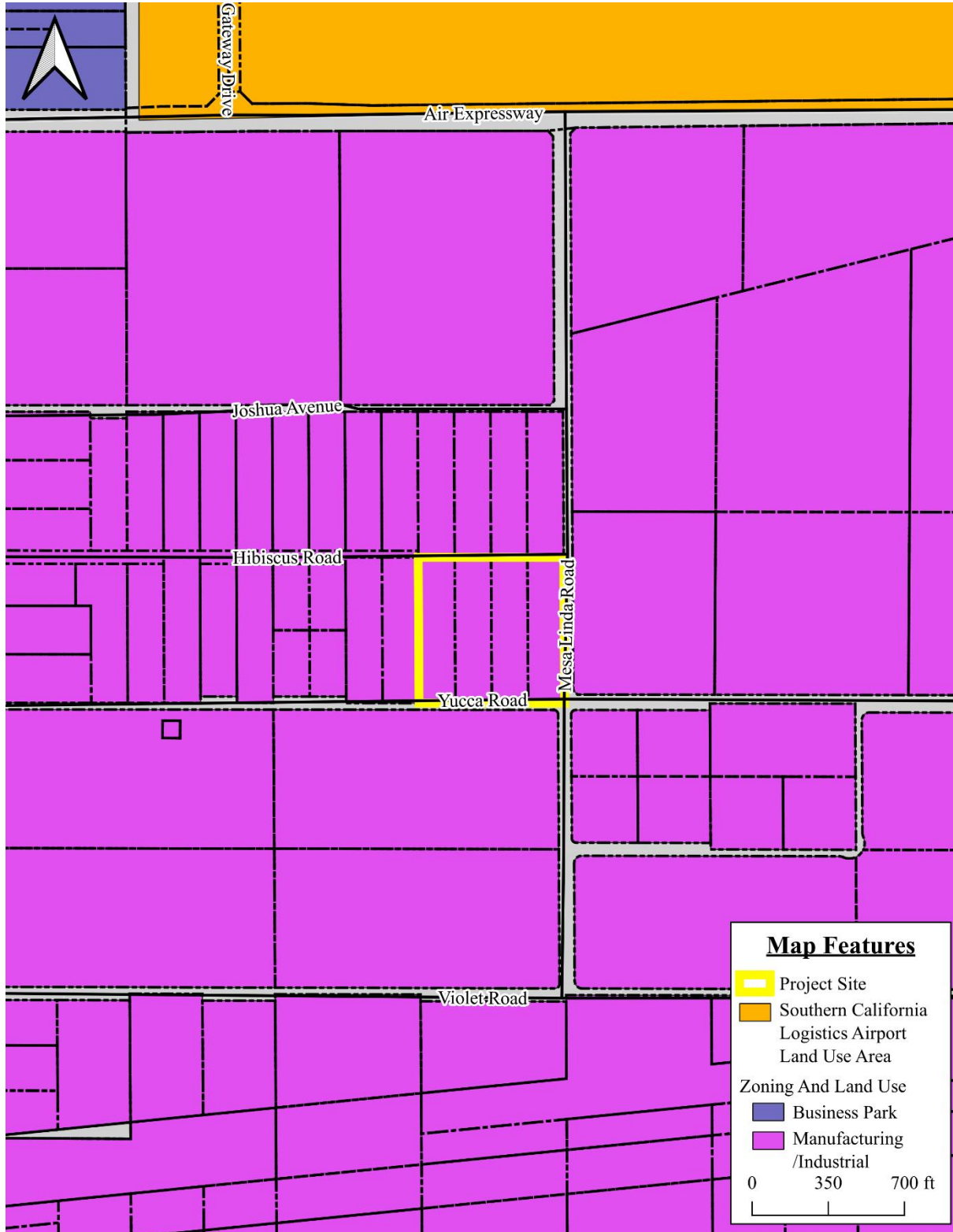


EXHIBIT 2-5 LAND USE AND ZONING MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

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UNITED TRUCK PARKING FACILITY • APN 0459-451-031, 032, 033, & 034 • CUP 26-03 (ENV) & LDP 26-03

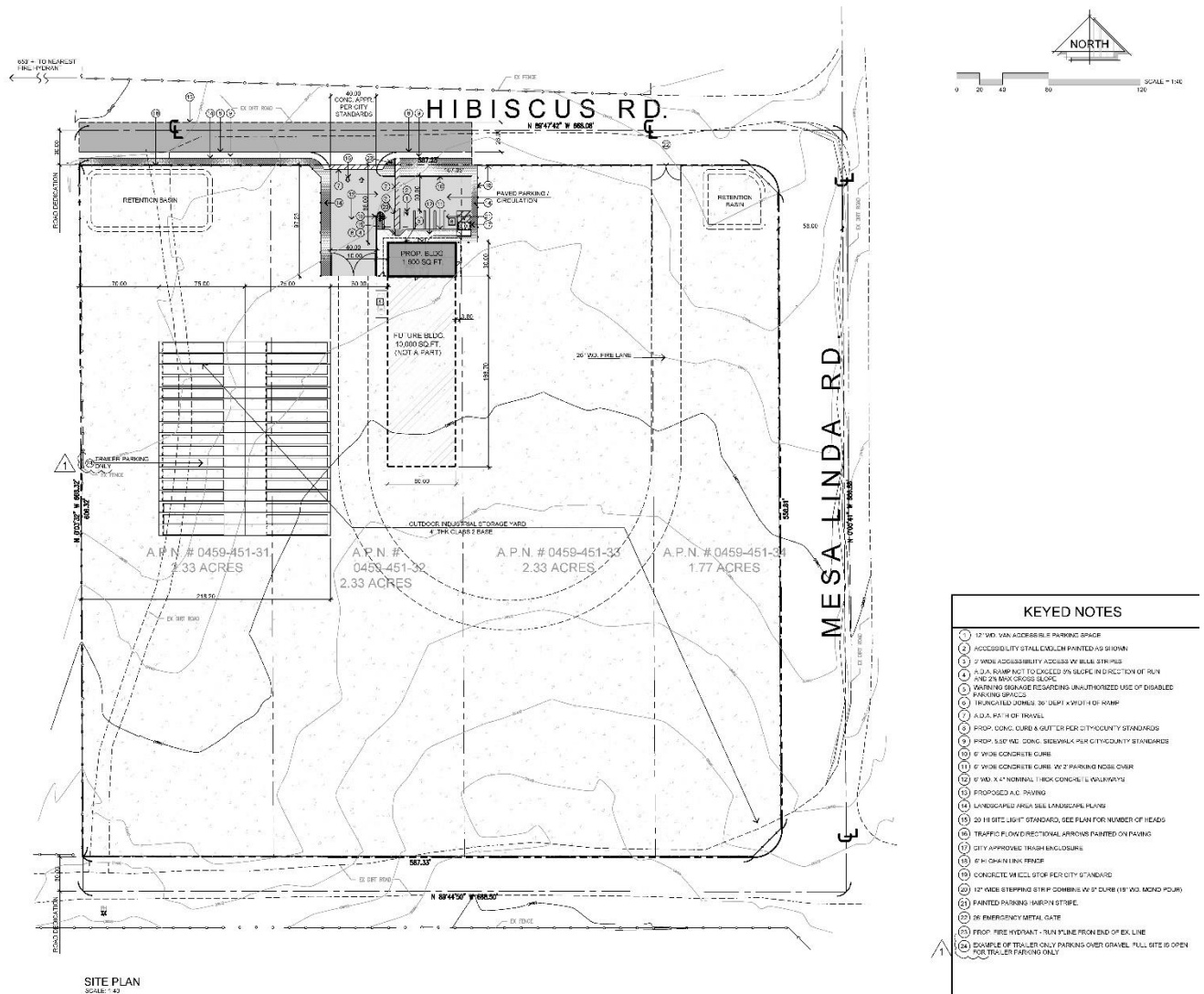
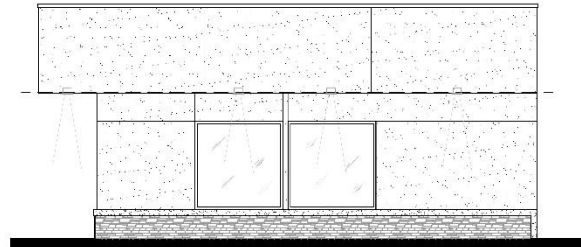
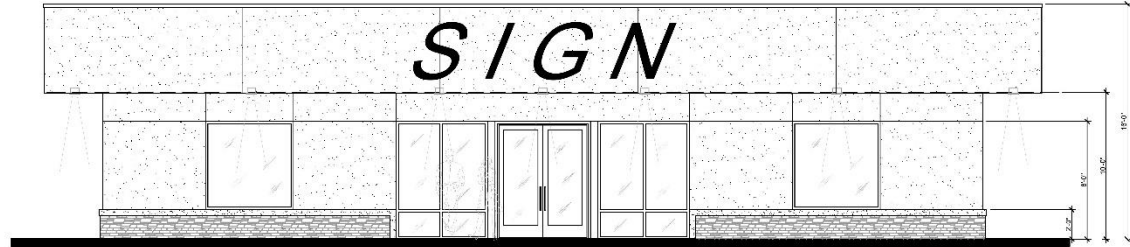


EXHIBIT 2-6 SITE PLAN
SOURCE: STEENO DESIGN STUDIO INC.

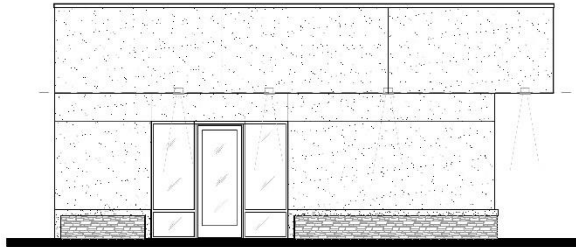
**CITY OF ADELANTO • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
UNITED TRUCK PARKING FACILITY • APN 0459-451-031, 032, 033, & 034 • CUP 26-03 (ENV) & LDP 26-03**



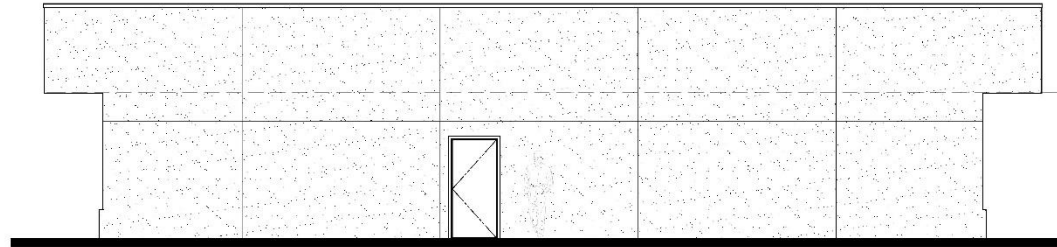
RIGHT - WEST ELEVATION



FRONT - NORTH ELEVATION



LEFT - EAST ELEVATION



REAR - SOUTH ELEVATION

EXHIBIT 2-7 OFFICE ELEVATIONS
SOURCE: STEENO DESIGN STUDIO INC.

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SECTION 3 ENVIRONMENTAL ANALYSIS

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 proposed project site is currently vacant and undeveloped. Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* Hibiscus Road, an unimproved local street, extends along the north side of the project site. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.¹⁰
- *South of the project site:* Yucca Road, an unimproved local street, extends along the south side of the project site. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.
- *West of the project site:* Industrial uses (MT Truck Repair, 12200 Hibiscus Road). This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.
- *East of the project site:* The Mesa Linda Road ROW extends along the project site's west side. Vacant land is located further east. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.

The dominant scenic views from the project site include the views of the San Bernardino and San Gabriel Mountains, located 17 miles south of the site. Views from the mountains would not be obstructed because of the surrounding development. Once operational, views of the aforementioned mountains would continue to be visible from the public right-of-way. *As a result, no impacts would 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 as scenic highways and there are no state or county designated scenic highways in the vicinity of the project site.¹¹ There are no officially designated highways located near the City. The City of Adelanto 2035 Sustainable Plan identifies prominent viewsheds within the City. These viewsheds are comprised primarily of undeveloped desert land, the Mojave River, and distant views of the mountains.¹² Lastly, the project site does not contain any buildings listed in the State or National registrar. *As a result, no impacts would 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 of Adelanto does not contain any scenic vistas. In addition, the City does not have any zoning regulations or other regulations governing

¹⁰ Google Earth. Website accessed June 6, 2026 and City of Adelanto Zoning Map

¹¹ California Department of Transportation. *Official Designated Scenic Highways*.

¹² MIG Hogle-Ireland. *Adelanto North 2035 Comprehensive Sustainable Plan*. August 27, 2014.

scenic quality other than the development standards for which the new parking facility will conform to. The proposed project's site plan and design conforms to the aforementioned standards. *As a result, no impacts would 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 is a single-family residence located approximately 1,400 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 requirements includes the following requirements related to outdoor lighting:

- (a) All on-site lighting shall be energy efficient, stationary, and directed away from adjoining properties and public rights-of-way.
- (b) Light fixtures shall be shielded so no light is emitted above the horizontal plane of the bottom of the light fixture.
- (c) 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.

As a result, no light-related impact would occur with adherence to the standard condition.

MITIGATION MEASURES

The analysis of aesthetic 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.

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 conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				×
D. 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 would occur.*¹¹

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

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 *Manufacturing/Industrial (MI)*. 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.¹³ *As a result, no impacts would 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.

There are no forest lands or timber lands located within or adjacent to, the project site. Furthermore, the site's existing zoning designation does not contemplate forest land or timber land uses. *As a result, no impacts would 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 would not affect any forest land. *As a result, no impacts would result.*

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 conversion of farmland to non-agricultural use or conversion of forest land to non-forest use because the project site does not contain any significant forest vegetation. *As a result, no impacts would 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.

¹³California Department of Conservation, *State of California Williamson Act Contract Land*.

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 (O₃)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed by a 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* (SO₂) 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).
- *PM₁₀ 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 PM₁₀ 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 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 sources (e.g., industrial processes, generators), mobile sources (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. 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 2024 RTP/SCS, the City of Adelanto is projected to gain 18,100 new employees from 6,200 in 2019 to 24,3500 in 2050. The proposed project is anticipated to generate six employees. Therefore, the proposed project is not 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 would occur. As a result, no impacts would 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 would 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.2022.1.1.44).

TABLE 3-1 ESTIMATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	15.9	28.1	29.1	0.05	21.1	11.2
Daily Thresholds	137	137	548	137	82	65
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.44 (refer to Appendix A)

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. The analysis of long-term operational impacts summarized in Table 3-2 also used the CalEEMod V.2022.1.1.44 computer model. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions would be below the MDAQMD daily emissions thresholds.

TABLE 3-2 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY

Emission Source	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile (lbs./day)	0.31	0.29	2.79	0.01	0.62	0.16
Area (lbs./day)	3.02	0.14	16.4	--	0.03	0.02
Energy (lbs./day)	0.01	0.13	0.11	--	0.01	0.01
Total (lbs./day)	3.34	0.56	19.3	0.01	0.66	0.19
Daily Thresholds	137	137	548	137	82	65
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.44 (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. In addition, the project applicant must also adhere to the city's code of ordinances. 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. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will further reduce the potential impacts. The project would be required to follow the Air Quality Mitigation No. 1 to further reduce impacts. *As a result, the impacts would be less than significant with mitigation.*

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. Sensitive receptors are shown in Exhibit 3-1. The nearest sensitive receptor to the project site is a single-family residence located approximately 1,400 feet northwest of the project site. 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 proposed project does not meet any of the criteria listed above. *As a result, the impact would be less than significant.*

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

Land uses that are typically associated with odor complaints include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed project would be a container and truck trailer storage yard. The proposed project would not emit odorous gases or other odorous materials at or beyond the lot line. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

The analysis of air quality impacts indicated that the projected emissions would be below the MDAQMD's thresholds of significance. However, the following mitigation would be required to address construction impacts:

Air Quality Mitigation Measure No. 1. 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.

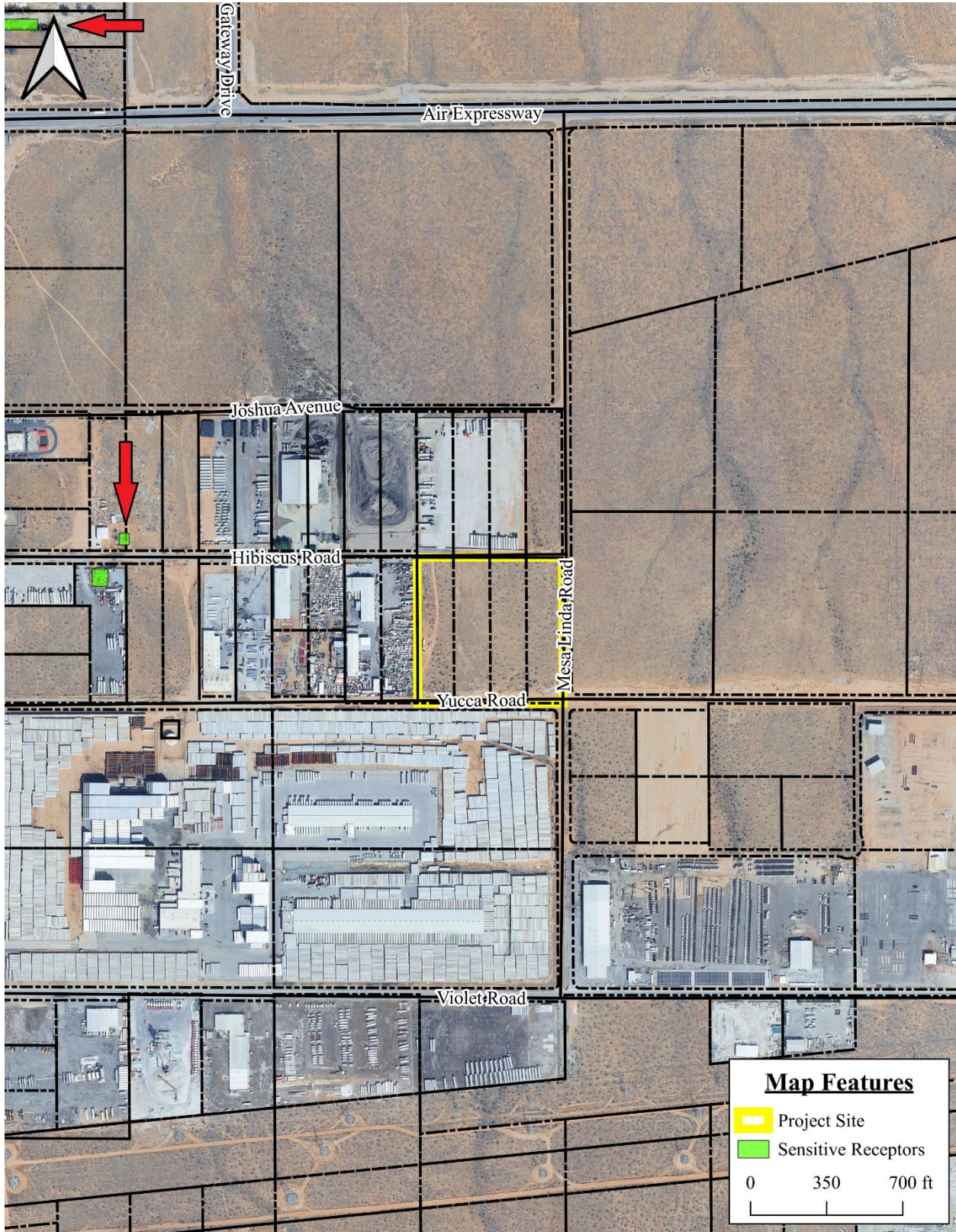


EXHIBIT 3-1 SENSITIVE RECEPTORS

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.

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? • No Impact.*

The biological resources assessment and presence-absence survey from RCA Associates is shown in Appendix B – Biological Resources Assessment. As part of the environmental process, California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) data sources were reviewed. Following the data review, surveys were performed on the site on February 19, 2026, during which the biological resources on the site and in the surrounding areas were documented by biologists from RCA Associates, Inc. As part of the surveys, the property and adjoining areas were evaluated for the presence of native habitats which may support populations of sensitive wildlife species. The property was also evaluated for the presence of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas.

The vegetation community present on site supports a disturbed desert scrub plant community that encompasses native shrubs, annual forbs, and non-native grasses. Elevation of the site is relatively flat and approximately 889 meters above sea level and contains little slope.

Native plant species observed during the field investigations included creosote bush (*Larrea tridentata*), white bursage (*Ambrosia dumosa*), rubber rabbitbrush (*Ericameria nauseosa*), and fiddleneck (*Amsinckia spp.*). Non-native plant species observed on the site included common stork's bill (*Erodium cicutarium*), red-stem stork's bill (*Erodium botrys*), shortpod mustard (*Hirschfeldia incana*), London rocket (*Sisymbrium irio*), Asian mustard (*Brassica tournefortii*), Russian thistle / tumbleweed (*Salsola tragus*), cheatgrass (*Bromus tectorum*), brome grasses (*Bromus spp.*), and kelch grass (*Eragrostis cilianensis*).

The site supports a variety of wildlife species typical of desert scrub environments, with most observations consisting of common bird species. Wildlife observed during the surveys included red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), horned lark (*Eremophila alpestris*), and house finch (*Haemorrhous mexicanus*). Evidence of antelope ground squirrel (*Ammospermophilus leucurus*) activity was also observed on the property in the form of burrows. Coyote (*Canis latrans*) tracks were also observed on the site, indicating that the species may utilize the property.

No reptiles were observed during the field investigations conducted on February 19, 2026, likely due to cooler seasonal temperatures at the time of the survey. However, reptile species commonly occurring in the surrounding region, including the western whiptail (*Aspidoscelis tigris*), side-blotched lizard (*Uta stansburiana*), desert horned lizard (*Phrynosoma platyrhinos*), and desert spiny lizard (*Sceloporus magister*), may occur on the site. In addition, no sensitive habitats (e.g., wetlands, vernal pools, riparian habitat, or other critical habitats) have been documented in the immediate area according to the California Natural Diversity Database (CNDDDB, 2026), and none were observed during the field investigations. *As a result, no impacts are anticipated.*

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, there are no wetland or migratory bird nesting areas located within the project site.¹⁴ In addition, there is no riparian habitat located on-site or in the surrounding areas. No offsite wetland or migratory bird nesting areas would be affected by the proposed development since all development would 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. *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 adjacent roadways and surrounding development. The aforementioned conditions restrict the site's utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. *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? • No Impact.

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 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). The California Fish and Game Commission (Commission) designated the western Joshua tree as a candidate for listing under the

¹⁴ United States Fish and Wildlife Service. *National Wetlands Inventory*.

California Endangered Species Act (CESA) in October 2020. Western Joshua trees were not observed in the field during the February 2026 field surveys. *As a result, no impacts would occur.*

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 no mitigation was required with respect to biological resources.

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.¹⁵

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.*

In addition, the project site does not appear on any State or Federal historic register. The project's implementation would not impact any Federal, State, or locally designated historic resources. *As a result, no impacts would occur.*

¹⁵ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

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

The proposed project would not cause a substantial adverse change in the significance of known archaeological resource pursuant to CEQA Guidelines to §15064.5 or an identified tribal cultural resource pursuant to PRC to §21082.3. No signs of cemeteries are apparent within or near the project. *As a result, the impacts would 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 would be restricted to the project site and therefore would not affect any dedicated cemeteries in the vicinity. Notwithstanding, the following standard condition 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 would ensure potential impacts remain at levels that are less than significant.

MITIGATION MEASURES

The analysis of cultural impacts determined that the proposed project would not result in any significant adverse impacts. As a result, no mitigation measures are required.

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.

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.*

The proposed project's electric power service would be provided by the Southern California Edison Company (SCE). Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed that the new buildings and the parking area lighting would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs. According to the CalEEMod, the proposed project would consume approximately 234.1 kilowatt-hour (kWh) of electricity on a daily basis. Table 3-3 indicates the estimated energy consumption for the project.

TABLE 3-3 ESTIMATED ENERGY CONSUMPTION

Electrical Consumption	Annual Consumption	Daily Consumption
Office (1,800 sq. ft.)	20.8 kWh/ sq. ft./year	102.6 kWh/day
General Light Industry (10,000 sq. ft.)	4.80 kWh/ sq. ft./year	131.5 kWh/day
Total		234.1 kWh/day

Source: Southern California Edison

The proposed project would be constructed pursuant to the 2022 energy standards of the California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24). *As a result, 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) Title 24, 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 would be a privately owned trailer parking lot, 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. The Adelanto Municipal Code (Section 14.28.10) has adopted and incorporated by reference the 2022 California Energy Code published by the California Building Standards Commission and to be codified in California Code of Regulations Title 24, Part 6. *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. 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. The potential impacts from fault rupture and ground shaking as well as other potential seismic issues including ground failure and liquefaction are considered no greater for the project site than for the surrounding areas given the distance between the site and the nearest fault trace. *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 faults to the project site are the Mirage Valley Fault, located approximately 5.5 miles southwest of the City and Helendale Fault, located approximately 13 miles east of the City.¹⁶ *As a result, no impacts would occur.*

¹⁶ California Department of Conservation. [Fault Activity Map of California.](#)

ii). Would the project, directly or indirectly, cause strong seismic ground shaking? • Less than Significant 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 faults to the project site are the Mirage Valley Fault, located approximately 5.5 miles southwest of the City and the Helendale Fault, located approximately 13 miles east of the City.¹⁷ *As a result, the impacts would 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 is not located within a liquefaction zone.¹⁸ *As a result, no impacts would 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 would occur.*

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

The proposed project site has been rough graded and is covered with gravel. 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 used. The use of these construction BMPs identified in the mandatory SWPPP would prevent soil erosion and the discharge of sediment into the local storm drains during the project's construction phase. *As a result, the impacts would be less than significant.*

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

The proposed project would not result in soil erosion since the project's contractors must implement the

¹⁷ Ibid.

¹⁸ San Bernardino County. *Multi-Jurisdictional Hazard Mitigation Plan* - July 13, 2017.

construction BMPs identified in the mandatory SWPPP. The BMPs would 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.¹⁹ 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 would be further reduced since the project's implementation would not require significant grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project would not result in the direct extraction of groundwater. *As a result, the potential impacts would 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 Bryman Loamy Fine Sand (0 to 2% slopes).²⁰ According to the U.S. Department of Agriculture, these soils are acceptable for the development of commercial/industrial buildings. *As a result, the potential impacts would 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? • Less than Significant Impact.

The proposed project would use a private septic tank. The project has soils that are capable of adequately supporting the use of septic tanks due to the properties of the underlying soils. *As a result, less than significant impacts would occur.*

F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • No Impact

The project site is situated in the northern portion of the Victorville basin. The area has sparsely scattered vegetation primarily consisting of small bushes. A search was performed of the online University of California Museum of Paleontology collections database, and other published literature for nearby fossil localities (within three [3] miles) in similar deposits. These searches produced no additional localities nearby which have produced paleontological remains. Based on published data, sediments underlying the Project at depths exceeding three (3) feet from the original surface elevation are considered to have a high sensitivity for paleontological resources. Excavations into these sediments would result in potentially significant impacts to paleontological resources according to CEQA. However, there is no anticipated ground disturbance below the existing grade, therefore paleontological monitoring is not deemed necessary. If the depth of excavation changes, then monitoring efforts related to paleontology are recommended for the project on a part-time basis. If any paleontological resources are discovered during excavations for the project, work shall stop until the Project paleontologist is able to identify the best course

¹⁹ California Department of Conservation. CGS Seismic Hazard Program: Liquefaction Zones.

²⁰ UC Davis. *SoilWeb*. Website accessed August 12, 2024.

of action for the protection or mitigation of the paleontological resources. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of potential impacts related to geology and soils 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.

3.8 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 (CO₂), methane (CH₄), and nitrous oxide (N₂O). 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. 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. 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.
- *Carbon Dioxide (CO₂).* The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO₂ 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 CO₂.

- *Methane (CH₄)*. CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ 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).
- *Nitrous Oxide (N₂O)*. Concentrations of N₂O 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). N₂O 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 (C₂H₆) 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.
- *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 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). 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 (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF₆)*. SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ has the highest global warming potential of any gas evaluated; 23,900 times that of CO₂. Concentrations in the 1990s were 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 10,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year. *The air quality report is 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 3-4, the operational CO₂E to be 252.1 metric tons of carbon dioxide equivalent (MTCO₂E) which is well below the threshold. *As a result, the potential impacts are considered to be less than significant.*

TABLE 3-4 GREENHOUSE GAS EMISSIONS INVENTORY

Source	GHG Emissions (MTCO ₂ E/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Short-Term (Construction) Emissions	114.9	--	0.01	117.9
Construction Emissions Amortized over 30 Years				3.93
Long-Term (Operational) – Mobile Emissions	95.2	--	--	96.7
Long-Term (Operational) - Area Emissions	5.51	--	--	5.53
Long-Term (Operational) - Energy Emissions	133.3	0.01	--	133.8
Long-Term Emissions	239.8	0.22	0.01	248.2
Total Project Emissions				252.1
Significance Threshold				10,000 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.*

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 would 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 would be able to tier their future project-level CEQA analyses of GHG emissions from their CAP.²¹ 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

²¹ San Bernardino County. *San Bernardino County Regional Greenhouse Gas Reduction Plan (SBCRGGRP)*. March 2021.

and the Sustainable Communities Strategy 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.
- *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.

The proposed project would 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 would 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 would 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 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.

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.

A Records Search with Risk Assessment was conducted for the project site to evaluate the previous onsite uses and possible environmental hazards onsite. The environmental questionnaire (EQ) identified the current occupants as truck parking businesses; however, the dates of occupancy were not provided. No evidence of truck parking activities was depicted on the site visit photographs or Google Earth Pro imagery; therefore, truck parking is likely the proposed use of the subject property. The proposed use of the subject property as a truck parking facility is not considered a significant environmental concern. The 2024 Google Earth Pro aerial photograph depicts two trailers on the western portion of the subject property; however, no environmentally sensitive activities were depicted. No trailers were depicted on the site visits photographs; therefore, the trailers have likely been removed. Based on the absence of environmentally sensitive activities, the trailers are not considered a significant environmental concern.

The subject property was not identified in the Regulatory Database Report (RDR). Multiple occupants of the western adjacent truck repair facility, located at 12231 Hibiscus Road, were listed in the San Bernardino County Permit (SAN BERN. CO. PERMIT), California Environmental Reporting System (CERS), CERS Hazardous Waste (CERS HAZ WASTE), Hazardous Waste Tracking System (HWTS), Facility and Manifest Data (HAZNET), US National Pollutant Discharge Elimination System (NPDES), California Integrated Water Quality System (CIWQS), Resource Conservation and Recovery Act (RCRA) Non-Generator/No Longer Regulated (NonGen/NLR), and/or Hazardous Waste Electronic Manifest System (E MANIFEST) regulatory databases. There are no unresolved violations associated with the RCRA or CERS listings. The MANIFEST, HWTS, and HAZNET listings are associated with the offsite disposal of regulated waste. The NPDES and CIWQS listing are associated with stormwater management permits. Based on the regulatory status, this adjacent property is not considered a significant environmental concern.

The northwestern adjacent property, identified as TPST Soil Recyclers and Soil Safe Stockpile and located at 12328 Hibiscus Road, was listed in the Waste Management Unit Database System (WMUDS), CERS HAZ WASTE, HWTS, HAZNET, CERS, NPDES, CERS TANKS, SAN BERN. CO. PERMIT, Aboveground Storage Tank (AST), RCRA NonGen/NLR, Solid Waste Facility/Landfill (SWF/LF), Land Disposal Sites Listing (LDS), Emissions Inventory Data (EMI), Enforcement and Violation Listing (ENF), NPDES, and CIWQS regulatory databases. There are no unresolved violations associated with the RCRA or CERS listings. The MANIFEST, HWTS, and HAZNET listings are associated with the offsite disposal of regulated waste. An AST of unknown contents and capacity was identified as closed and no releases were reported. Based on the regulatory status, this adjacent property is not considered a significant environmental concern. Based on the regulatory status, distance considerations, and/or hydraulic gradient, the remaining facilities identified on the RDR are not considered a significant environmental concern. Historical documentation back to 1940 or the first developed use (whichever is earliest) was not available; however, because the 1953 aerial photograph depicts the subject property as undeveloped land, the absence of additional historical documentation back to 1940 is not a significant environmental concern. No significant environmental concerns were identified for the subject property or the surrounding area. The subject property represents a low risk with regard to environmental issues and concerns. No significant environmental concerns were identified for the subject property or the surrounding area. The subject property represents a low risk with regard to environmental issues and concerns. *The impacts would 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.*

As indicated in Subsection D, the project site is not listed in either the CalEPA's Cortese List or the Environstor database. 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? • No Impact.*

There are no schools located within one-quarter of a mile from the project site. The nearest school to the project site is Adelanto State Preschool located approximately 0.92 miles to the northwest of the project site. The proposed project will not create a hazard to any local school. *As a result, no impacts will result.*

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 Environstor 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.²² *As a result, no impacts would occur.*

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 approximately 2,000 feet south of the Southern California Logistics Airport (SCLA). The project site is located within the 65 CNEL noise contour area and Review Area 2. The project site is not located in the approach or takeoff zones and the use is considered *Normally Acceptable* within Review Area 2. *The impacts will be less than significant. 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 any adjacent roadway 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.*

²² CalEPA. DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).
http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

The project site is located within a “moderate fire hazard severity zone” within a Local Responsibility Area (LRA).²³ As a result, no impacts would 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 would be required.

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:

²³ CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*.
http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/

- 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.*

A drainage report was prepared for the project by J.E. Miller & Associates (See Appendix D). The onsite terrain drains to the north at a slope of approximately 1-1.5%. A ridge runs along the center of the site that separates the site into two drainage areas (DA1 and DA2). The westerly drainage area (DA1) is 6.39 acres, and the easterly drainage area (DA2) is 3.90 acres. Hydrologic Soil Class C can be found throughout the immediate area. The site is bordered to the north by an existing trucking parking facility, to the east by vacant land, to the south by an existing truck parking facility and to the west by a Truck repair facility. The property to the south contains an existing infiltration basin. The existing site land coverage consists of poor desert brush. According to FEMA the site is in Zone X, which is an area with potential flooding during the 500-year storm event.

The project proposes to construct a truck storage facility and will add 0.24 acres of impervious surface and 8.27 acres of base material. Due to the removal of vegetation and placement of the base and construction of impervious surfaces, discharges are expected to increase in the proposed condition. Drainage improvements will include two infiltration basins to mitigate increases in runoff from proposed improvements and infiltrate the runoff. Total new imperviousness is anticipated to be 0.24 acres. Impervious surfaces include an office building, driveway, and parking lot. Mitigation facilities shall be sized based on the 100-year storm event to reduce proposed flow to the existing levels of flow discharged from the site. Onsite rational method analysis indicates DA1 produces an existing 100-year peak flow rate of 12.042 cfs and 54933.5 ft³ of runoff. DA2 produces an existing 100-year peak flow rate of 8.06 cfs and 33,654.52 ft³ of runoff. In order to reduce proposed flows to the existing level mitigation, facilities will include two infiltration basins. Infiltration Basin 1 will provide 5310 ft³ of storage. DA2 will provide 2326 ft³ of storage. Hydrograph routing indicates the peak flow out of infiltration basin 1 will be 10.72 cfs and 7.63 cfs out of infiltration basin 2. The total amount of storage will be adequate to preserve existing

discharge volume and reduce peak flows to less than existing. 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 would 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.*

The proposed project would not affect groundwater supplies. The proposed project would use a private well for the 1,800 square foot modular office. Due to the small size of the office area and the limited number of employees on site, the project would not substantially decrease the groundwater supply or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. *As a result, less than significant impacts would occur.*

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 adhere to Chapter 17.93 – Erosion and Sediment Control, of the municipal code regulates erosion and sediment control. The project would be required to provide and implement the BMPs identified within the Soil Erosion and Sediment Control Plan to reduce impacts to less than significant levels during construction. Following construction, the site would be covered over with Class 2 base except for the landscaped areas and building footprint. The implementation of post-construction BMPs would prevent substantial erosion or siltation. *As a result, the impacts would 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*

The project would result in an increase of 8.51 acres of impervious material. Drainage would flow into two infiltration basins to collect and allow stormwater to infiltrate into the ground. According to the drainage report, the proposed infiltration basins would have the capacity to contain the discharge volume of the 100-year peak flow and reduce the peak flows to less than significant levels. *As a result, the impacts would 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*

The project would result in an increase of 8.51 acres of impervious material. Drainage would flow into two infiltration basins to collect and allow stormwater to infiltrate into the ground. According to the drainage report, the proposed infiltration basins would have the capacity to contain the discharge volume of the 100-

year peak flow and reduce the peak flows to less than significant levels. *As a result, the impacts would be less than significant.*

iv). Would the project impede or redirect flood flows? • No Impact

According to the Federal Emergency Management Agency (FEMA) flood insurance maps, the proposed project site is located in a flood hazard zone, labeled as “Zone X.” The project’s construction would be restricted to the site and would not alter the course of any stream or channel or river. Following construction, the project would be designed to maintain the existing drainage pattern. As discussed above, the proposed infiltration basins are sized to contain the 100-year peak flows. *As a result, no impacts would occur.*

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

As mentioned previously, the proposed project site is located in a flood hazard zone, labeled as “Zone X.” The 0.2-percent annual chance flood is also referred to as the base flood or 100-year flood.²⁴ 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 72 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 would be less than significant.*

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant 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 would not interfere with any groundwater management or recharge plan due to the minimal usage of a private well for the 1,000 square foot modular office. *As a result, less than significant 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.

²⁴ Fema. Flood Zones. Website Accessed August 12, 2024.

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 currently vacant and undeveloped. The site and the surrounding area are shown 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:* Hibiscus Road, an unimproved local street, extends along the north side of the project site. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.²⁵
- *South of the project site:* Yucca Road, an unimproved local street, extends along the south side of the project site. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.²⁶
- *West of the project site:* Industrial uses (MT Truck Repair, 12200 Hibiscus Road). This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.²⁷

²⁵ Google Earth. Website accessed June 6, 2026 and City of Adelanto Zoning Map

²⁶ Ibid.

²⁷ Ibid.

- *East of the project site:* The Mesa Linda Road ROW extends along the project site's west side. Vacant land is located further east. This area is designated as Manufacturing/Industrial (MI) in the City of Adelanto General Plan Land Use and Zoning Map.²⁸

The granting of the requested entitlements and subsequent construction of the proposed project would not result in any expansion of the use beyond the current project site boundaries. The trailer parking lot is a use conditionally permitted under the City's zoning ordinance. As a result, the project would 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 approximately 2,000 feet south of the Southern California Logistics Airport (SCLA). The project site is located within the SCLA Specific Plan Review Area 2. The project site is not located in the approach or takeoff zones and the use is considered *Normally Acceptable* within Review Area 2. *As a result, no impacts would 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.

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.

²⁸ Ibid.

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.²⁹ The project site is located within a Mineral Resource Zone 4 and is not located in an area with active mineral extraction activities.³⁰ 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 would 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.

²⁹ California, State of. Department of Conservation. *California. Oil, Gas, and Geothermal Resources Well Finder.*

³⁰ California Department of Conservation. *Mineral Land Classification Map for the Adelanto Quadrangle.* Map accessed August 12, 2024.

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.

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

The primary sources of noise in the Adelanto planning area are freeways and roadways, SCLA aircraft operations, and stationary sources. Chapter 9.110 of the City of Adelanto Municipal Code serves as the City's Noise Control Ordinance. The "standard" noise level for industrial zones is 75 dB(A). Chapter 17.90.020 (d) Construction Practices of the City of Adelanto Municipal Code includes the following construction noise regulations:

- (1). Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. to dusk on weekdays. Construction may not occur on weekends or State holidays, without prior consent of the Building Official. Non-noise generating activities (e.g. interior painting) are not subject to these restrictions. City and State construction projects, such as road re-building or resurfacing, and any construction activity that is in response to an emergency, shall be exempt from this requirement.
- (2). Stationary construction equipment that generates noise in excess of sixty-five(65) dBA at the project boundaries must be acoustically shielded and located at least one hundred feet (100') from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
- (3). Construction routes are limited to City of Adelanto designated truck routes.
- (6). All grading equipment shall be kept in good working order per factory specifications.

Chapter 9.110 of the City of Adelanto Municipal Code serves as the City's Noise Control Ordinance. The "standard" noise level for the manufacturing zones is 75 dB(A). Unless otherwise permitted, noise levels shall not exceed this ambient noise level by the following dB(A) levels for the cumulative period of time specified below:

- A. Less than five (5) dB(A) for a cumulative period of more than thirty (30) minutes in any hour;
- B. Less than ten (10) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour;
- C. Less than fifteen (15) dB(A) for a cumulative period of more than five (5) minutes in any hour;
- D. Less than twenty (20) dB(A) for a cumulative period of more than one (1) minute in any hour; and,
- E. Twenty (20) dB(A) or more for any period of time.

Noise levels during construction would be an accumulation of equipment operation at varying locations within the construction site. It is important to note that this equipment will be used during construction hours only. The Federal Transportation Administration (FTA) General Assessment for Construction Noise sets a maximum criteria for construction noise before the adverse community reaction. This threshold is 100 dBA for industrial uses and 90dBA during the daytime for residential receptors. The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance between the [project site and nearest receptor (an industrial use) is set at 200 feet. The distance between the nearest sensitive receptor was set at 1,400 feet.

TABLE 3-5 CONSTRUCTION NOISE

Construction Phase	Nearest Receptor	Nearest Sensitive Receptor
Site Preparation	71.3 dBA	54.4 dBA
Grading	73.9 dBA	56.4 dBA
Building Construction	79.0 dBA	55.2 dBA
Paving	66.8 dBA	49.9 dBA
Architectural Coating	61.6 dBA	44.7 dBA

Source: Roadway Construction Noise Model Version 1.1

As shown in Table 3-5, the project would not exceed construction noise thresholds. Once in operation, the only noise generated would be from truck traffic, idling, and engine starting. Following the construction of the repair facility, noise generation would include repair equipment including impact drivers, handheld sanders, air compressors, and other equipment. Since truck repairs would be limited to inside the building, noise would be expected to be dampened by the building shell. 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). The proposed project is expected to generate 470 daily trips, which is insignificant compared to the average daily traffic volume on Hibiscus Road. *As a result, the impacts would be less than significant.*

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

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 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. The FTA has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.5 inches per second. 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. Municipal Code Section 17.90.030 Vibration, limits the vibration to 0.2 PPV at the subject lot line. The FTA guidelines state the threshold for vibration velocity (VdB) in residential areas where the usage would be infrequent is 80 VdB. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB.

The project's implementation will not require deep foundations. 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. Vibration levels at the nearest sensitive receptors during construction are shown above in Table 3-6.

TABLE 3-67 VIBRATION LEVELS DURING CONSTRUCTION

Construction Equipment	PPV @ Nearest Sensitive Receptor (inches/sec.)	PPV @ Nearest Receptor (inches/sec.)
Vibratory Roller	0.001	0.009
Large Bulldozer	0.000	0.001
Loaded Trucks	0.000	0.001
Small Bulldozer	0.000	0.000

Source: FTA 2018

As shown in Table 3-7, the vibration levels would not exceed the thresholds. 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. *As a result, the impacts would be 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? • Less than Significant Impact*

The project site is located approximately 2,000 feet south of the Southern California Logistics Airport (SCLA). The project site is located within the 65 CNEL noise contour area and Review Area 2. The project site is not located in the approach or takeoff zones and the use is considered *Normally Acceptable* within Review Area 2. Therefore, no specialized noise protection gear is required to be implemented as a result of airport noise. As a result, the proposed project will not result in a safety hazard for people residing or working in the City. As a result, *the impacts will be less than significant.*

MITIGATION MEASURES

The analysis of potential impacts related to noise 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.

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 however the properties to the north, west, and south are already developed. The proposed use is consistent with the Manufacturing/Industrial (MI) zone.
- *Extension of roadways and other transportation facilities.* The project would include roadway dedications and improvements along Hibiscus Road. The improvements along Hibiscus Road would not extend past the project site and would only serve the site.
- *Extension of infrastructure and other improvements.* The installation of any new utility lines will not lead to subsequent offsite development since these utility connections will serve the site only.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills. Water and sewer would be managed onsite.
- *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. The proposed project is anticipated to employ six individuals onsite at any given time. The onsite employees' functions are limited to site maintenance, equipment operations/maintenance, and security. This number of new employees can be accommodated by the local labor market.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project will utilize existing roadways and infrastructure. The proposed project will not result in any unplanned growth. *As a result, no impacts would occur.*

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

No housing units are located on the project site and none would 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 Fire Station No. 322, located approximately 2.63 miles to the southwest of the site. 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. 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 1.26 miles to the northwest of the project site. The proposed project will be required to comply with the County and City security requirements. Access to the trailer and container parking lot would be controlled by a remote controlled gate. In addition, 24-hour security would be provided onsite once the facility is operational. *As a result, the impacts would be less than significant.*

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

The nearest school to the project site is Adelanto State Preschool located approximately 0.92 miles to the northwest of the project site. Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project would not directly result in an increase in population and therefore would not create a significant incremental demand for school services. In

addition, the proposed project would be required to pay all pertinent development fees to the local school district. *As a result, the impacts would 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 1.09 miles northwest of the project site. The proposed project would 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 would be less than significant.*

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

The proposed project would not create direct local population growth that could potentially create demand for other governmental services. *As a result, the impacts would 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.

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 1.09 miles northwest of the project site. 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 would 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.

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 proposed project consists of a secure outdoor storage facility intended for commercial trailers and shipping containers. The project is designed to support local and regional transportation, logistics, and industrial-related businesses by providing a safe, organized, and professionally managed storage environment. The hours of operation will be from 7 AM to 4 PM, 7 days a week. There will be two full-time employees on site during the hours of 7 AM to 4 PM. The site is approximately 8.76 acres.

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation estimates for the proposed project have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition, 2025) for the Truck & Trailer Parking Lot (ITE Land Use Code 35) land use category. Table 3-7 summarizes the ITE trip generation rates and the resulting project trip generation. The proposed project is anticipated to generate 218 two-way trips per day with 13 AM peak hour trips and 16 PM peak hour trips.

Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. Since the ITE Trip Generation Manual does not provide a breakdown in splits between axle types, all truck trips are assumed to be 4+-axle for this land use category. As such, a PCE factor of 3.0 has been utilized and reflected in Table 3-7. The proposed project is anticipated to generate 29 PCE AM peak hour trips and 34 PCE PM peak hour trips. The future trip generation is shown in Table 3-7. The traffic report from Urban Crossroads is attached as Appendix E – Traffic Report.

TABLE 3-7 TRIP GENERATION

Land Use	Quantity	Daily	AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
			In	Out	Total	In	Out	Total
Truck and Trailer Parking - Cars	8.76 acres	10.48	0.386	0.205	0.56	0.276	0.574	0.85
		92	3	2	5	2	5	7
Truck and Trailer Parking - Trucks		14.43	0.395	0.545	0.94	0.608	0.422	1.03
		126	3	5	8	5	4	9
Project Total (Actual Vehicles)		218	6	7	13	7	9	16
Truck & Trailer – Trucks	PCE = 3.0	378	9	15	24	15	12	27
Total Passenger Car Equivalents (PCE)		470	12	17	29	17	17	34

Source: ITE Trip Generation Manual, 12th Edition

The City Guidelines indicate that any development project which contributes more than 50 peak hour trips during either the AM or PM peak hour to any intersection may require additional level of service (LOS) based traffic operations analysis. As shown in Table 3-7, the project is anticipated to generate fewer than 50 peak hour trips. As such, additional traffic operations analysis is not required for this project based on the City Guidelines. The City reserves the right to require additional traffic analysis in the event there are safety concerns, a project is located in a sensitive area, access/operational issues, presence of nearby substandard intersection or roadway segment, and/or request from an affected agency. *Given the size of the site (40-acres), the potential trip generation would be less than significant.*

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

A VMT analysis was conducted for this project by Urban Crossroads, Inc. (See Appendix G) Legislation (SB 743) enacted in 2020, changed the way transportation impacts are measured for development projects. Vehicle delay and Level of Service (LOS) has been eliminated as the basis of determining CEQA impacts and replaced with Vehicle Miles of Travel (VMT) as the most appropriate measure of project transportation impacts. City guidelines state that a project may be determined to have a less than significant impact on VMT and can be screened out of further analysis if it meets at least one of the following screening criteria:

- *Criterion #1:* Project location within a “low-VMT generating traffic analysis zone”. Based on the SBCTA VMT Screening Tool which estimates VMT from the San Bernardino Transportation Analysis Model’s (SBTAM) production-attraction (PA) trip matrix for the existing year (2024), the proposed project is not in a low-VMT generating traffic analysis zone.
- *Criterion #2:* Local Serving Project Type. Projects that generate fewer than 110 daily trips or local-serving retail uses with buildings less than 50,000 square feet are presumed to have a less-than-significant VMT impact. In addition to local-serving retail, the Guidelines identify other uses that may also be presumed to have a less-than-significant VMT impact absent substantial evidence to the contrary because they are local serving in nature, including local-serving K-12 schools, local parks, day care centers, local-serving gas stations, local-serving banks, local-serving hotels, student housing projects on or adjacent to college campuses, local-serving assembly uses, community institutions, local-serving community colleges, affordable or supportive housing, assisted living facilities, and senior housing.

Although the Project is not specifically identified in that list, it is reasonably characterized as local serving in function because it is intended to support nearby warehouses and industrial businesses by providing secure storage for trucks, trailers, and shipping containers within the same general industrial area. Such facilities are typically used in proximity to their primary area of operation because longer trips to remote storage locations increase operating costs and result in inefficient, non-productive travel associated with retrieving, staging, and returning equipment. By providing a proximate storage option for nearby industrial users, the Project would help reduce unnecessary local repositioning trips and support the operational efficiency of existing industrial uses in the area, rather than create a new regional destination or substantial new travel demand. Therefore the project meets this criterion.

- *Criterion #3:* A project located within a Transit Priority Area (TPA) defined as a half mile area around rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods, is not required to prepare a VMT analysis. The project is not located within a TPA and therefore does not satisfy this criterion.

Because the proposed project satisfies one of the applicable screening criteria, the proposed project is screened from requiring a VMT analysis under CEQA and is presumed to have a less than significant impact. *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

Access to the project site would be provided by a 40-foot-wide driveway to the south side of Hibiscus Road. A secondary emergency access gate would be located east of the proposed buildings. Access to the trailer and container parking spaces would be gated off and separate from the office parking spaces. The proposed project will not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. *As a result, the potential impacts would 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 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.

3.18 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 C under Cultural Resources would minimize potential impacts to levels that are less than significant. Due to the site having been previously graded and developed for the existing Sunrise Motorcycle Park, 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, private water well, private septic tank, 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, the mitigation measures below would be required to be implemented. *With the implementation of Tribal Cultural Resources Mitigation Measure No. 1 through 4, 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.*

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). *With the implementation of Tribal Cultural Resources Mitigation Measure No. 1 through 4, impacts would be reduced to levels that would be less than significant.*

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 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 would 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? • No Impact.*

The City of Adelanto Water Department (AWD) provides water service and wastewater service to approximately 38,046 residents of Adelanto. According to the City's 2020 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.³¹ The proposed project would use a private well for the 1,800-square-foot modular office.

TABLE 3-8 PROJECTED WATER CONSUMPTION

Project Element	Generation Rate	Project Generation
Modular Office (1,800 sq. ft.)	0.3 gals./day/sq. ft.	540 gals./day
Repair Shop (10,000 sq. ft.)		3,000 gals./day
Total		3,540 gals./day

Source: Blodgett Baylosis Environmental Planning

As shown in Table 3-8, the project is estimated to consume 3,540 gallons of water per day once fully developed. Due to the small size of the office area and the limited amount of employees on site, the project would not substantially decrease the groundwater supply or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. *As a result, no impacts would occur.*

C. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No Impact.*

The City operates a 4.0-million-gallons-per-day activated sludge wastewater treatment facility through an operations and maintenance contract with PERC Water Corporation. In addition to operations, PERC performs routine collection system cleaning, sewage spill response and cleanup, and industrial sewage pretreatment program.

³¹ City of Adelanto. 2020 Urban Water Management Plan. Report dated August 25, 2021.

TABLE 3-9 PROJECTED WASTEWATER GENERATION

Project Element	Generation Rate	Project Generation
Modular Office (1,800 sq. ft.)	0.2 gals./day/sq. ft.	360 gals./day
Repair Shop (10,000 sq. ft.)		2,000 gals./day
Total		2,360 gals./day

Source: Blodgett Baylosis Environmental Planning

As shown in Table 3-9, the project is estimated to generate 2,360 gallons of wastewater per day once fully developed. The proposed project would connect to a private septic tank. *As a result, no impacts would occur.*

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.

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 would accommodate the proposed solid waste generation. Other conventional solid waste may be handled by commercial waste disposal companies. As shown in Table 3-10, the project is anticipated to produce 100 pounds of solid waste daily once fully developed. *As a result, the potential impacts would be less than significant.*

TABLE 3-10 PROJECTED SOLID WASTE GENERATION

Project Element	Generation Rate	Project Generation
Modular Office (1,800 sq. ft.)	6 lbs./day/1,000 sq. ft.	10.8 lbs./day
Repair Shop (10,000 sq. ft.)	8.93 lbs./day/1,000 sq. ft.	89.3 lbs./day
Total		100.1 lbs./day

Source: Blodgett Baylosis Environmental Planning

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.*

The project site is located within a Medium Fire Hazard Severity Zone. 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 would adjacent streets be completely closed to traffic. All construction staging must occur on-site. The project would not impair an adopted emergency response plan or emergency evacuation plan. *As a result, no impacts would 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 within a Medium Fire Hazard Severity Zone. The proposed project may be exposed to particulate emissions generated by wildland fires in the mountains (the site is located approximately 18 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 located within a Medium Fire Hazard Severity Zone and therefore would 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.*

The project site and surrounding properties are generally level and are not at risk of flooding or landslides. Therefore, the project would 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.

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 analysis of air quality impacts indicated that the projected emissions would be below the MDAQMD's thresholds of significance. However, the following mitigation would be required to address construction impacts:

Air Quality Mitigation Measure No. 1. 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.

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.

CITY OF ADELANTO • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
UNITED TRUCK PARKING FACILITY • APN 0459-451-031, 032, 033, & 034 • CUP 26-03 (ENV) & LDP 26-03

TABLE 4-1 MITIGATION MONITORING PROGRAM

MEASURE	ENFORCEMENT AGENCY	MONITORING PHASE	VERIFICATION
AIR QUALITY			
Air Quality Mitigation Measure No. 1. 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 <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> Mitigation ends at the completion of the construction phase.	Date: 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 <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> Mitigation ends at the completion of the construction phase.	Date: 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 <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> Mitigation ends at the completion of the construction phase.	Date: Name & Title:
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 <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> Mitigation ends at the completion of the construction phase.	Date: Name & Title:

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TABLE 4-1 MITIGATION MONITORING PROGRAM

MEASURE	ENFORCEMENT AGENCY	MONITORING PHASE	VERIFICATION
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 <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> Mitigation ends at the completion of the construction phase.	Date: 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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