
Initial Study

Poplar 18 Project

AUGUST 2022

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CITY OF HESPERIA

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ATTACHMENT

Attachment A -Geotechnical Investigation

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
APN	Assessor's Parcel Number
CEQA	California Environmental Quality Act
City	City of Hesperia
EIR	Environmental Impact Report
FHSZ	Fire Hazard Severity Zone
I	Interstate
SBCFD	San Bernardino County Fire Department

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1 Introduction

1.1 Project Overview

The City of Hesperia (City) received an application from Poplar 18 LLC (Project Applicant) for the development of the Poplar 18 Project (Project). The Project includes the construction of industrial distribution/warehouse building on an approximately 17.87-acre Project site generally located west of Interstate (I) 15, east of U.S. Highway 395, and south of Main Street. The Project would provide 414,700 square feet of industrial/warehouse space and associated improvements, including loading docks, truck and vehicle parking, and landscaped areas, as further described below.

Implementation of the Project would require the following discretionary actions from the City:

- **Parcel Merger** of the two parcels within the project boundary into one 17.87-acre lot.
- **Conditional Use Permit** to permit the construction and operation of a warehousing and distribution center of a size greater than 200,000 square feet in the Commercial/Industrial Business Park zone

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) serves as the main framework of environmental law and policy in California. CEQA emphasizes the need for public disclosure and identifying and preventing environmental damage associated with proposed projects. Unless a project is deemed categorically or statutorily exempt, CEQA is applicable to any project that must be approved by a public agency in order to be processed and established. The proposed Project considered herein does not fall under any of the statutory or categorical exemptions listed in the 2018 CEQA Statute and Guidelines (California Public Resources Code, Section 21000 et seq.; 14 CCR 15000 et seq.); therefore, it must meet CEQA requirements.

The intent of this document is to provide an overview and analysis of the environmental impacts associated with the proposed Project by the City, acting as the lead agency. The document is accessible to the public, in accordance with CEQA, in order to receive feedback on the Project's potential impacts, as well as the scope of the Project's environmental impact report (EIR) (14 CCR Section 15121[a]).

1.3 Availability of the Notice of Preparation and Initial Study

The Initial Study/Notice of Preparation for the Project is being distributed directly to agencies, organizations, and interested groups and persons during the scoping period. The Initial Study/Notice of Preparation is also available for review at the City of Hesperia, Planning Department, 9700 Seventh Avenue, Hesperia, California 92345.

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2 Project Description

2.1 Project Location

The approximately 17.87-acre Project site is located in the western part of the City, which is within the Victor Valley region of San Bernardino County (Figure 1, Project Location). The Project site is located on the southwest quadrant of I-15 and Main Street. The Project site is located south of Main Street, west of Cataba Road and Mesa Linda Street, north of I-15 and Poplar Street, and east of U.S. Highway 395 and Lassen Road. The Project site consists of two parcels: Assessor's Parcel Numbers (APNs) 3064-581-04-0000 and 3064-581-05-0000. Specifically, the Project site is located in Section 22, Township 4 North, Range 5 West, as depicted on the U.S. Geological Survey Baldy Mesa, California 7.5-minute topographic quadrangle map. Regional access to the Project site is provided via I-15 and U.S. Highway 395.

2.2 Environmental Setting

City of Hesperia

The City is approximately 110 square miles in the Victor Valley region of San Bernardino County. The City is located within the Mojave Desert, which is a region containing desert plains, dry lakebeds, and scattered mountains. The southern portion of the City lies at the foothills of the San Bernardino Mountains and National Forest. The City contains a variety of slope conditions, with the foothill areas containing significant slopes and the majority of the City being primarily level. The central and northern portions of the City lie upon a moderate to gentle slope with elevations ranging from 2,900 feet to 4,200 feet above mean sea level. Generally, the City is an urban community with a broad mix of land uses, including housing, commercial, office, industrial, agriculture, and public-serving uses. The eastern and southern portions of the City contain generally rural residential uses. Commercial uses follow Main Street, Bear Valley and Hesperia Roads, and the freeway corridor. Industrial uses are generally divided into two areas: west of I-15 and east of U.S. Highway 395, and the eastern area between the BNSF railroad lines and I Avenue north of Main Street.

The City is bordered by the City of Victorville to the north, the City of Apple Valley to the east, unincorporated San Bernardino County land to the south, and the unincorporated community of Oak Hills to the west. Three highways provide direct access to the City: I-15 runs north-south on the west side of the City, U.S. Highway 395 connects to I-15 on the west side, and State Route 138 passes through the southeastern corner of the City (City of Hesperia 2010a).

Existing Project Site

The Project site is currently vacant undeveloped property bound to the west by Lassen Road, to the east by Mesa Linda Street, and to the south by Poplar Street. The Project site is located within the Main Street and Freeway Corridor Specific Plan. According to the Main Street and Freeway Corridor Specific Plan, the Project site is located within the Highway 395/Interstate 15 District and the land use and zoning designations for the Project site are Commercial/Industrial Business Park (CIBP) (City of Hesperia 2010a; City of Hesperia 2021a).

Surrounding Land Uses

Land uses surrounding the Project site primarily consist of vacant land, along with some scattered residential, commercial, light industrial, and utility uses. Specific land uses located in the immediate vicinity of the Project site include the following:

- **North:** Vacant land and scattered commercial, light industrial, and residential uses
- **East:** Commercial uses and I-15
- **South:** Vacant land, scattered commercial and I-15
- **West:** Vacant land, U.S. Highway 395, and scattered commercial, and light industrial

2.3 Project Characteristics

The Project would include construction of an industrial/warehouse building and associated improvements on 17.87 acres of vacant land (see Figure 2, Site Plan). The proposed project would provide 414,700 square feet of industrial/warehouse space and include associated improvements, such as loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater detention basins, and landscape area. Office space within the building would be distributed among four individual office spaces in each of the corners of the building.

On-Site and Off-Site Improvements

The Project would include improvements along Mesa Linda Street, Lassen Street, and Poplar Street, including frontage landscaping and pedestrian improvements. A variety of trees, shrubs, plants, and land covers would be planted within the Project frontage's landscape setback area, as well as within the landscape areas found around the proposed industrial/warehouse building and throughout the Project site.

Site Access, Circulation, and Parking

Access to the Project site would be provided by four driveways: two driveways on the western side of the project site off Lassen Street and two driveways on the eastern side of the Project site along Mesa Linda Street. Paved passenger vehicle parking areas would be provided within areas north, east, and west of the warehouse building, while tractor-trailer stalls and loading docks would be located on the northern side of the warehouse building. In total, the Project would provide approximately 54 loading dock positions, approximately 54 tractor-trailer stalls, roughly 182 passenger vehicle parking spaces (including accessible and EV charging stalls), and approximately 14.9% landscape area coverage.

Utility Improvements

Given the vacant, undeveloped nature of the Project site, both wet and dry utilities, including domestic water, sanitary sewer, and electricity, would need to be extended onto the Project site. Stormwater would be managed on site using at-grade detention basins and subsurface catch basins to capture and treat on-site stormwater.

Operations

Tenants for the Project have not been identified; however, the final layout of the industrial warehouse building is complete. Business operations would be expected to be conducted within the enclosed building, with the exception

of the ingressing and egressing of trucks and passenger vehicles accessing the site, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading areas, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. It is anticipated that the facilities would be operated 24 hours a day, 7 days a week. At this time, the Project Applicant does not anticipate leasing any portion of the building to a tenant that would require refrigerated space and this use is not contemplated in this environmental analysis.

2.4 Project Approvals

As part of the Project, the Project Applicant is requesting approval of the following entitlements:

- **Parcel Merger** of the two parcels within the project boundary into one 17.87-acre lot.
- **Conditional Use Permit** to permit the construction and operation of a warehousing and distribution center of a size greater than 200,000 square feet in the Commercial/Industrial Business Park zone.
- **A Development Agreement** may be requested to provide sufficient time for the development of the Project by locking in development standards and extending applicable vesting periods for the Project's entitlements and to establish a mechanism whereby the Project Applicant would be partially reimbursed for costs associated with public improvements constructed that would be used by future developments.
- While not a discretionary action that would be requested of the City, the Project would involve obtaining a **2081 Incidental Take Permit** from the California Department of Fish and Wildlife to authorize removal of western Joshua Tree.

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, grading permits, building permits, and occupancy permits.

Note that the preceding list of actions and/or approvals is preliminary and may not be comprehensive.

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3 Initial Study Checklist

1. Project title:

Poplar 18 Project

2. Lead agency name and address:

City of Hesperia, Planning Department
9700 Seventh Avenue
Hesperia, California 92345

3. Contact person and phone number:

Ryan Leonard, Senior Planner
City of Hesperia Planning Department
Phone: 760.947.1651
Email: rleonard@cityofhesperia.us

4. Project location:

The approximately 17.87-acre Project site is located in the western part of the City, which is within the Victor Valley region of San Bernardino County (Figure 1, Project Location). The Project site is located on the southwest quadrant of I-15 and Main Street. The Project site is located south of Main Street, west of Cataba Road and Mesa Linda Street, north of I-15 and Poplar Street, and east of U.S. Highway 395 and Lassen Road. The Project site consists of two parcels: Assessor's Parcel Numbers (APNs) 3064-581-04-0000 and 3064-581-05-0000. Specifically, the Project site is located in Section 22, Township 4 North, Range 5 West, as depicted on the U.S. Geological Survey Baldy Mesa, California 7.5-minute topographic quadrangle map. Regional access to the Project site is provided via I-15 and U.S. Highway 395.

5. Project sponsor's name and address:

Poplar 18 LLC
3 Corporate Plaza, Suite 230
Newport Beach, California 92660

6. General Plan Designation:

Main Street/Freeway Corridor Specific Plan – Commercial/Industrial Business Park (CIBP)

7. Zoning:

Commercial/Industrial Business Park (CIBP)

8. Description of project:

The Project would include construction of an industrial/warehouse building and associated improvements on 17.87 acres of vacant land (see Figure 2, Site Plan). The Project would include construction of an

industrial/warehouse building and associated improvements on 17.87 acres of vacant land (see Figure 2, Site Plan). The proposed project would provide 414,700 square feet of industrial/warehouse space and include associated improvements, such as loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater detention basins, and landscape area.

Implementation of the Project would require the approval of the parcel merger of the two parcels within the project boundary into one 17.87-acre lot, and the issuance of a Conditional Use Permit for the construction and operation of a warehousing and distribution center of a size greater than 200,000 square feet in the Commercial/Industrial Business Park zone.

See Section 2, Project Description, for further Project details.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

Land uses surrounding the Project site primarily consist of vacant land, along with some scattered residential, commercial, light industrial, and utility uses. Specific land uses located in the immediate vicinity of the Project site include the following:

- **North:** Vacant land and scattered commercial, light industrial, and residential uses
- **East:** Commercial uses and I-15
- **South:** Vacant land, scattered commercial and I-15
- **West:** Vacant land, U.S. Highway 395, and scattered commercial, and light industrial

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

No discretionary approvals from other outside agencies are anticipated at this time.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with California Assembly Bill 52 requirements, the City will initiate Tribal consultation, the results of which will be summarized in the Draft EIR.

Environmental Factors Potentially Affected

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

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

Determination:

On the basis of this initial evaluation:

- ☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed Project MAY have a “potentially significant 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 ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

- a) *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) *In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?*
- d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Potentially Significant Impact. The Project would include construction of an industrial/warehouse building and associated improvements on currently undeveloped, vacant land. In total, the Project would provide 414,700 square feet of industrial/warehouse space and associated improvements, including loading docks, tractor-trailer stalls, passenger vehicle parking spaces, and landscape areas. Due to this proposed increase in on-site development intensity, there is a potential for the Project to affect public views of scenic vistas or otherwise alter the existing visual character or quality of public views, despite the fact that the Project must be designed and constructed in accordance with the design standards set forth both the Main

Street and Freeway Corridor Specific Plan and the City's Development Code. In addition, implementation of the Project would include the installation of new nighttime lighting, which could potentially adversely affect nighttime views in the area, including drivers on I-15 and U.S. Highway 395. Such lighting would include lighting for on-site parking and facilities and light generated by vehicles entering and exiting the Project site. Therefore, impacts are potentially significant, and these issues will be analyzed in the Draft EIR.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

- a) ***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 use?***

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the Project site contains grazing land (DOC 2021a). Grazing land is described as land on which the existing vegetation is suited to the grazing of livestock. Grazing land does not include land designated or previously designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively "Important Farmland"). Therefore, no impacts would occur, and no further analysis is proposed for the Draft EIR.

- b) ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. According the California Department of Conservation's Williamson Act Parcel map for South San Bernardino County, the Project site is not located on or adjacent to any lands under a Williamson Act contract (City of Hesperia 2010b). In addition, the Project site and surrounding area are not zoned for agricultural uses, but instead for Commercial and Industrial Business Park uses (City of Hesperia 2010a). As such, implementation of the Project would not conflict with existing zoning for agricultural use or land under a Williamson Act contract. Therefore, no impacts would occur, and no further analysis is proposed for the Draft EIR.

- 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. According to the City's Zoning Map, the Project site is not located on or adjacent to forestland, timberland, or timberland zoned timberland production (City of Hesperia 2010a). Therefore, no impacts would occur, and no further analysis is proposed for the Draft EIR.

- d) ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The Project site is not located on or adjacent to forestland. No private timberlands or public lands with forests are located in the City. Therefore, no impact would occur, and no further analysis is proposed for the Draft EIR.

- 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 non-forest use?***

No Impact. The Project site is not located on or adjacent to any parcels identified as Important Farmland or forestland (DOC 2021a). In addition, the Project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland located away from the Project site. Therefore, no impacts would occur, and no further analysis is proposed for the Draft EIR.

3.3 Air Quality

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

- a) *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?*

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term criteria pollutant and other emissions. Further air quality analysis is required to determine whether the Project could potentially result in any adverse effects related to air quality. Therefore, these issues will be analyzed in the Draft EIR.

3.4 Biological Resources

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

- a) *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 Game 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 Game 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?*

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities upon a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on candidate, sensitive, or special-status species; sensitive natural communities; migratory wildlife corridors; and protected trees. Further biological resources analysis is required to determine whether the Project could potentially result in any adverse effects related to biological resources. Therefore, these issues will be analyzed further in the Draft EIR.

3.5 Cultural Resources

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

- a) *Would the Project cause a 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?*

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities upon a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on currently unrecorded, unknown historical, archaeological, or Tribal cultural resources. Further cultural resources analysis is required to determine whether the Project could potentially result in any adverse effects related to cultural resources. Therefore, these issues will be analyzed further in the Draft EIR.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

- a) *Would the Project result in 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?*

Potentially Significant Impact. Project construction and operations would involve activities that would require the use of energy, including electricity and petroleum. Further energy usage analysis is required to determine whether the Project could potentially result in any adverse effects related to energy consumption. Therefore, these issues will be analyzed in the Draft EIR.

3.7 Geology and Soils

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

a) ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

No Impact. The Alquist–Priolo Earthquake Zoning Act (Alquist–Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist–Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist–Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. According to the California Department of Conservation, the Project site is not located in an Alquist–Priolo Earthquake Fault Zone (DOC 2021b). Thus, the potential for surface rupture is low on the Project site. Therefore, no impacts would occur, and this issue will not be evaluated further in the Draft EIR.

ii) ***Strong seismic ground shaking?***

Less-Than-Significant Impact. Similar to other areas located in seismically active Southern California, the City is susceptible to strong ground shaking during an earthquake. However, the Project site is not located within an Alquist–Priolo Earthquake Fault Zone, and the site would not be affected by ground shaking more than any other area in this seismic region. Pursuant to Title 15, Buildings and Construction, of the Hesperia Municipal Code, the Project would incorporate the design recommendations included in its geotechnical report, which will be subject to review and approval by City staff prior to issuance of a grading permit. The Project's geotechnical report provides specific design recommendations to ensure the structural integrity of the Project in the event that seismic ground shaking is experienced at the Project site. These recommendations include performing remedial grading, over-excavating existing soils, and recompacting these soils with structured fill, among other technical design recommendations (SCG 2022). Additionally, the Project's structures would be designed consistent with the most recent version of the California Building Code, which includes universal standards relating to seismic load requirements. Compliance with the recommendations of the geotechnical report is mandated by Section 15.060.040 of the Hesperia Municipal Code, and compliance is subject to inspection by the City Building Official. With implementation of the recommendations of the Project's geotechnical report, impacts associated with strong seismic ground shaking would be less than significant, and no further analysis will be conducted in the Draft EIR.

iii) ***Seismic-related ground failure, including liquefaction?***

Less-Than-Significant Impact. Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. Due to the existing geologically young, loose, unconsolidated sediments throughout the City, liquefaction has the potential to occur within the City. However, according to Exhibit SF-1 of the City's General Plan Safety Element (City of Hesperia 2010a), the Project site is not within an area of the City that has the potential for liquefaction. In addition, the Project's geotechnical report states that based on subsurface conditions encountered at boring locations, liquefaction is not considered to be a concern for the Project site (SCG 2022). With implementation of the recommendations of the Project's geotechnical report, impacts associated with potential seismic-related ground failure, including liquefaction, would be less than significant, and no further analysis will be conducted in the Draft EIR.

iv) Landslides?

No Impact. According to Exhibit SF-1 of the City's General Plan Safety Element (City of Hesperia 2010a), the Project site is not located in an area identified as susceptible to slope instability. The Project site is relatively flat and is not located adjacent to any potentially unstable topographical feature such as a hillside or riverbank. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

b) *Would the Project result in substantial soil erosion or the loss of topsoil?*

Less-Than-Significant Impact. The Project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, Project construction activities must comply with all applicable federal, state, and local regulations for erosion control. The Project would be required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since Project construction activities would disturb one (1) or more acres, the Project must adhere to the provisions of the National Pollutant Discharge Elimination System Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The Construction General Permit requires implementation of a stormwater pollution prevention plan, which would include construction features for the Project (i.e., best management practices) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control best management practices may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

Once developed, the Project site would include an industrial/warehouse building, paved surfaces, and other on-site improvements that would stabilize and help retain on-site soils. The remaining portions of the Project site containing pervious surfaces would primarily consist of landscape areas. These landscape areas would include a mix of trees, shrubs, plants, and groundcover that would help retain on-site soils while preventing wind and water erosion from occurring. Therefore, operational impacts related to soil erosion would be less than significant. No further analysis will be conducted in the Draft EIR.

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. As discussed previously, the potential for the Project to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the Project site. Project activities may occur on geologically unstable soils such as those susceptible to lateral spreading, subsidence, or collapse. However, the Project would be designed consistent with the specific design recommendations of the Project's geotechnical report, which provides recommendations to perform remedial grading, over-excavate existing soils, and recompact these soils with structured fill, among other technical design recommendations (SCG 2022). Implementation of these recommendations would address

these potentially hazardous conditions and ensure structural integrity in the event that seismic-related issues are experienced at the Project site. Compliance with the recommendations of the geotechnical report is mandated by Section 15.060.040 of the Hesperia Municipal Code, and compliance is subject to inspection by the City Building Official. With implementation of the recommendations of the Project's geotechnical report, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

- 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. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

According to the City's General Plan, the City's soils are mostly comprised of water-laid sand, silt, and gravel (City of Hesperia 2010a). The U.S. Department of Agriculture's Web Soil Survey does not identify the Project site or surrounding area as containing clay soils, which are typically expansive. The Project site is documented from 0 to 6 inches as loamy fine sand and from 6 to 60 inches deep as sandy loam and coarse sandy loam, which does not exhibit significant shrink/swell behavior (USDA 2021). Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

- e) ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. The Project would connect to the City's municipal sewer lines. The Project would not require septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

- f) ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Potentially Significant Impact. According to the City's General Plan Conservation Element, the City has potential for paleontological finds (City of Hesperia 2010a). As such, development and construction activities associated with the Project have the potential to unearth potentially significant paleontological resources. Therefore, impacts would be potentially significant, and further analysis is proposed in the Draft EIR.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

- a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b) *Would the Project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term greenhouse gas emissions. Further greenhouse gas analysis is required to determine whether the Project could potentially result in any adverse effects related to greenhouse gases. Therefore, these issues will be analyzed in the Draft EIR.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☒	☐	☐	☐

- a) ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Potentially Significant Impact. Development of the Project would result in the construction of an industrial/warehouse building and associated improvements on currently undeveloped, vacant land. Project implementation could potentially result in impacts related to hazardous materials and wildland fire. Therefore, these issues will be analyzed in the Draft EIR.

- 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?***

Potentially Significant Impact. Development of the Project would result in the construction of an industrial/warehouse building and associated improvements on currently undeveloped, vacant land. Project implementation could potentially result in impacts related to hazardous materials and wildland fire. Therefore, these issues will be analyzed in the Draft EIR.

- 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. The nearest school to the Project site is San Joaquin Valley College (9331 Mariposa Road), which is located approximately 1.4 miles southeast of the site. As such, the closest school is located well outside of a 0.25-mile radius around the Project site. Therefore, no impacts would occur, and this issue will not be evaluated further in the Draft EIR.

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

No Impact. The Hazardous Waste and Substances Sites List (Cortese List) is a planning document providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List (CalEPA 2021). A review of Cortese List online data resources does not identify hazardous materials or waste sites on the Project site or immediately surrounding area (DTSC 2021; RWQCB 2021). Therefore, no impacts would occur, and this issue will not be evaluated further in the Draft EIR.

- 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?***

No Impact. The nearest operational public-use airport to the Project site is the Hesperia Airport, which is located approximately 6.2 miles to the south. The airport is located on the Mesa, west of Antelope Valley wash and south of Ranchero Road. According to the Comprehensive Land Use Plan, the Project site is not located within a runway protection zone or safety zone area, which would have potential safety and noise impacts (San Bernardino County 1991). Therefore, impacts would not occur, and this issue will not be evaluated further in the Draft EIR.

- f) ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less-Than-Significant Impact. According to the City's Mitigation Plan, the Project would be required to comply with the City's Emergency Operations Plan (City of Hesperia 2017). The Emergency Operations Plan provides a framework for coordinated response and recovery activities during an emergency (City of Hesperia 2017). In addition, the City's General Plan designates all freeways and arterial roads as emergency evacuation routes. Typically, roadway facilities designated by the City's General Plan Safety Element as major, primary, or secondary highways, as well as other streets with regional access, are assumed to serve as evacuation routes in the event of a regional emergency. As roadways capable of supporting high traffic volumes and providing regional access to other highways, freeways, and neighboring jurisdictions, both Main Street and U.S. Highway 395 are expected to serve as emergency evacuation routes in the event of an emergency. The Project does not propose any changes to the geometry of these roadways, and thus it follows that these roadways' ability to serve as emergency evacuation routes would not be compromised. As a result, the Project would not significantly affect emergency response or evacuation

activities. Therefore, impacts would be less than significant, and this issue will not be evaluated further in the Draft EIR.

g) *Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

Potentially Significant Impact. Development of the Project would result in the construction of an industrial/warehouse building and associated improvements on currently undeveloped, vacant land. Project implementation could potentially result in impacts related to hazardous materials and wildland fire. Therefore, these issues will be analyzed in the Draft EIR.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	☒	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☒	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv) impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

- a) *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 which would:*
- i) *result in substantial erosion or siltation on or off site;*
 - ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*
 - iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
 - iv) *impede or redirect flood flows?*

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

- d) *In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?*

Less-Than-Significant Impact. The Project would not be susceptible to flood hazards, tsunami, or seiche. Seiche is generally associated with oscillation of enclosed bodies of water (e.g., reservoirs, lakes) typically caused by ground shaking associated with a seismic event; however, the Project site is not located near an enclosed body of water. Flooding from tsunami conditions is not expected, since the Project site is located approximately 60 miles from the Pacific Ocean.

In addition, the Federal Emergency Management Agency Flood Map Service Center identifies the Project site as Zone X, which is classified as an area of minimal flood hazard, outside of the Special Flood Hazard Area and higher than the elevation of the 0.2%-annual-chance flood (FEMA 2021). As such, the Project would not risk release of pollutants due to inundation. Therefore, impacts associated with seiche, tsunami, or flooding would be less than significant, and this issue will not be evaluated further in the Draft EIR.

- e) **Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

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

3.11 Land Use and Planning

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

- a) **Would the Project physically divide an established community?**

No Impact. The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area.

Under the existing condition, the Project site is vacant land and is not used as a connection between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways. As such, the Project would not impede movement within the Project area, within an established community, or from one established community to another. Therefore, no impacts would occur, and this issue will not be evaluated further in the Draft EIR.

- 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?**

Less-Than-Significant Impact. The project would not result in 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, as further discussed below.

City of Hesperia Land Use Plans, Policies, and Regulations

General Plan

Pursuant to state law, specific plans establish land use regulations for those areas covered by the Specific Plan. The General Plan designates the Specific Plan to cover all freeway frontages within the City as well as the commercial and industrial areas parallel to the freeway corridor. The goals, policies, and development standards applicable to the project are found in the Specific Plan.

Main Street and Freeway Corridor Specific Plan

The Specific Plan establishes a framework for the Main Street and freeway corridors and is intended to facilitate and support development and improvements along these corridors. The regulations of the specific plan replace those set forth in the planning and zoning provisions of the City's Development Code, and any other applicable ordinances.

The project site is zoned and designated by the Specific Plan as CIBP (City of Hesperia 2021a). The project site would be developed in accordance with the provisions set forth in this land use designation. The Specific Plan lists CIBP as one of two industrial zones. The CIBP zone is meant to create consolidated areas for employment-creating uses in a business park setting. The zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in an enclosed building, to minimize environmental impacts such as noise, vibration, air pollution, glare, or waste disposal. The CIBP zone falls within three land use districts, Main Street/I-15 District, Highway 395/I-15 District, and Industrial District. The Main Street/I-15 and Highway 395/I-15 Districts provide enhanced vehicular, truck, and rail accessibility by taking advantage of their location along the I-15 corridor with its connection to Highway 395, and its linkage to the Southern California Logistics Airport. The project site falls within the Main Street/I-15 District. The Main Street/I-15 District takes advantage of regional freeway accessibility and visibility through high-quality development and streetscape enhancements.

Among the permitted uses in the CIBP zone, warehousing and wholesale distribution centers are permitted at 200,000 square feet or less. Warehouses and wholesale distribution centers over 200,000 square feet are conditionally permitted. The Specific Plan states that the maximum gross floor area ratio in CIBP zones is 0.35 (City of Hesperia 2021a). Additionally, maximum building height within the zone is 60 feet at the setback line, thereafter height may be increased at a rate of 1-foot in height for every additional 3-foot increase in front yard setback, up to a maximum building height of 150 feet (City of Hesperia 2021a).

The project would include construction of a total of 414,700 square feet of warehousing use, which would require a Conditional Use Permit. As part of the project approvals, the project Applicant is requesting approval of a Conditional Use Permit. Assuming that the City's decision makers approve the Conditional Use Permit, the project would be an allowable use within the CIBP zone. Additionally, the project plans would be reviewed by City staff to ensure consistency with all applicable development standards and regulations.

The Specific Plan contains several goals and policies that address land use and planning and are applicable to the project. An analysis of the project's consistency with these goals and policies is provided in Table 1.

Table 1. Specific Plan Consistency Analysis

Specific Plan Goal or Policy	Consistency Summary
Specific Plan Goal: LU-1b: Provide for continuing growth within the Specific Plan area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.	Consistent. The project would include the construction of an industrial/warehouse building. The project site is designated as CIBP and would support the expansion of regional commercial development. Additionally, the project would support the City's goal of increasing jobs within the City and balancing the job to housing ratio. Therefore, the project would be consistent with the goal.
Policy LU-1.1: With the adoption of the Main Street and Freeway Corridor Specific Plan, establish land use districts that have complimentary rather than competitive uses/zones, and maintain the integrity of and interrelationships between these zones.	Consistent. The project site would be located in the Specific Plan's Main Street/I-15 District. The Main Street/I-15 District is intended for mixed-use development to enhance large-scale regional commercial and service uses. The project would be compatible with the Main Street/I-15 District and be consistent with its land use designation of CIBP. Therefore, the project would be consistent with the goal.
Goal LU-2: Create a jobs/housing balance in the City.	Consistent. For purposes of analyses, employment estimates were calculated using average employment density factors reported by SCAG. SCAG reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs supported is one employee (SCAG 2001). As such, the estimated number of employees required for operation would be approximately 197. According to the City's 2019 SCAG profile, the total number of jobs in the City of Hesperia during 2017 was 22,513 (SCAG 2019). Additionally, in 2018, the total number of housing units in the City was 29,601 (SCAG 2019). As such, jobs generated from the project would contribute to balancing the jobs/housing ratio. Therefore, the project would be consistent with the goal.
Policy LU-2.1: Designate land near Interstate-15 and Highway 395 for freeway-oriented commercial and industrial/business park development.	Consistent. The project is located approximately 1.3 miles west of I-15. Additionally, the project site is a quarter mile east of Highway 395. The project site and surrounding area to the north and partially to the east and south are designated as CIBP. The project would include construction of an industrial/warehouse building. Therefore, the project is consistent with the policy.

Table 1. Specific Plan Consistency Analysis

Specific Plan Goal or Policy	Consistency Summary
Policy LU-2.2: Add to the City's industrial land base where logically and physically possible to do so.	Consistent. Under existing conditions, the project site is vacant, undeveloped land. The project site is designated as CIBP. As such, the project would include construction of an industrial/warehouse building with designated office space and associated improvements. Because of the nature of the project and the size of the project site, the project would add to the City's industrial land base, while being physically advantageous. Additionally, the project site is located ¼-mile from Highway 395 and 1.3 miles west of I-15. Therefore, trucks traveling to and from the project site would have convenient freeway access. Thus, the project would be consistent with the policy.
Goal LU-6: Make use of vacant sites with the Specific Plan area.	Consistent. The project site is located on vacant land within the Specific Plan area. The project involves the construction of an industrial/warehouse building. The project site has a land use designation of CIBP and would comply with provisions associated with development in a CIBP zone outlined in the Specific Plan.

Source: City of Hesperia 2021a.

Notes: I = Interstate; City = City of Hesperia; SCAG = Southern California Association of Governments; CIBP = Commercial/Industrial Business Park.

Regional Transportation Plan/Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as the Connect SoCal Plan) was adopted on September 3, 2020, and presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region's challenges (SCAG 2020). The RTP/SCS explicitly lays out goals related to housing, transportation, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The RTP/SCS development process involved working closely with local governments throughout the region to collect and compile data on land use and growth trends. The core vision of the RTP/SCS is to build upon and expanded land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Analysis of the project's consistency with the SCAG 2020 RTP/SCS goals is provided in Table 2.

Table 2. Regional Transportation Plan/Sustainable Communities Strategy Consistency Analysis

RTP/SCS Goals ¹	Consistency Summary
RTP/SCS Goal 1. Encourage regional economic prosperity and global competitiveness.	Consistent. The project would involve construction of a 414,700 square foot industrial/warehouse building. Thus, the Project would generate jobs and tax revenue for the City and its residents. Once operational, the Project would add to the City's business tax base and would employ approximately 196 workers, helping the City better meet its jobs/housing balance, while also providing commercial/industrial business park use that will help the City offer a more balanced array of land uses throughout the broader project area.
RTP/SCS Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The project would include construction of an industrial/warehouse building that would be easily and efficiently accessible to Highway 395, and I-15, which would help to facilitate regional goods movement throughout Southern California.
RTP/SCS Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. A traffic impact analysis will be conducted to determine the project's potential impact on the regional and local circulation system. If deemed necessary by this upcoming evaluation, feasible mitigation measures would be required to minimize any adverse effects on the circulation system resulting from the project to the greatest extent feasible. The findings of this evaluation effort will be included in the Draft EIR.
RTP/SCS Goal 4. Increase person and goods movement and travel choices within the transportation system.	Consistent. The project would include construction and operation of an industrial/warehouse building, which would be easily and efficiently accessible to I-15 and U.S. Highway 395 and would help to facilitate regional goods movement throughout Southern California.

**Table 2. Regional Transportation Plan/Sustainable Communities Strategy
Consistency Analysis**

RTP/SCS Goals ¹	Consistency Summary
RTP/SCS Goal 5. Reduce greenhouse gas emissions and improve air quality.	Consistent. The project would involve development of an industrial use that inherently involves the emission of GHG and air contaminant emissions. An air quality and GHG analysis will be required to determine whether the project could potentially result in any adverse effects related to air quality, health risk, and/or GHG emissions, and mitigation measures will be applied, as necessary, to minimize potential impacts. In addition, according to the Southern California Association of Governments Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand for warehousing space, and would do so in an area that is proximate to regional highways (I-15 and U.S. Highway 395), thereby reducing the need for longer distance trips which could result in additional air pollutant and GHG emissions. Additionally, the project would employ approximately 196 workers, helping the City better meet its jobs/housing balance, which should shorten commute distances of City residents who choose to work on the project site, which would have a direct positive effect on tailpipe GHG and air contaminant emissions.

Table 2. Regional Transportation Plan/Sustainable Communities Strategy Consistency Analysis

RTP/SCS Goals ¹	Consistency Summary
RTP/SCS Goal 6. Support healthy and equitable communities.	Consistent. The project would involve development of an industrial use that inherently involves the emission of GHG and air contaminant emissions. An air quality and GHG analysis will be required to determine whether the project could potentially result in any adverse effects related to air quality, health risk, and/or GHG emissions, and mitigation measures will be applied, as necessary, to minimize potential impacts. In addition, according to the Southern California Association of Governments Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand warehousing space, and would do so in an area that is proximate to regional highways (I-15 and U.S. Highway 395), thereby reducing the need for longer distance trips which could result in additional air pollutant and GHG emissions. Additionally, development of the project at the project site would provide quick and efficient access to I-15 and U.S. Highway 395, thereby eliminating the need for truck traffic to take longer routes through residential or commercial/retail areas. The project would also include a number of components that are designed to reduce energy use, such as incorporating energy efficiency design features in compliance with CALGreen standards. By incorporating these measures, the project would minimize its potential environmental effects on surrounding sensitive receptors to the maximum extent practicable. Thus, the project would assist in this goal.

Table 2. Regional Transportation Plan/Sustainable Communities Strategy Consistency Analysis

RTP/SCS Goals ¹	Consistency Summary
RTP/SCS Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. As climate change continues to increase the number of instances of disruption to local and regional systems, it will become increasingly more urgent for local jurisdictions to employ strategies to reduce their individual contributions. The project would involve development of an industrial use that inherently involves the emission of GHG and air contaminant emissions. An air quality and GHG analysis will be required to determine whether the project could potentially result in any adverse effects related to air quality, health risk, and/or GHG emissions, and mitigation measures will be applied, as necessary, to minimize potential impacts. In addition, according to the Southern California Association of Governments Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand warehousing space, and would do so in an area that is proximate to regional highways (I-15 and U.S. Highway 395), thereby reducing the need for longer distance trips which could result in additional GHG emissions.
RTP/SCS Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. Development of the project at the project site would provide quick and efficient access to I-15 and U.S. Highway 395, thereby eliminating the need for truck traffic to take longer routes through residential or commercial/retail areas. In addition, according to the Southern California Association of Governments Comprehensive Regional Goods Movement Plan and Implementation Strategy, the region will run out of suitably zoned vacant land designated for warehouse facilities in or around 2028. Thus, the project would meet the growing demand warehousing space, and would do so in an area that is proximate to regional highways (I-15 and US Highway 395), thereby reducing the need for longer distance trips which could result in additional air pollutant and GHG emissions.
RTP/SCS Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. The project site is not zoned for housing, but rather industrial, and business uses. Thus, this goal is not applicable.
RTP/SCS Goal 10. Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The project would be located on an area zoned for industrial, and business uses. The project site does not support agriculture.

¹ Source: SCAG 2020.

Notes: City = City of Hesperia; I = Interstate; EIR = Environmental Impact Report; GHG = greenhouse gas

As described in Tables 1 and 2, the project would be consistent with the applicable goals and policies set forth by the Specific Plan, General Plan, and SCAG in the RTP/SCS and RCP. Therefore, impacts would be less than significant, and this issue will not be evaluated further in the Draft EIR.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

- a) *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?*

Less-Than-Significant Impact. According to the Conservation Element in the City's General Plan, mineral resources such as sand, gravel, and stone have been identified within the City (City of Hesperia 2010a). Additionally, several aggregate resources such as gravelly alluvium and sandy alluvium are known to exist within the City. These resources are primarily located within wash areas and active stream channels. Although the City has known mineral resources, none are identified as being of value to the region or the residents of the state (City of Hesperia 2010b). The Project would be located within an area that is not zoned for mineral resource extraction operations, and thus, such activities cannot currently occur on the Project site. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐

- a) *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 groundborne vibration or groundborne noise levels?*
- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Potentially Significant Impact. Project construction and operations would involve activities that would generate both short-term and long-term noise. Further noise analysis is required to determine whether the Project could potentially result in any adverse effects related to increased noise levels. Therefore, these issues will be analyzed in the Draft EIR.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

- a) ***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)?***

Less-Than-Significant Impact. The Project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction, but would likely range from a dozen to several dozen workers on a daily basis. These short-term positions are anticipated to be filled primarily by construction workers who reside in the Project site's vicinity; therefore, construction of the Project would not generate a permanent increase in population within the Project area.

Because the future tenants are not known yet, the number of jobs that the Project would generate cannot be precisely determined. Thus, for purposes of analyses, employment estimates were calculated using average employment density factors reported by Southern California Association of Governments. Southern California Association of Governments reports that for every 2,111 square feet of warehouse space in San Bernardino County, the median number of jobs supported is one (SCAG 2001). The Project would include 414,700 square feet of industrial/warehouse space, excluding associated improvements. As such, the estimated number of employees required for operation would be approximately 196.

According to the City's General Plan, as of January 2009, the population of the City was approximately 88,184 residents. Upon build-out, the City anticipates to grow to more than 243,000 residents (City of

Hesperia 2010a). As such, the Project-related increase of approximately 196 employees would represent a nominal percentage of the City's projected future population upon General Plan build-out.¹

In addition, data provided by the California Employment Development Department in August 2021 found that the unemployment rate for San Bernardino County is at 7.6%, which is approximately the same as the state average 7.5% (EDD 2021). As such, the Project's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

b) *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project site is currently vacant and contains no housing or other residential uses. Given that no residential uses are located on site, it follows that the site does not support a residential population. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

3.15 Public Services

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

¹ Note that this represents a conservative approach, as this finding assumes that all future employees will have relocated to the City as a result of the Project from outside of the City, and that no future employees are already residents of the City.

- a) ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

Fire protection?

Less-Than-Significant Impact. Fire protection and emergency response services for the Project site are provided by the San Bernardino County Fire Department (SBCFD). SBCFD operates three fire stations within the City, with Fire Station 305 (8331 Caliente Road) located approximately 1.9 miles south of the Project site, Fire Station 304 (15660 Eucalyptus Street) is located approximately 5.7 miles northeast and Fire Station 302 (17288 Olive Street) is located approximately 6.9 miles east (SBCFD 2021).

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

In addition, as previously analyzed in response 3.14(a), the Project would not directly or indirectly induce unplanned population growth in the City. Although the Project could potentially result in an incremental increase in calls for service to the Project site compared to existing conditions, this increase is expected to be nominal (as opposed to new residential or commercial/retail land uses, which do result in greater increase in calls for service) and would not result in the need for new fire protection facilities.

Overall, it is anticipated that the Project would be adequately served by existing SBCFD facilities, equipment, and personnel. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

Police protection?

Less-Than-Significant Impact. Police protection and emergency response services for the Project site are provided by the San Bernardino County Sheriff's Department. The sheriff's department operates one station within the City, Hesperia Police Department (15840 Smoke Tree Street), which is located approximately 5 miles east of the Project site. Hesperia Police Department is comprised of approximately 58 law enforcement personnel, including 1 captain, 1 lieutenant, 7 sergeants, 5 detectives, and 44 deputy sheriffs (City of Hesperia 2021b).

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

Overall, it is anticipated that the Project would be adequately served by existing San Bernardino County Sheriff's Department facilities, equipment, and personnel. Therefore, impacts would be less than significant, and no further analysis will be conducted in the Draft EIR.

Schools?

No Impact. As previously discussed, the Project would not directly or indirectly induce unplanned population growth in the City. Although the Project would require employees to construct and operate the Project, these short-term and long-term employees would likely already reside within the broader Project area. As such, it is not anticipated that many people would relocate to the City as a result of the Project, and an increase in school-age children requiring public education is not expected to occur as a result.

Similar to other development projects in the City, the Project would be subject to Senate Bill 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of Senate Bill 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with Senate Bill 50, the Project Applicant would pay its fair share of impact fees based on the Project's square footage per Government Code Section 65995(h). These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

Parks?

No Impact. The Project would construct an industrial/warehouse building in the City. The Project does not propose any residential uses and would not directly or indirectly induce unplanned population growth in the City. As such, the Project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

Other public facilities?

No Impact. Given industrial nature of the Project and the lack of population growth that would result from the Project, it is unlikely that the Project would increase the use of libraries and other public facilities. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

- a) *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b) *Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

No Impact. The Project would construct an industrial/warehouse building and associated improvements. The Project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the Project area. As such, the Project would not increase the use of existing neighborhood parks or regional parks in the City and surrounding area. In addition, as an industrial use, the Project does not propose recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur, and no further analysis will be conducted in the Draft EIR.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the Project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐

- a) *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 section 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?*

Potentially Significant Impact. Project operations would involve industrial/warehouse activities that would generate truck and passenger vehicle traffic that may conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or otherwise result in both localized and broader transportation impacts. Further traffic impact analysis is required to determine whether the Project could potentially result in any adverse effects related the local and regional circulation system. Therefore, these issues will be analyzed in the Draft EIR.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
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:				
a) 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	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

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:

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

Potentially Significant Impact. Implementation of the Project would result in construction and operational activities upon a currently undeveloped, vacant site. Such activities could potentially have an adverse effect on currently unrecorded, unknown, historical, archaeological, or Tribal cultural resources. Further cultural resources analysis is required to determine whether the Project could potentially result in any adverse effects related to cultural resources. Therefore, these issues will be analyzed further in the Draft EIR.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

- a) *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 wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*
- 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?**

Potentially Significant Impact. Project construction and operations would involve activities that would require the use of energy and would generate the need for domestic water, sanitary sewer, stormwater, and solid waste disposal. Given the vacant, undeveloped nature of the Project site, these, and likely other dry and wet utilities and services would need to be extended onto the Project site. Further analysis is required to determine whether the Project could potentially result in any adverse effects related to utilities and services systems and to determine whether the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, these issues will be analyzed in the Draft EIR.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☒	☐	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☒	☐	☐	☐

- a) *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b) *Due to slope, prevailing winds, and other factors, would the Project 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?*

Potentially Significant Impact. According to California Department of Forestry and Fire Protection's 2008 Local Response Area map for the City, the Project site is not located in an area identified as being susceptible to wildland fire (CAL FIRE 2021). The Project site is located near a Moderate Fire Hazard Severity Zone (FHSZ) to the west and a High FHSZ to the south, although the nearest Very High FHSZ is located approximately 8 miles south of the Project site. Given the Project site's proximity to Moderate and High FHSZs, further wildfire risk analysis is required to determine whether the Project could potentially result in any adverse effects related to wildfire. Therefore, these issues will be analyzed in the Draft EIR.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
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)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

- a) ***Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

Potentially Significant Impact. The Project has the potential to degrade the quality of the environment, reduce the habitat of a plant or wildlife species, cause a plant or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal (see Section 3.4, Biological Resources). In addition, the Project may have the potential to eliminate important examples of California history or prehistory during grading activities due to the potential for unanticipated cultural resources (see Section 3.5, Cultural Resources). Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

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

Potentially Significant Impact. The Project could have impacts that are individually limited but cumulatively considerable. The EIR will analyze past, present, and reasonably foreseeable projects in the vicinity of the Project site. Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

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

Potentially Significant Impact. The Project could have environmental effects that could cause substantial adverse effects on human beings. Therefore, impacts are considered potentially significant, and this issue will be analyzed in the Draft EIR.

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4 References and Preparers

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4.2 List of Preparers

City of Hesperia

Ryan Leonard, Senior Planner

Dudek (Environmental Consultant)

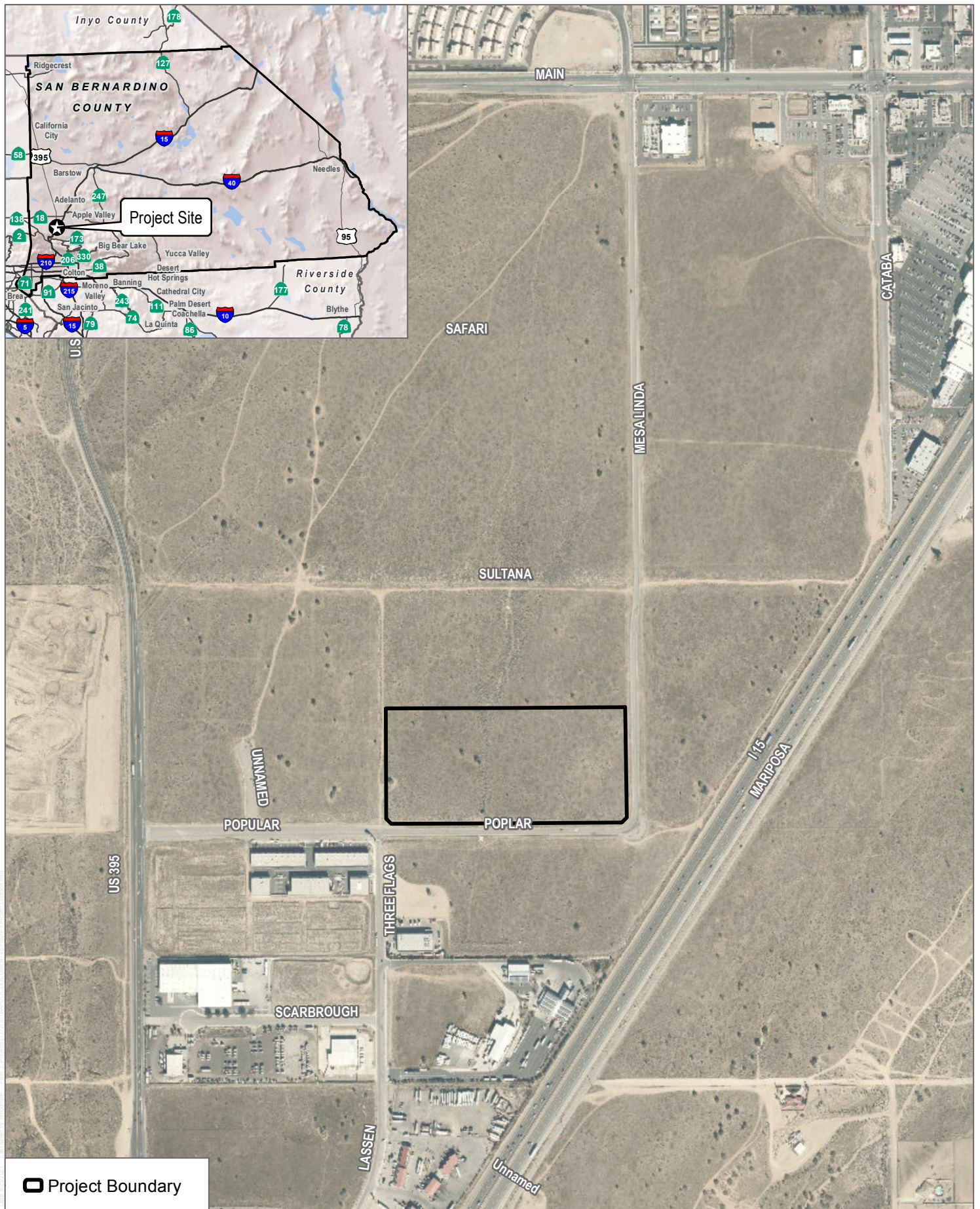
Carey Fernandes, Principal

Sean Kilkenny, Senior Project Manager

Ronelle Candia, Senior Project Manager

Hailee McOmber, GIS Analyst

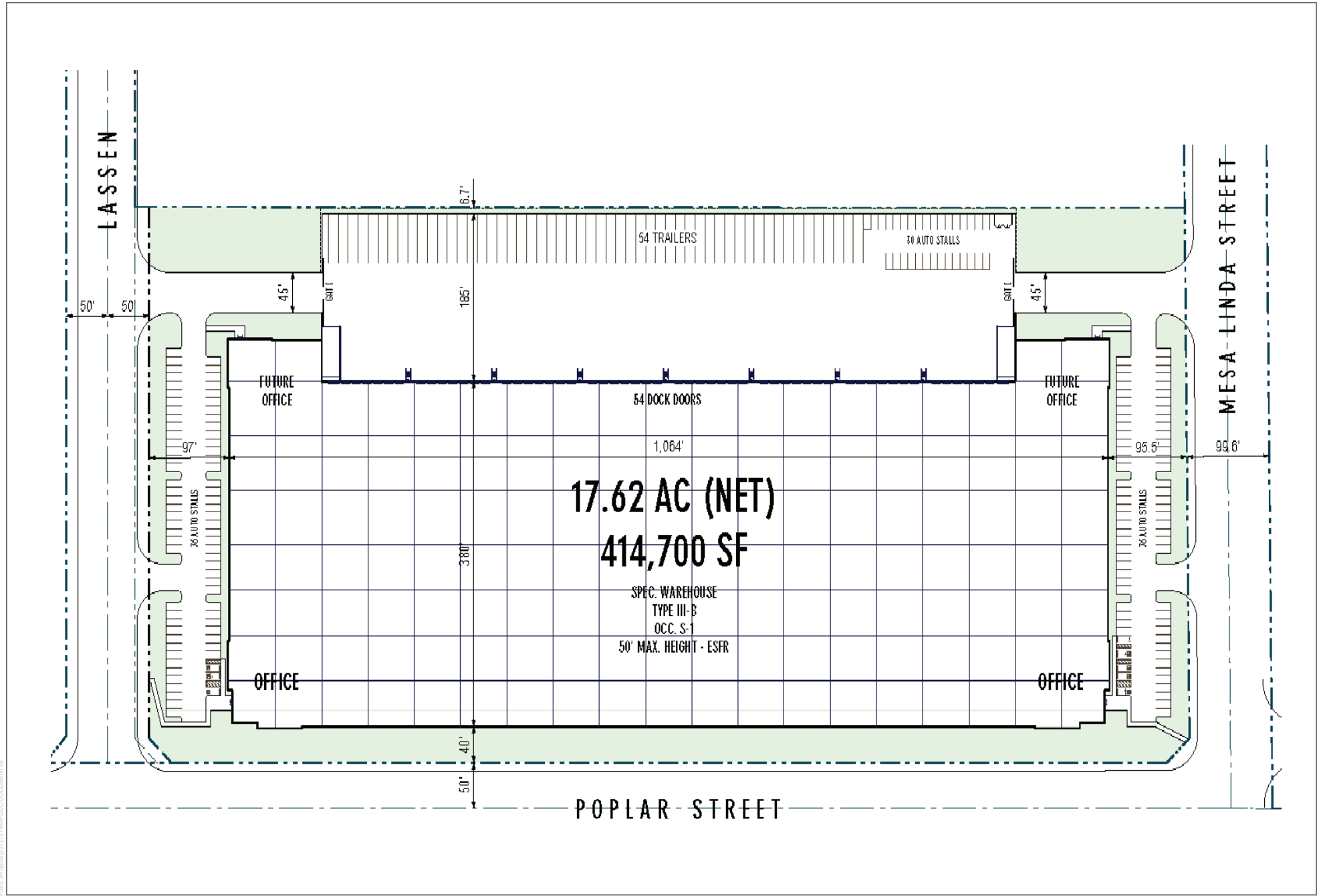
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SOURCE: Esri World Imagery Basemap 2021

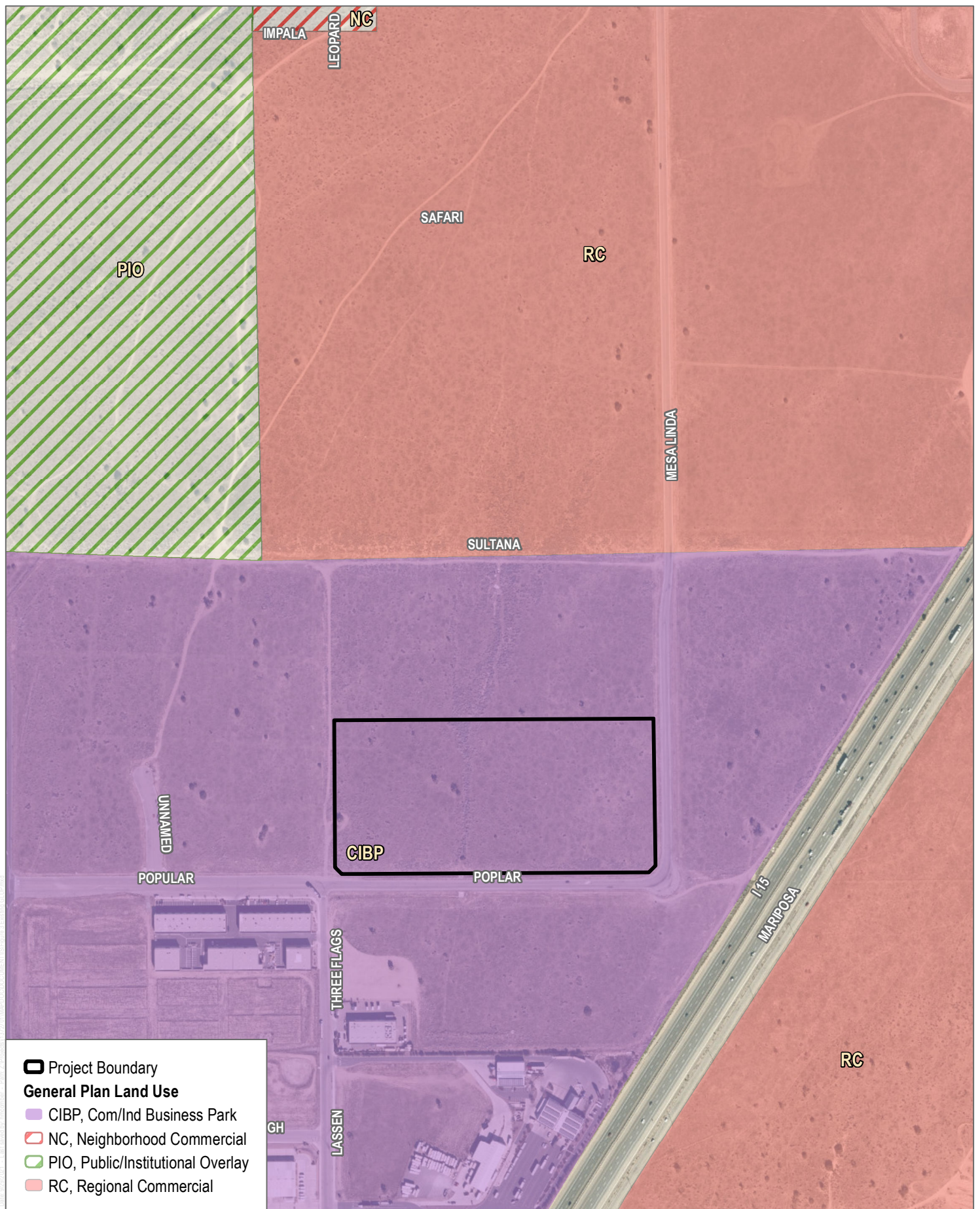
FIGURE 1
Project Location
 Poplar 18 Project

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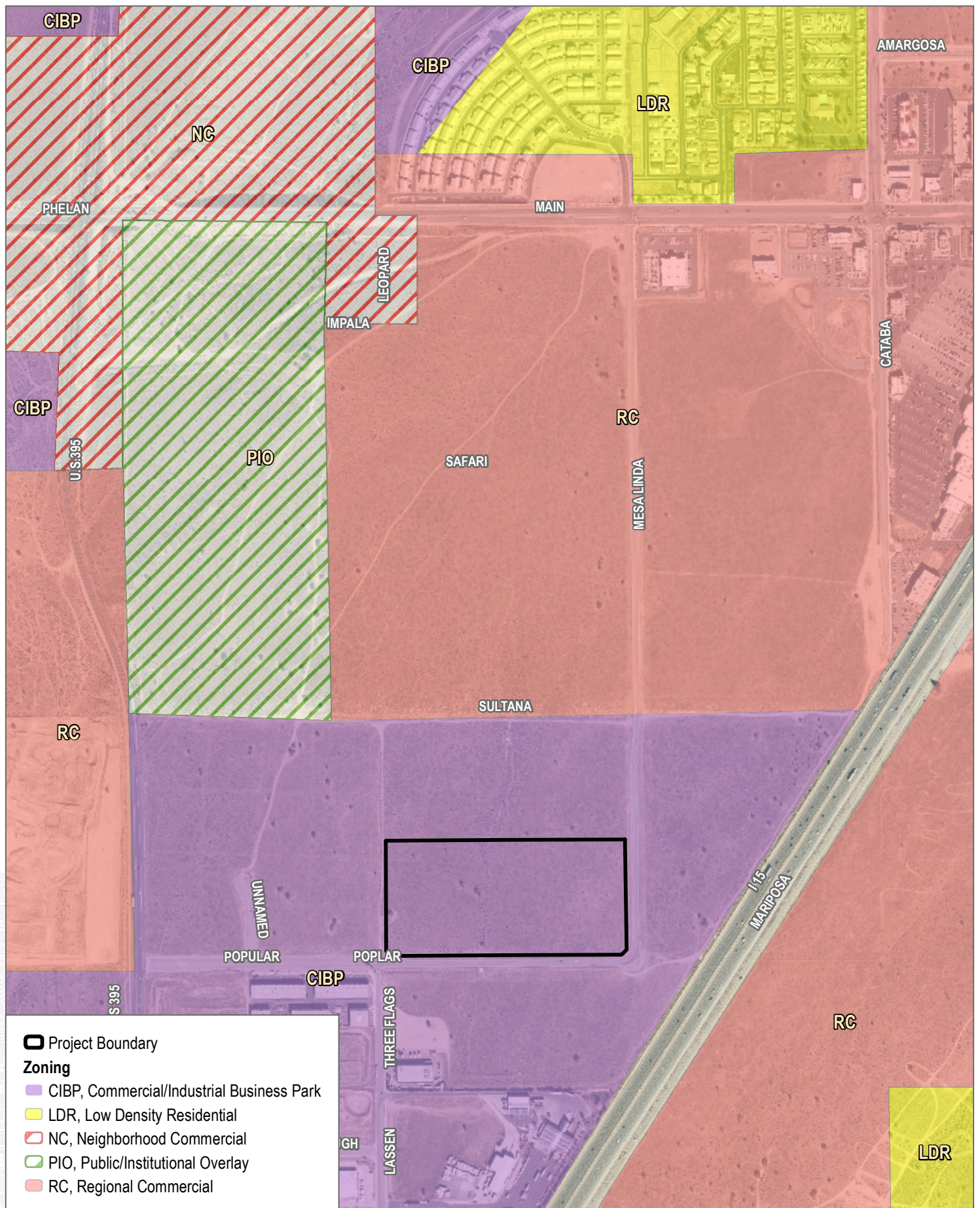
SOURCE: RGA Office of Architectural Design 2021

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SOURCE: Esri World Imagery Basemap 2021, City of Hesperia 2020

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SOURCE: Esri World Imagery Basemap 2021, City of Hesperia 2020

FIGURE 4
Existing Zoning
Poplar 18 Project

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