



Hesperia Truck Parking Center Project

Initial Study/ Mitigated Negative Declaration

October 2023

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

for the

Hesperia Truck Parking Center Project

Prepared for:

City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345

Prepared by:

Applied Planning, Inc.
11762 De Palma Road, 1-C 310
Corona, CA 92883

October 2023

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential environmental impacts associated with construction and operation of the proposed Hesperia Truck Parking Center Project (Project). In summary, the Project comprises development and operation of a truck trailer drop lot with supporting maintenance facility/storage/office facilities totaling approximately 11,250 square feet on an approximately 4.5-acre (gross) site. The site is located on the south side of Poplar Court, approximately 800 feet west of US-395 (APN: 3064-561-06).

This IS/MND was prepared pursuant to *CEQA Guidelines* Section 15070 et seq. Although this IS/MND was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS/MND fully represent the independent judgment and position of the City of Hesperia (City), acting as Lead Agency under CEQA. In accordance with the provisions of CEQA, as the Lead Agency, the City is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

CEQA Guidelines Article 6¹ discusses the Mitigated Negative Declaration Process, which is applicable to the Project. Article 6 states in pertinent part:

“A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

¹ Title 14. California Code of Regulations, Chapter 3. *Guidelines for Implementation of the California Environmental Quality Act, Article 6. Negative Declaration Process.*

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identified potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

As supported by the Initial Study presented herein, the City has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the effects or mitigate the effects to levels that would be less-than-significant.

The City has consequently determined that a Mitigated Negative Declaration is appropriate for the Project.

This IS/MND is intended to be an informational document, providing the City’s decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections.

- Introduction: This Section (1.0) describes the format of the IS/MND and provides summary findings of the environmental analysis.
- Project Description: This Section (2.0) describes the Project and its objectives and outlines the existing regulations that will affect development of the Project.
- Environmental Checklist: This Section (3.0) presents the Project Environmental Checklist Form and responses to topical environmental questions posed within the Checklist. Within the IS Checklist, answers provided are substantiated qualitatively in all instances, and quantitatively where appropriate. Under topical issues where the Project would have no impact or impacts would be less-than-significant, no mitigation is required. In instances where impacts are determined to be “less-than-significant with mitigation incorporated,” mitigation measures are proposed that would reduce potentially significant environmental impacts to levels that would be less-than-significant. The Environmental Checklist Form *Determination* presents the Lead Agency’s findings regarding the appropriate CEQA environmental documentation for the Project.

1.3 INTENDED USE OF THIS IS/MND

The City of Hesperia is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of Project discretionary actions and associated permitting. As the Lead Agency, the City is also responsible for analyzing the Project’s potential environmental impacts.

The Lead Agency will employ this IS/MND in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project. This IS/MND may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as

utilities and service providers when such entities issue discretionary permits necessary to carry out the Project. For example, if this Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this IS/MND would serve as the environmental assessment for such permits (please refer to *CEQA Guidelines* Section 15050).

In employing this IS/MND, the City and other agencies need to recognize that Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Project is further defined. Acknowledging the potential for these future minor alterations to the Project, this IS/MND in all instances evaluates maximum impact scenarios that would likely account for these minor alterations. Notwithstanding, at the discretion and direction of the City, future modifications to the Project described herein may warrant additional environmental evaluation.

1.4 DISPOSITION OF THIS DOCUMENT

This IS/MND will be circulated by the City for a minimum of 30 days, to allow for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the Project. The public is encouraged to contact the City for questions regarding the CEQA process and the Project. Comments on the IS/MND may be sent to:

City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345
Contact: Edgar Gonzalez, Senior Planner
Phone: (760) 947-1330
Email: egonzalez@cityofhesperia.us

2.0 PROJECT DESCRIPTION

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2.1 OVERVIEW

The proposed Hesperia Truck Parking Center Project (Project), including all proposed facilities, supporting improvements, and associated discretionary actions comprise the Project considered in this Initial Study/Mitigated Negative Declaration (IS/MND, MND). In summary, the Project comprises development and operation of a truck trailer drop lot with supporting maintenance facility/storage/office facilities totaling approximately 11,250 square feet on an approximately 4.5-acre (gross) site.

It is anticipated that the truck parking facilities implemented under the Project would primarily serve and support warehouse/logistics operations of the recently approved Dara Industrial project (City CUP22-00003), located opposite the Project site, on the north side of Poplar Court. However, the Project parking facilities would also be available to operate independently.

For the purposes of analysis, the Project uses are assumed to be open and operational 24 hours per day, 7 days per week. The Project parking lot facility operations would be limited to ingress and egress of trucks/trailers and temporary parking of trucks and truck trailers. For the purposes of this analysis, the Project Opening Year is assumed to be 2025.

2.2 PROJECT LOCATION

The approximately 4.5-acre Project site is located on the south side of Poplar Court, approximately 800 feet west of US-395 (APN: 3064-561-06). The Project location is presented at Figure 2.2-1.



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.2-1
Location & Surrounding Land Uses

2.3 LAND USES and LAND USE DESIGNATIONS

2.3.1 Existing Land Uses

The Project site, and all properties immediately adjacent, are currently vacant. North of the Project site, across Poplar Court is the recently approved Dara Industrial project (City CUP22-00003), approved by the City in January 2023. Various business park, industrial, and trucking uses are located short distances from the Project site. Existing land uses are illustrated at Figure 2.2-1.

2.3.2 Land Use Designations

The Hesperia General Plan designates the Project site as Specific Plan (Main Street and Freeway Corridor Specific Plan). Within the Specific Plan, the site is zoned for Commercial/Industrial Business Park (CIBP) uses. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings. The Project is conditionally permitted by the site's existing land use designations. The Project does not propose or require any General Plan or Specific Plan land use modifications.

2.4 PROJECT ELEMENTS

2.4.1 Site Preparation

Project site preparation activities would be required to conform to requirements of the City of Hesperia Municipal Code (Title 15, *Buildings and Construction*). Prior to approval of a development permit, the Project Applicant would be required to submit soils reports, erosion control plans, geologic engineering reports, and any other relevant site information determined necessary by the City Building and Fire Official. Site preparation activities would be undertaken consistent with the Project final soils report, geologic engineering report, erosion control plan, and other required reports and plans as reviewed and approved by the City.

2.4.2 Site Plan Concept

The Project proposes construction and operation of a truck trailer drop lot with supporting maintenance facility/storage/office facilities on an approximately 4.5-acre (gross) site. On-site Project improvements would include:

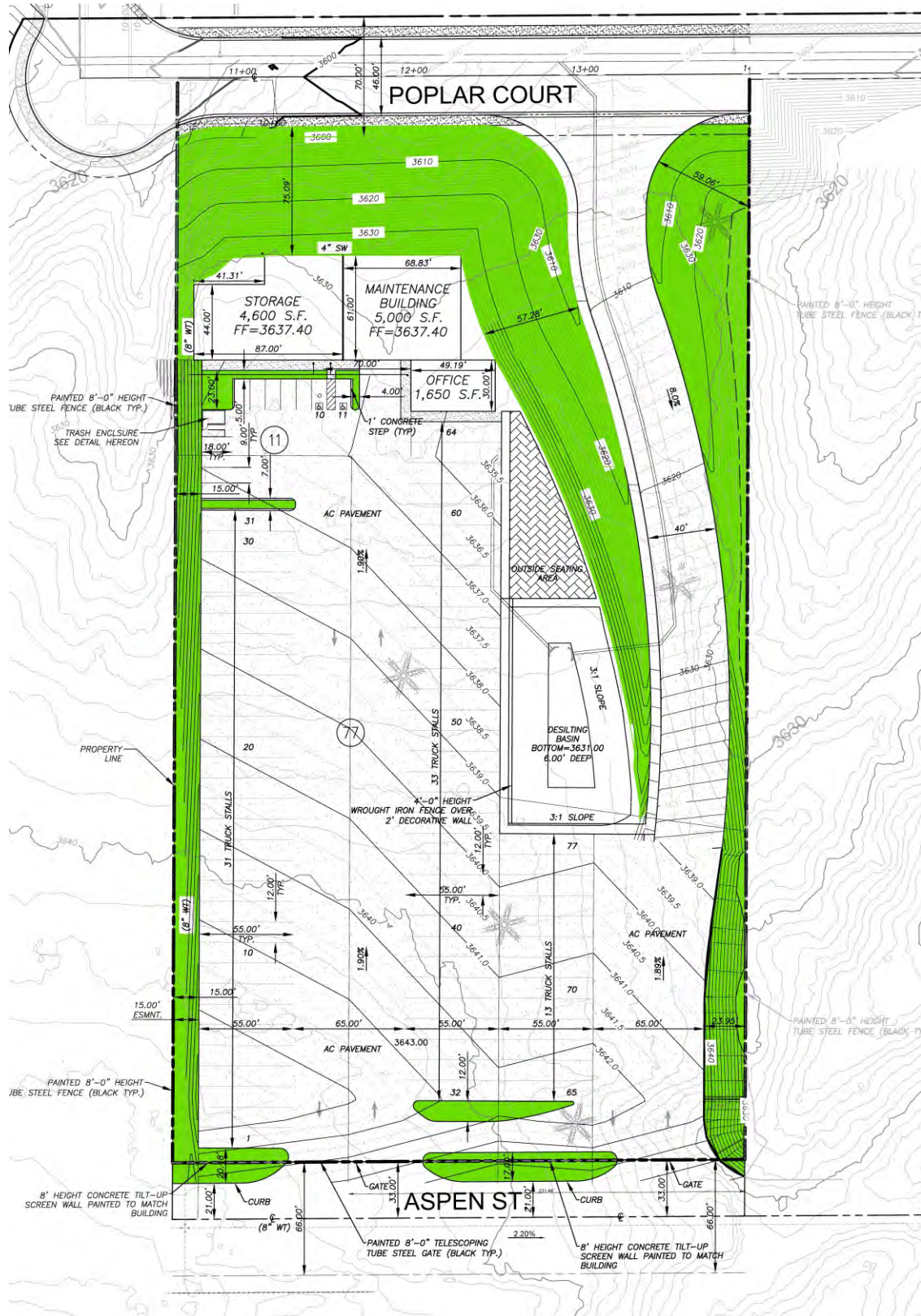
- A 9,600-square-foot maintenance/storage building with an adjoining 1,650-square-foot administrative office area;
- Truck trailer parking (12' x 55' stalls): 77 stalls;
- Employee and visitor parking (9' x 18' stalls): 11 stalls; and
- On-site paving, parking, landscaping, drainage and access improvements.

Site adjacent improvements would include new curb, gutter, sidewalk, and street improvements across the Project frontage along Poplar Court. Access to the Project site will be from one drive approach connecting north to abutting Poplar Court. Figure 2.4-1 presents the Project Site Plan Concept.

The proposed building will be a concrete tilt-up design that incorporates reveals to break up long expanses of walls. Soft earth-toned colors will be used and accented by anodized aluminum mullions that will add further accents around the windows. A metal trellis is designed above the office doors to add both interest and shade. The south elevation includes a 14 foot by 14 foot overhead door to provide access to the maintenance and storage areas. All rooftop equipment will be screened from public views. Conceptual building elevations are illustrated at Figure 2.4-2.

2.4.3 Access and Circulation

Access to/from the Project site would be provided by one driveway located connecting north to abutting Poplar Court. This would be a full-access driveway (no turn restrictions) and would accommodate both passenger cars and trucks. Project access shall conform to Main Street and Freeway Corridor Specific Plan Chapter 11: *Industrial Design Standards and Guidelines*, Section D, Item 6.



NOT TO SCALE

Source: SRD Design Studio, Inc. (September 19, 2023)

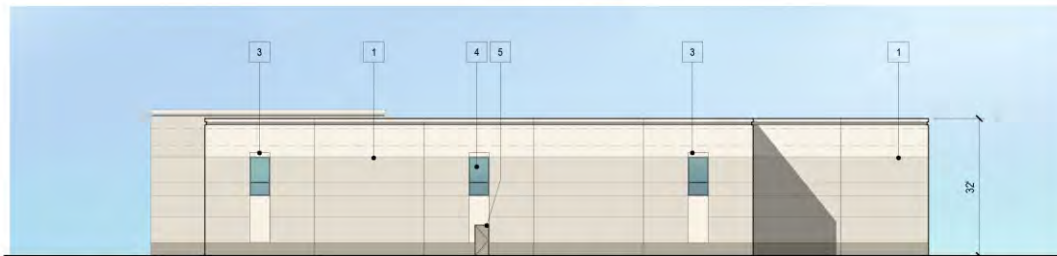
Figure 2.4-1
Conceptual Site Plan



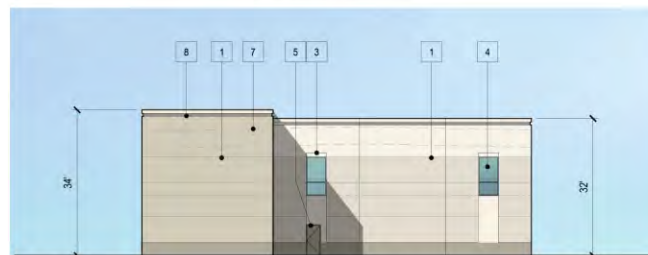
SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION

KEY NOTES:

1	CONCRETE TILT-UP PANEL WITH REVEALS
2	BLUE MEDIUM PERFORMANCE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM
3	PAINTED ACCESS INSET
4	BLUE MEDIUM PERFORMANCE GLASS GLAZED ENTRY IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM
5	3' x 7' METAL FIRE ACCESS DOOR
6	14' x 14' GRADE DOOR
7	DASH LINE REPRESENT TOP OF ROOF DIAPHRAGM
8	ROOF TOP EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW
9	METAL TRELLIS CANOPY

Source: A+O Architecture

2.4.4 Landscape/Hardscape

Project landscape/hardscape would be required to conform to City requirements for industrial uses (Main Street and Freeway Corridor Specific Plan Chapter 11: *Industrial Design Standards and Guidelines*, Section D). All final Project landscape/hardscape plans would be subject to review and approval by the City.

2.4.5 Lighting

All Project lighting would be required to conform to City requirements for industrial uses (Main Street and Freeway Corridor Specific Plan Chapter 11: *Industrial Design Standards and Guidelines*, Section D, Item 14.). All final Project lighting plans would be subject to review and approval by the City.

2.4.6 Signs

All Project signs would be required to conform to applicable City requirements for industrial uses. All final Project sign plans would be subject to review and approval by the City.

2.4.7 Parking

The Project includes parking consistent with City requirements for industrial uses (Main Street and Freeway Corridor Specific Plan Chapter 11: *Industrial Design Standards and Guidelines*, Section D, Item 8). Under the current site plan concept, Project parking would comprise the following:

- Truck trailer parking (12' x 55' stalls): 77 stalls
- Employee and visitor parking (9' x 18' stalls): 11 stalls

All final Project parking plans would be subject to review and approval by the City.

2.4.8 Infrastructure/Utilities

Infrastructure and utilities that would serve the Project site are summarized below.

2.4.8.1 Water/Sewer Services

Water service to the Project would be provided by the Hesperia Water District. The City derives all of its water from underground aquifers through groundwater wells located throughout the City. All Project water service lines and connections to the Water District system would be required to conform to City and Water District requirements. The Project Applicant would also be required to obtain a “Will-Serve” letter for water service.

The Victor Valley Wastewater Reclamation Authority provides wastewater treatment for the City of Hesperia and surrounding jurisdictions. All Project sewer service lines would be required to conform to City requirements.

2.4.8.2 Storm Water Management System

The City’s storm drain and flood control systems are administered by Hesperia’s Public Works Department. The San Bernardino Flood Control District has also developed an extensive system of facilities including dams, conservation basins, channels, and storm drains within the City and the surrounding area.

The Project storm water management system would be required to incorporate drainage improvements, facilities, and programs to control and treat storm water pollutants. Prior to issuance of grading permits, a detailed Water Quality Management Plan (WQMP) would be required to be submitted to, and approved by, the City. Additionally, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented consistent with the requirements of the City’s National Pollutant Discharge Elimination System (NPDES) Permit.

2.4.8.3 Solid Waste Management

Solid waste generated by the Project would be collected by Advanced Disposal Co. and disposed of at the Victorville Sanitary Landfill, operated by the County of San Bernardino Public Works Department.

2.4.8.4 Utilities

The Project would also be provided natural gas, electrical, and telecommunications services. Service providers available to the Project are listed below:

- Natural gas (Southwest Gas Corporation);
- Electricity (SCE); and
- Telecommunications (various private services, including AT&T, Time Warner Communications, and Frontier Communications).

All modification of, and connection to, existing services would be accomplished consistent with City and purveyor requirements. It is noted that to allow for, and facilitate Project construction activities, provision of temporary SCE electrical services improvements would be required. The scope of such temporary improvements is considered to be consistent with, and reflected within, the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of temporary SCE services would not be substantively different from, or greater than, impacts resulting from development of the Project in total.

2.4.8.5 Public Services

Fire protection and emergency medical services for the Project would be provided by the San Bernardino County Fire Department. Police protection services for the Project would be provided by the San Bernardino County Sheriff's Department on a contractual basis.

The City also provides or facilitates provision of a range of other services that would be generally available to the Project patrons and employees. These services include, but are not limited to: educational, library, and arts and entertainment services.

2.4.8.6 Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs would be incorporated in the Project facilities pursuant to California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the City of Hesperia.

2.4.8.7 Construction Traffic Management Plan

The Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the City. Subject to approval by the City, construction traffic would be routed through Joshua Street to Caliente Road and Aspen Street. Typical elements and information incorporated in the Plan would include, but would not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of building permits. The Plan and its requirements would also be provided to all contractors as one required component of building plan/contract document packages.

2.4.8.8 Project Opening Year

Under Opening Year Conditions, all Project facilities are assumed to be occupied and fully operational. For analytic purposes, a Project Opening Year of 2025 is assumed.

2.5 PROJECT OBJECTIVES

Project Objectives include the following:

- Implement the City's General Plan through development that is consistent with the site's General Plan land use designation, and applicable General Plan Goals and Implementation Policies;
- Implement the Main Street and Freeway Corridor Specific Plan through development that is consistent with the Specific Plan land uses and development concepts, and in total supports the Specific Plan vision;
- Provide adequate roadway and wet and dry utility infrastructure to serve the Project;
- Provide industrial uses that are compatible with planned adjacent land uses;
- Provide an attractive, efficient and safe environment for industrial uses that is cognizant of natural and man-made conditions;

- Provide industrial uses responsive to current and anticipated market demands;
- Establish new development that would increase locally available employment opportunities; and would further the City's near-term and long-range fiscal goals and objectives.

2.6 DISCRETIONARY APPROVALS AND PERMITS

Discretionary actions, permits and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

2.6.1 Lead Agency Discretionary Actions and Permits

CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed..." Requested decisions, or discretionary actions, necessary to realize the Hesperia Truck Parking Center Project would include the following:

- Adoption of the Project IS/MND;
- Approval of Tentative Parcel Map(s);
- Approval(s) of Conditional Use Permit;
- Site Plan Approval;
- Approval of Infrastructure Improvement Plans including, but not limited to: roads, sewer, water, and storm water management systems; and
- Various other City of Hesperia construction, grading, and encroachment permits are required to allow implementation of the Project facilities.

2.6.2 Other Agency Consultation and Permits

Anticipated consultation(s) and permits from agencies (other than the City) necessary to realize the Project would likely include, but are not limited to, the following:

- Consultation with requesting Tribes as provided for under *AB 52, Gatto. Native Americans: California Environmental Quality Act*; and *SB 18, Burton. Traditional tribal cultural places*.
- Permitting by/through the Mojave Desert Air Quality Management District (MDAQMD) for certain equipment or land uses that may be implemented within the Project area; and
- Various construction, grading, and encroachment permits allowing implementation of the Project facilities.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 PROJECT TITLE

Hesperia Truck Parking Center Project

3.2 LEAD AGENCY NAME AND ADDRESS

City of Hesperia, Planning Department

9700 Seventh Avenue

Hesperia, CA 92345

(760) 947-1330

Contact: Edgar Gonzalez, Senior Planner

3.3 PROJECT APPLICANT

SRD Design Studio, Inc.

10501 Wilshire Blvd., Unit 1211

Los Angeles, CA 90024

Contact: David Golkar

3.4 PROJECT LOCATION

The Project site is located on the south side of Poplar Court, approximately 800 feet west of US-395 (APN: 3064-561-06), in the City of Hesperia.

3.5 GENERAL PLAN AND ZONING DESIGNATIONS

The Hesperia General Plan designates the Project site as Commercial/Industrial Business Park (CIBP) within the Main Street and Freeway Corridor Specific Plan. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings.

The Project is conditionally permitted by the site's existing land use designations. The Project does not propose or require any General Plan or Specific Plan land use modifications.

3.6 PREVIOUS ENVIRONMENTAL DOCUMENTATION, DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State *CEQA Guidelines* permits and encourages that an environmental document incorporate by reference other documents that provide relevant data. The documents outlined in this Section are hereby incorporated by reference, and the pertinent material is summarized throughout this Initial Study. All documents are available through the City of Hesperia Planning Department.

- City of Hesperia General Plan 2010 (General Plan, General Plan Update);
- *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010 (General Plan Update EIR, GPUEIR);
- *Main Street and Freeway Corridor Specific Plan* (The Arroyo Group) July 15, 2021 (Specific Plan);
- *Biological Resources Assessment for a 4.5-acre Project Located in Assessor Parcel Number (APN) 306-456-106 in the City of Hesperia, San Bernardino County, California* (ELMT Consulting) June 13, 2023 (Project Biological Resources Assessment);
- *Cultural Resources Assessment, Truck Parking Project, Assessor Parcel Number 306-456-106, Hesperia, San Bernardino County, California* (BCR Consulting LLC) June 26, 2023 (Project Cultural Resources Assessment);
- *City of Hesperia Hydrology and Hydraulics Report for Truck Parking Center* (David Golkar, 54162 Exp. 12/31/23) 06/26/2023 (Project Hydrology Report);
- *Mojave River Watershed Water Quality Management Plan for: Truck Parking Center* (SRD Design Studios) n.d. (Project WQMP);
- *Truck Parking Center Trip Generation Assessment* (Urban Crossroads, Inc.) July 13, 2023 (Project Trip Generation Assessment).

3.7 EXPLANATION OF CHECKLIST CATEGORIES

“No Impact” applies where the impact simply does not apply to projects like the one involved. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as “No Impact.”

“Less-Than-Significant Impact” applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development which would nominally increase the amount of surface water runoff generated at a project site would be considered to have a less-than-significant impact on surface water runoff.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided which explains how the measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where potentially significant issues have been analyzed and mitigation measures have been recommended.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an EIR is required.

3.8 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Less-Than- Significant 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, rocks, outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In a non-urbanized area, 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 the day or nighttime views in the area?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* According to the Hesperia General Plan, scenic open space areas that should be preserved include the Mojave River, and the San Bernardino and San Gabriel Mountain ranges (General Plan, p. OS-13). In addition, numerous washes and other natural water courses traverse the City, providing both physical and visual relief from the urban development. As shown at General Plan Exhibits OS-4 through OS-7, the Project site is not located within any of these areas. There are no scenic vistas within the Project site, nor would the Project otherwise adversely affect a designated scenic vista.

General Plan Goals governing scenic quality (OS-2 and OS-3) ensure protection of scenic resources throughout the City. The City, through established design review and permitting processes, would assure that the proposed Project, as implemented, would conform to these existing provisions. Based on the preceding, the potential for the Project to have a substantial adverse effect on a scenic vista is considered less-than-significant.

b) *Less-Than-Significant Impact.* Although there are no scenic highways identified within the City of Hesperia, State Highways 173 and 138 are designated as eligible scenic highways (GPUEIR, p. 3.1-3). The GPUEIR concluded that buildout of the City consistent with the General Plan would result in less-than-significant impacts to scenic resources (GPUEIR, p. 3.1-7).

The Project land use is consistent with development envisioned under the General Plan. There are no scenic resources located within the Project site. Nor does the Project propose or require facilities or operations that would otherwise substantially damage such resources. On this basis, the potential for the Project to substantially damage scenic resources including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project site is located in an urbanized area. The Project represents development anticipated by the City's General Plan and the Main Street and Freeway Corridor Specific Plan, as evidenced by the site's existing industrial land use designation. The Project would be implemented consistent with the visual standards and regulations currently in place for such land uses. As such, the potential for the Project to conflict with applicable zoning and other regulations governing scenic quality is considered less-than-significant.

d) *Less-Than-Significant Impact.* The Project would create new sources of lighting, including ground, building-mounted, wall-mounted, and pole-mounted lighting fixtures. The Project would also provide illuminated exterior signs. Specific Plan Section II, Chapter 11, Item 14 presents Design Standards and Guidelines addressing

light, glare, and overspill. Conformance with the Specific Plan would minimize the potential for the Project to result in adverse light and glare impacts. Based on the preceding, the potential for the Project to create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area is considered less-than-significant.

Sources: Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; *Main Street and Freeway Corridor Specific Plan* (The Arroyo Group) July 15, 2021; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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?	☐	☐	☐	☒

Substantiation:

a) *No Impact.* The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (GPUEIR, Exhibit 3.2-1, California Important Farmland Finder <https://maps.conservation.ca.gov/dlrp/ciff/>). The Project would therefore not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Land Use designation of the Project site is Commercial/Industrial Business Park indicating the City's planned transition of the vacant site to urban use. Based on the preceding, the Project would have no impact related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

b) *No Impact.* The Project site is not zoned for agricultural uses, nor are any Williamson Act contracts in place for the site. As such, the Project does not have the potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) *No Impact*. There is currently no land in the City of Hesperia that qualifies as forest land or timberland. As such, the Project would have no effect on forest lands or timberlands.

d) *No Impact*. There is currently no land in the City of Hesperia that qualifies as forest land. The Project would therefore have no impact regarding loss of forest lands or conversion of forest lands to non-forest use.

e) *No Impact*. The Project does not involve other changes to the environment which could result in the conversion of farm land or forest land to other uses beyond those previously identified under the preceding discussions.

Sources: Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; *Main Street and Freeway Corridor Specific Plan* (The Arroyo Group) July 15, 2021; City of Hesperia Zoning Map; California Important Farmland Finder <https://maps.conservation.ca.gov/dlrp/ciff/>; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Substantiation:

Air Quality Overview

The Mojave Desert Air Quality Management District (MDAQMD) has jurisdiction over the desert portion of San Bernardino County and the far eastern end of Riverside County. This region includes the incorporated communities of Adelanto, Apple Valley, Barstow, Blythe, Hesperia, Needles, Twentynine Palms, Victorville, and Yucca Valley. This region also includes the National Training Center at Fort Irwin, the Marine Corps Air Ground Combat Center, the Marine Corps Logistics Base, the eastern portion of Edwards Air Force Base, and a portion of the China Lake Naval Air Weapons Station.

Under CEQA, the MDAQMD is an expert commenting agency on air quality and related matters within its jurisdiction or impacting its jurisdiction. The MDAQMD reviews projects to ensure that they will not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan. The MDAQMD has prepared CEQA Guidelines that are intended to assist persons preparing environmental analysis or review documents for any project within the jurisdiction of the MDAQMD by providing background information and guidance on the preferred analysis approach.

a) *Less-Than-Significant Impact*. The GPUEIR evaluated and addressed likely maximum air quality impacts resulting from buildout of the City per the General Plan, including buildout of the Specific Plan and the Project site. The GPUEIR assumed

buildout of land uses consistent with maximum allowable development intensities expressed as Floor to Area Ratios (FARs).

The Project uses are consistent with conditionally permitted uses for the subject site reflected in the General Plan Update, and the Project FAR would not exceed the maximum allowable development intensities for the subject site.¹ Air quality impacts resulting from the Project uses would therefore not exceed or be substantially different than impacts assumed for the General Plan Update as considered and addressed in the GPUEIR.

The GPUEIR determined that buildout of the City per the General Plan Update would not result in air quality impacts that would conflict with or obstruct implementation of the MDAQMD air quality plans (GPUEIR, Table ES-3). Air quality impacts resulting from the Project uses are reflected in the GPUEIR. By extension, the Project would not result in air quality impacts that would conflict with or obstruct implementation of the MDAQMD air quality plans. Potential impacts in these regards would therefore be less-than-significant.

b) *Less-Than-Significant Impact.* Project construction and operations would generate air pollutants that could potentially result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment.

The GPUEIR evaluated and addressed likely maximum air quality impacts resulting from buildout of the City per the General Plan Update, including buildout of the Specific Plan and the Project site. The GPUEIR assumed buildout of land uses consistent with maximum allowable development intensities expressed as Floor to Area Ratios (FARs).

¹ The maximum allowable FAR for the subject site is 0.5 (Specific Plan, p. 198). The Project proposes 11,250 square feet of development on 4.5 acres (196,020 sf). The Project FAR = 11,250 sf/196,020 sf = 0.06 FAR.

The Project uses are consistent with conditionally permitted uses for the subject site reflected in the General Plan Update, and the Project FAR would not exceed the maximum allowable development intensities for the subject site. Air quality impacts resulting from the Project uses would therefore not exceed or be substantially different than impacts assumed for the General Plan Update as considered and addressed in the GPUEIR.

The GPUEIR determined that buildout of the City per the General Plan Update would result in air quality impacts that would violate air quality standards or that could contribute substantially to an existing or projected air quality violation. Impacts in these regards were determined to be significant and unavoidable (GPUEIR, Table ES-3). The City has previously adopted a Statement of Overriding Considerations addressing these significant and unavoidable impacts (GPUEIR Statement of Overriding Considerations, IS/MND Appendix A). Air quality impacts resulting from the Project uses are reflected in the GPUEIR and are also addressed in the City's previous Statement of Overriding Considerations. On this basis, the potential for the Project to result in air quality standard violations or substantial contributions to existing or projected air quality violations not previously considered and addressed in the GPUEIR and associated Statement of Overriding Considerations is less-than-significant. The Project would implement applicable Air Quality impact mitigation measures per GPUEIR Table ES-3, acting to reduce air pollutant emissions to the extent feasible. For ease of reference, applicable measures from the GPUEIR are restated below.

AQ-1 The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from unpaved areas, parking lots, and construction sites:

- 1. Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM₁₀ in accordance with MDAQMD Rule 403:*

- a. *Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers;*
 - b. *Wheel washers for construction equipment;*
 - c. *Watering down of all construction areas;*
 - d. *Limit speeds at construction sites to 15 miles per hour; and*
 - e. *Covering of aggregate or similar material during transportation of material.*
2. *Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.*

AQ-2 The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment:

1. *Commercial electric power (i.e., temporary power pole) shall be provided, to the extent feasible, to the project site in adequate capacity to avoid or minimize the use of portable diesel-powered electric generators and equipment.*
2. *Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).*
3. *To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.*
4. *On-site equipment shall be turned off when not in use and shall not idle for more than 5 minutes.*
5. *Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.*
6. *Encourage project applicants to perform a review of new technology, in consultation with the Mojave Desert Air Quality Management District, as it relates to heavy-duty equipment,*

to determine what advances in emissions reductions are available for use and are economically feasible.

c) *Less-Than-Significant Impact.* Project construction and operations would generate air pollutants that could potentially violate MDAQMD air quality standards or that could otherwise contribute substantially to an existing or projected air quality violation.

The GPUEIR evaluated and addressed likely maximum air quality impacts resulting from buildout of the City per the General Plan Update, including buildout of the Specific Plan and the Project site. The GPUEIR assumed buildout of land uses consistent with maximum allowable development intensities expressed as FARs.

The Project uses are consistent with conditionally permitted uses for the subject site reflected in the General Plan Update, and the Project FAR would not exceed the maximum allowable development intensities for the subject site. Air quality impacts resulting from the Project uses would therefore not exceed or be substantially different than impacts assumed for the General Plan Update as considered and addressed in the GPUEIR.

The GPUEIR determined that buildout of the City per the General Plan Update would result in cumulatively considerable net increases of criteria pollutants for which the project region is non-attainment. Impacts in these regards were determined to be significant and unavoidable (GPUEIR, Table ES-3). The City has previously adopted a Statement of Overriding Considerations addressing these significant and unavoidable impacts (GPUEIR Statement of Overriding Considerations, IS/MND Appendix A). Air quality impacts resulting from the Project uses are reflected in the GPUEIR and are also addressed in the City's previous Statement of Overriding Considerations. On this basis, the potential for the Project to result in cumulatively considerable net increases of criteria pollutants for which the project region is non-attainment not previously considered and addressed in the GPUEIR and associated Statement of Overriding Considerations is less-than-significant. The Project would

implement applicable Air Quality impact mitigation measures per GPUEIR Table ES-3 acting to reduce air pollutant emissions to the extent feasible. For ease of reference, applicable measures from the GPUEIR are restated below.

AQ-3 The City shall work with the MDAQMD and the San Bernardino Associated Governments to implement the federal ozone and PM₁₀ non-attainment plans and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the non-attainment plans. The City shall also implement, review, and interpret the General Plan and future discretionary projects in a manner consistent with the non-attainment plans to meet standards and reduce overall emissions from mobile and stationary sources.

d) *Less-Than-Significant Impact.* Project construction and operations would generate air pollutants that could potentially expose sensitive receptors to substantial pollutant concentrations.

The GPUEIR evaluated and addressed likely maximum air quality impacts resulting from buildout of the City per the General Plan Update, including buildout of the Specific Plan and the Project site. The GPUEIR assumed buildout of land uses consistent with maximum allowable development intensities expressed as FARs.

The Project uses are consistent with conditionally permitted uses for the subject site reflected in the General Plan Update, and the Project FAR would not exceed the maximum allowable development intensities for the subject site. Air quality impacts resulting from the Project uses would therefore not exceed or be substantially different than impacts assumed for the General Plan Update as considered and addressed in the GPUEIR.

The GPUEIR determined that buildout of the City per the General Plan Update would result in exposure of sensitive receptors to substantial pollutant concentrations. Impacts in these regards were determined to be significant and unavoidable (GPUEIR, Table ES-3). The City has previously adopted a Statement of Overriding

Considerations addressing these significant and unavoidable impacts (GPUEIR Statement of Overriding Considerations, IS/MND Appendix A). Air quality impacts resulting from the Project uses are reflected in the GPUEIR and are also addressed in the City's previous Statement of Overriding Considerations. On this basis, the potential for the Project to result in cumulatively considerable net increases of criteria pollutants for which the project region is non-attainment not previously considered and addressed in the GPUEIR and associated Statement of Overriding Considerations is less-than-significant. The Project would implement applicable Air Quality impact mitigation measures per GPUEIR Table ES-3 acting to reduce air pollutant emissions to the extent feasible. For ease of reference, applicable measures from the GPUEIR are restated below.

AQ-4 The City shall consult with the Mojave Desert Air Quality Management District regarding the siting of project types within a specified distance of existing or planned (zoned) sensitive receptor land uses:

- a. 1,000 feet of a major transportation project (50,000 or more vehicles per day);*
- b. 1,000 feet of a distribution center (that accommodates more than 40 trucks per day);*
- c. 1,000 feet of any industrial project; and*
- d. 500 feet of any dry cleaning operation using perchloroethylene.*

AQ-5 The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution:

- 1. Encourage site plan designs to provide the appropriate setbacks and/or design features that reduce toxic air contaminants at the source.*
- 2. Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.*

3. *Actively participate in decisions on the siting or expansion of facilities or land uses (e.g., freeway expansions), to ensure the inclusion of air quality mitigation measures.*
4. *Where decisions on land use may result in emissions of air contaminants that pose significant health risks, consider options, including possible relocation, recycling, redevelopment, rezoning, and incentive programs.*
5. *Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible.*
6. *Strategies shall be incorporated to reduce the idling time of main propulsion engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for Transport Refrigeration Units to allow diesel engines to be completely turned off.*

d) *Less-Than-Significant Impact.* Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors associated with construction activities would include, but not be limited to: asphalt/paving materials, glues, paint, and other architectural coatings. Construction-source odor impacts are minimized through compliance with established regulations (Code of Federal Regulations [CFR], Subpart H-Materials Handling, Storage Use and Disposal, et al.) addressing construction materials storage, use, and disposal. In pertinent part, the isolation/containment devices or mechanisms specified under these regulations prevent significant release of odors. The Project would be required to comply with these regulations.

Uses typically considered to be sources of odors or other emissions that could adversely affect a substantial number of people include agricultural operations, cement plants, wastewater treatment plants, and the like. The Project proposes none of these. Refuse generated by the Project uses could be a source of localized odors. Project refuse is required to be collected, contained, and disposed of as stipulated in the City of Hesperia Municipal Code (Municipal Code Chapter 8.04-Solid Waste

Management). Any odors generated would be temporary and transient, with little or no potential to adversely affect a substantial number of people.

Further, all Project construction activities, uses and occupancies would be required to conform to SCAQMD Rule 402. Rule 402 provides in pertinent part that there shall be no “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

Based on the preceding discussion, the potential for the Project to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people is considered less-than-significant.

Sources: City of Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; *Main Street and Freeway Corridor Specific Plan* (The Arroyo Group) July 15, 2021; City of Hesperia Municipal Code; Code of Federal Regulations; SCAQMD Rule 402; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☒	☐	☐
	☐	☐	☐	☒

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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.) though 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 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?	☐	☐	☒	☐

Substantiation:**Biological Resources Assessment Overview**

Information presented below is summarized from *Biological Resources Assessment for a 4.5-acre Project Located in Assessor Parcel Number (APN) 306-456-106 in the City of Hesperia, San Bernardino County, California* (ELMT Consulting) June 13, 2023 (Project Biological Resources Assessment). The Project Biological Resources Assessment is presented at IS/MND Appendix B.

As part of the Project Biological Resources Assessment, a literature review and records search were conducted to identify special-status biological resources potentially occurring on or proximate to the Project site. In addition to the literature review, a general habitat assessment or field investigation of the Project site was conducted to document existing conditions and assess the potential for special-status biological resources to occur within the Project site. Additionally, the Project biologist conducted a walking field survey of the Project on September 22, 2021. A subsequent field survey of site conditions conducted on June 1, 2023 confirmed finds of the initial survey (Project Biological Resources Assessment, p. 2).

The Project Biological Resources Assessment substantiates the following regarding existing biological resources conditions within the Project site and vicinity and the potential for the Project to result in adverse impacts to protected or sensitive biological resources.

Existing Conditions

The Project site is located in a relatively undeveloped area in the western outskirts of the City of Hesperia. The land surrounding the site is composed of a mosaic of undeveloped, vacant land and residential, commercial, and industrial development. The site itself has been graded and maintained as an entrance to an offroad vehicle park, developed in 2006 as a racetrack for off-highway recreational vehicles and continues today. The entrance area has been maintained in graded, weed free, level condition and has been used for storage and staging activities as part of racetrack operations (Project Biological Resources Assessment, p. 2).

Topography and Soils

The Project site is generally flat with an elevation of approximately 3,650 feet above mean sea level. Based on the NRCS USDA Web Soil Survey, the Project site is historically underlain by Hesperia loamy fine sand (2 to 5 percent slopes). Soils on-site have been compacted by anthropogenic disturbances such as grading, fill dirt extraction, storage and staging activities, racetrack construction, and surrounding development (Project Biological Resources Assessment, p. 2).

Vegetation

The Project site is generally barren due to soil compaction and heavily disturbance from the use of the site as an entrance and use as a storage/staging area for the racetrack. Although a native plant community is not present within the 4.5-acre area, scattered pioneer plant species and invasive plant species observed in the disturbed areas of the Project site and included Mediterranean mustard (*Hirschfieldia incana*), desert croton (*Croton californicus*), rubber rabbitbrush (*Ericameria nauseosa*), and western Joshua tree (*Yucca brevifolia*). Six western Joshua trees, ranging in size from 3.6 meters to 4.5 meters in size, were observed on-site during the field investigation. The western Joshua tree was proposed for listing as an endangered species by CDFW in 2020. As a candidate species, western Joshua trees have the same protection as listed species (Project Biological Resources Assessment, p. 2).

Wildlife

Fish

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the Project site. Therefore, no fish are expected to occur and are presumed absent from the Project site (Project Biological Resources Assessment, p. 3).

Amphibians

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the Project site. Therefore, no amphibians are expected to occur on the Project site and are presumed absent (Project Biological Resources Assessment, p. 3).

Reptiles

The only reptilian species observed was western side-blotched lizard (*Uta stansburiana elegans*). Common reptilian species that could be expected to occur include Great Basin fence lizard (*Sceloporus occidentalis longipes*), yellow-backed spiny lizard (*Sceloporus uniformis*), Great basin gopher snake (*Pituophis catenifer deserticola*), red racer (*Coluber*

flagellum piceus), and southwestern speckled rattlesnake (*Crotalus mitchellii pyrrhus*) (Project Biological Resources Assessment, p. 3).

Birds

The Project site provides suitable foraging and nesting habitat for bird species adapted to conditions within the Mojave Desert. Bird species detected during the field investigation include house finch (*Haemorhous mexicanus*) and common raven (*Corvus corax*). Common avian species that could be expected to occur include California quail (*Callipepla californica*), Costa's hummingbird (*Calypte costae*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), Say's phoebe (*Sayornis saya*), cactus wren (*Campulorhynchys brunneicapillus*), white-crowned sparrow (*Zonotrichia leucophrys*), northern harrier (*Circus hudsonius*), European starling (*Sturnus vulgaris*), and American kestrel (*Falco sparverius*) (Project Biological Resources Assessment, p. 3).

Mammals

The Project site provides suitable foraging habitat for mammalian species adapted to conditions within the Mojave Desert. The only mammalian species detected during the field investigation was the California ground squirrel (*Otospermophilus beecheyi*). Common mammalian species that could be expected to occur include black-tailed jackrabbit (*Lepus californicus*), desert cottontail (*Sylvilagus audubonii*), pocket gopher (*Thomomys bottae*), and coyote (*Canis latrans*) (Project Biological Resources Assessment, p. 3).

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of breeding season. The plant communities and land cover types found on-site have the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating Songbirds. No raptors are expected to nest on-site due to lack of suitable nesting opportunities (Project Biological Resources Assessment, pp. 3, 4).

Migratory Corridors and Linkages

The 4.5-acre Project site does not support any features, e.g., a drainage corridor, that would facilitate wildlife movement through the area. Implementation of the Project is not expected to impact wildlife movement opportunities (Project Biological Resources Assessment, p. 4).

Jurisdictional Areas

The Project site does not support any discernible drainage courses, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the Corps, Regional Board, or CDFW. A query of the NWI database determined that no potential blueline streams, riverine, or other aquatic resources occur within or adjacent to the Project site. Therefore, Project activities would not result in impacts to Corps, Regional Board, or CDFW jurisdictional areas and regulatory approvals will not be required (Project Biological Resources Assessment, p. 4).

Special-Status Biological Resources

Special-Status Plants

The only special-status plant species observed on-site during the field investigation was Joshua tree. The western Joshua tree is now a State Candidate species. A total of 6 western Joshua trees exist within the Project site (Project Biological Resources Assessment, p. 4).

The Project site has been subject to anthropogenic disturbances from grading, off-highway recreational vehicle racing, illegal dumping, and surrounding development. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the Project site and has significantly reduced the density of the on-site Joshua tree population (Project Biological Resources Assessment, p. 5).

Based on habitat requirements for the other 24 specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that

the Project site does not have the potential to support any of the remaining special-status plant species (Project Biological Resources Assessment, p. 5).

Special-Status Wildlife

The only special-status wildlife species observed on-site during the field investigation was Costa's hummingbird (*Calypte costae*). The Project site has been subject to anthropogenic disturbances from grading, off-highway recreational vehicle racing, illegal dumping, and surrounding development. These disturbances have eliminated the natural plant communities that once occurred on-site which has reduced potential foraging and nesting/denning opportunities for wildlife species. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the proposed Project site has a moderate potential to provide foraging habitat for Cooper's hawk (*Accipiter cooperii*), California horned lark (*Eremophila alpestris actia*), and loggerhead shrike (*Lanius ludovicianus*); a low potential to support pallid bat (*Antrozous pallidus*), burrowing owl (*Athene cunicularia*), and prairie falcon (*Falco mexicanus*). Due to several decades of heavy recreational use of the site, desert tortoise and Mohave ground squirrel are not expected to occur (Project Biological Resources Assessment, p. 5).

None of the special-status wildlife species are state or federally listed as threatened or endangered. In order to ensure impacts to avian species do not occur from implementation of the proposed Project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance. With implementation of the pre-construction nesting bird clearance survey, impacts to special-status avian species will be less than significant and no mitigation will be required (Project Biological Resources Assessment, p. 5).

Critical Habitats

The Project site is not located within federally designated Critical Habitat. Therefore, no impacts to federally designated Critical Habitat will occur from implementation of the Project (Project Biological Resources Assessment, p. 6).

Summary and Conclusions

Based on the literature review and observed site conditions, development of the 4.5-acre Project site would have a potentially significant impact on a State candidate species, western Joshua tree, which occurs on the Project site. Impacts to the western Joshua tree is currently under legislative review at the State level and is expected to be designated a California desert native plant species regulated by local municipalities through a permitting process and the payment on a mitigation fee to a western Joshua tree conservation fund program. Compliance with the local permitting requirements for western Joshua tree, once enacted, would ensure impacts to this species is fully mitigated (Project Biological Resources Assessment, p. 6).

The Project site does not support designated Critical Habitat or a regional wildlife corridors/linkage. No jurisdictional drainages were observed on the Project site during the field investigation (Project Biological Resources Assessment, p. 6).

a) *Less-Than-Significant With Mitigation Incorporated.* As summarized in the preceding discussions and substantiated in detail in the Project Biological Resources Assessment, implementation of the Project would result in potentially significant impacts to western Joshua tree. Additionally, Project construction activities could result in potentially significant impacts to migratory birds that may use the Project site for nesting purposes. Mitigation measures have been incorporated that would reduce these impacts to levels that would be less-than-significant.

BR-1 *The Project Applicant shall comply with City of Hesperia western Joshua tree removal permitting and mitigation fee payment/conservation fund payment requirements in effect at the time of Project building permit issuance.*

BR-2 *A State Incidental Take Permit (ITP) shall be obtained prior to any ground-disturbing activities that would be expected to impact the western Joshua tree.*

BR-3 *If Project construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.*

BR-4 *A pre-construction burrowing owl survey will be conducted within 30-days prior to construction to avoid any potential project-related impacts to this species. If burrowing owls are documented on-site, the Applicant shall prepare and implement a plan for avoidance or passive exclusion, in coordination with CDFW. Methodology for surveys, impact analysis, and reporting shall follow the recommendations and guidelines provided within the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (CDFW 2012 Staff Report).*

b) *No Impact.* As summarized in the preceding discussions and substantiated in detail in the Project Biological Resources Assessment, no riparian habitat or other sensitive natural community exists within the Project site. The Project does not propose or require uses or activities that would potentially adversely affect any offsite riparian

habitat or other sensitive natural community. On this basis, the Project would have no impact on riparian habitat or sensitive natural communities.

c) *No Impact*. As summarized in the preceding discussions and substantiated in detail in the Project Biological Resources Assessment, no federally protected wetlands exist within the Project site. The Project does not propose or require uses or activities that would potentially adversely affect any offsite federally protected wetlands. On this basis, the Project would have no impact on federally protected wetlands.

d) *No Impact*. As summarized in the preceding discussions and substantiated in detail in the Project Biological Resources Assessment, no wildlife movement or migratory corridors exist within the Project site. The Project does not propose or require uses or activities that would potentially adversely affect any offsite wildlife movement or migratory corridors. On this basis, the Project would have no impact on wildlife movement or migratory corridors.

e) *Less-Than-Significant With Mitigation Incorporated*. In addition to being covered under the Desert Plant Protection Act, City of Hesperia Municipal Code Section 16.24, *Protected Plants*, regulates the removal of Joshua trees. Under the requirements of the City's Municipal Code, damage to, and harvest of, any Joshua tree without the prior written consent of the City is prohibited. As a matter of law, the Project would be required to comply with applicable City of Hesperia Municipal Code provisions.

Western Joshua tree is also protected under regional and state conservation plans. Mitigation Measures BR-1 and BR-2 ensures that potential impacts to western Joshua tree are mitigated consistent with regional and state conservation plans.

f) *Less-Than-Significant*. The Project would not conflict with any habitat conservation plans, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would result in a less-than-significant impact.

Sources: *Biological Resources Assessment for a 4.5-acre Project Located in Assessor Parcel Number (APN) 306-456-106 in the City of Hesperia, San Bernardino County, California* (ELMT Consulting) June 13, 2023; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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 formal cemeteries?	☐	☐	☒	☐

Substantiation:

Cultural Resources Assessment Overview

Information presented below is summarized from and based on *Cultural Resources Assessment, Truck Parking Project, Assessor Parcel Number 306-456-106, Hesperia, San Bernardino County, California* (BCR Consulting LLC) June 26, 2023 (Project Cultural Resources Assessment). The Project Cultural Resources Assessment is presented at IS/MND Appendix C.

a) *Less-Than-Significant With Mitigation Incorporated.* As part of the Cultural Resources Assessment undertaken for the Project site, both a records search and field survey were conducted. Data from the South Central Coastal Information Center (SCCIC) indicate that no known cultural resources exist within the Project site boundaries.

During the field survey, no cultural resources (including historic-period or prehistoric archaeological sites, or historic-period architectural resources) of any kind were identified within the Project site boundaries. The site has been subject to severe artificial disturbances associated with the construction of the modern dirt bike race-track that occupies the entire Project site, and with modern refuse dumping and offroad vehicle use.

Although no resources were yielded during the records search or field survey, ground-disturbing activities have the potential to reveal buried cultural resources not observed on the surface. The following mitigation measures are recommended to preclude impacts to as yet unknown cultural resources that may exist within the Project site.

CR-1 *Prior to the initiation of ground-disturbing activities, field personnel shall be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work in the other portions of the Project site outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact and/or historic-era finds. YSMN shall be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment of the find(s).*

CR-2 *If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be assured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), a draft of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the Project site disturbing activities and shall implement the Plan accordingly.*

CR-3 *If human remains or funerary objects are encountered during any activities associated with the Project site disturbing activities, work in the immediate vicinity (within a 100-foot*

buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of Project site disturbing activities.

Mitigation Measures CR-1 through CR-3 provide for protection, cataloguing, and curation of cultural resources consistent with CEQA requirements, thereby ensuring that potential impacts to cultural resources resulting from Project construction are maintained at levels that would be less-than-significant.

b) *Less-Than-Significant With Mitigation Incorporated.* Please refer to the discussion above.

c) *Less-Than-Significant Impact.* There are no known formal cemeteries or informal burial sites within the Project site. The likelihood of encountering human remains in the course of Project development is therefore considered minimal. However, as required under California Health and Safety Code Section 7050.5 (b) should human remains be encountered in the course of Project development, “there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined . . . that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.”

Additionally, California Health and Safety Code Section 7050.5 (c) provides that “[i]f the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

All Project activities would be required to comply with provisions of the California Health and Safety Code and Public Resources Code as summarized above, thereby reducing the potential for the Project to disturb any human remains, including those interred outside of formal cemeteries to levels that would be less-than-significant.

Sources: *Cultural Resources Assessment, Truck Parking Project, Assessor Parcel Number 306-456-106, Hesperia, San Bernardino County, California* (BCR Consulting LLC) June 26, 2023; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* Construction and operation of the Project would result in consumption of energy resources. The Project would implement energy-saving and sustainable design features and operational programs pursuant to California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the City of Hesperia, acting to reduce energy consumption and promote energy conservation. Moreover, energy consumed by the Project would be comparable to, or less than, energy consumed by other development proposals of similar scale and intensity. On this basis, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy.

Further, the Project proposes limited scale conventional contemporary and light industrial uses. The Project does not propose or require uses or facilities that would cause or result in the need for additional energy-producing facilities or energy delivery systems. The Project would therefore not result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources.

b) *Less-Than-Significant Impact*. The Project would be required to meet the current Title 24 Building Energy Efficiency Standards and CalGreen, which would reduce energy consumption and maximize energy efficiency. Therefore, the Project would not result in significant environmental effects due to conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency.

Sources: CALGreen; CCR, Title 24, Part 1; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 geological feature?	☐	☒	☐	☐

Substantiation:

a.i) *Less-Than-Significant Impact.* As shown at General Plan Update Figure SF-1, there are no active faults known within the Project site. The Project site is outside any Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The closest active fault zone to the site is the San Andreas Fault Zone, located approximately 10 miles to the southwest. The San Jacinto Fault Zone is located approximately 12.5 miles from the site. The site-specific Geotechnical Investigation determined that the risk of surface fault rupture is considered low. The Project does not propose actions or facilities that would otherwise exacerbate known or probable adverse earthquake fault conditions.

Based on the preceding, the potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault is considered less-than-significant.

a.ii) *Less-Than-Significant Impact*. The Project site is located in a region known to be seismically active and strong seismic ground-shaking could be anticipated during an earthquake event of sufficient magnitude. The California Building Code requires construction methods that minimize the effects of earthquakes on structures. As part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the Building & Safety Official; and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these requirements reduces potential strong seismic ground-shaking impacts to levels that are less-than-significant.

a.iii) *Less-Than-Significant Impact*. Per GPUEIR Exhibit 3.6-3, *Seismic Hazard Areas*, the Project site is not located within an area of the City considered to be susceptible to liquefaction hazards. Additionally, any site-specific geologic constraints which may be encountered during Project implementation will be addressed by compliance with the recommendations of the final Geotechnical Investigation(s), and existing City/CBC seismic design regulations, standards, and policies.

As supported by the preceding discussions, the potential for the Project to result in exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction is considered less-than-significant.

a. iv) *Less-Than-Significant Impact*. Most of Hesperia is on relatively level to gently sloping terrain. Areas within the City of Hesperia impacted by slope failure are identified at GPUEIR Table 3.6-2. The Project site is not located within any of these impacted areas. The Project does not propose or require construction of substantive

slopes. The Project site is not otherwise affected by substantive slopes. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides is considered less-than-significant.

b) *Less-Than-Significant Impact.* Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP), as well as compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events. At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously exposed soils.

The Project does not propose to significantly alter existing topography in a manner that would result in substantial soil erosion or the loss of topsoil. All Project development plans would be subject to review and approval by the City. As part of this review, the City would ensure that permanent slopes and slope protection would conform to City requirements, thereby minimizing the potential for soil erosion over the life of the Project. City review and approval of development plans would also ensure that stormwater management systems are incorporated that would minimize potential erosion from stormwater runoff, both on-site and off-site.

Based on the preceding, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project site and surrounding properties do not exhibit substantial gradient or elevation differences, or other factors that may cause unstable soils, landslides, or collapse. As previously discussed, the potential for liquefaction or ground subsidence at the site is low. Further, the Geotechnical Investigation includes earthwork and design/construction recommendations to

preclude impacts in this regard. The potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project is considered less-than-significant.

d) *Less-Than-Significant Impact*. Unmitigated effects of expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. In the event of a severe earthquake in the vicinity, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

The CBC establishes methodologies and guidelines for identification of expansive soils and establishes responsive design standards which act to avoid potentially adverse effects of expansive soils on facilities. Expansion Index (EI) testing was performed on two representative soil samples as part of the Geotechnical Investigation. Those samples exhibited an Expansion Index between 0 and 2, which is considered Very Low. As such, Project impacts related to expansive soils are considered less-than-significant.

e) *No Impact*. The Project would be served by municipal sewer services. No septic tanks or other alternative wastewater disposal systems are proposed by the Project. On this basis, there is considered to be no potential for the Project to affect or be affected by soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.

f) *Less-Than-Significant With Mitigation Incorporated* (Paleontological Resources only).

Paleontological Resources

The geologic units underlying the Project site are mapped entirely as alluvial deposits dating from the Pleistocene to Holocene epochs. Pleistocene alluvial units are considered to be of high paleontological sensitivity and are well known throughout southern California to contain abundant fossil resources. The Western Science Center does not have localities within the Project area or within a 1-mile radius, but does

have numerous localities throughout the region in similarly mapped alluvial units associated with mastodon (*Mammut pacificus*), mammoth (*Mammuthus columbi*), ancient horse (*Equus* sp.), camel (*Camelops hesternus*) and many more (Project Cultural Resources Assessment, p. iii).

Excavation activities associated with the development of the Project site could impact the paleontologically-sensitive Pleistocene alluvial units noted above, with resulting potential disturbance of paleontological resources. This is a potentially significant impact, requiring the following mitigation.

***GEO-1** A qualified paleontologist shall be retained to conduct a pre-construction meeting prior to ground disturbance to instruct workers on proper fossil identification and subsequent notification of a trained professional. If paleontological resources (fossils) are discovered during Project site-disturbing activities, work shall be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The Project paleontologist shall monitor remaining site-disturbing activities at the Project site and shall be equipped to record and salvage fossil resources that may be unearthed during site-disturbing activities. The paleontologist shall be empowered to temporarily halt or divert site-disturbing activities to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City. Once site-disturbing activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities may be discontinued.*

Mitigation Measure GEO-1 provides for protection, cataloguing, and curation of paleontological resources consistent with CEQA requirements, thereby ensuring that potential impacts to paleontological resources resulting from Project construction are maintained at levels that would be less-than-significant.

Geological Features

With regard to unique geological features, the City has not established criteria for determining what comprises a unique geological feature. Other relevant agency

criteria however indicates that a geological feature could be generally considered unique if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a “type locality” of a geological feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or
- Is used repeatedly as a teaching tool.²

The Project site is underlain by alluvial soils together with areas of manmade fills. These soil types are common within the City and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

Based on the preceding, the potential for the Project to directly or indirectly destroy a unique geological feature is considered less-than-significant.

Sources: City of Hesperia General Plan 2010; *Cultural Resources Assessment, Truck Parking Project, Assessor Parcel Number 306-456-106, Hesperia, San Bernardino County, California* (BCR Consulting LLC) June 26, 2023; Project Application Materials.

² County of San Diego Guidelines for Determining Significance Unique Geology (County of San Diego, Department of Planning and Land Use Department of Public Works) June 30, 2007, p. 1.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐

Substantiation:**Greenhouse Gas Emissions Analysis Overview**

An individual project cannot generate enough GHG emissions to influence global climate change. A project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs, which when taken together may have a significant impact on global climate change.

The City of Hesperia Climate Action Plan (CAP) provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. Because the City's CAP addresses GHG emissions reduction, is in concert with AB 32 and international efforts to address global climate change and includes specific local requirements that will substantially lessen the cumulative problem, compliance with the CAP fulfills the description of mitigation found in *CEQA Guidelines* §15130(a)(3) and §15183.5. Projects that comply with the City CAP are considered to have a less-than-significant GHG emissions impact. To be consistent with the City CAP, CEQA projects must implement the applicable CAP implementation strategies listed in [CAP] Section 4.2" (City CAP, p. 32).

a) *Less-Than-Significant Impact.* Project construction and operations would generate GHG emissions. The GPUEIR evaluated and addressed likely maximum GHG emissions impacts resulting from buildout of the City per the General Plan, including buildout of the Specific Plan and the Project site. The GPUEIR assumed buildout of land uses consistent with maximum allowable development intensities expressed as Floor to Area Ratios (FARs).

The Project uses are consistent with conditionally permitted uses for the subject site reflected in the General Plan Update, and the Project FAR would not exceed the maximum allowable development intensities for the subject site. GHG emissions impacts resulting from the Project uses would therefore not exceed or be substantially different than impacts assumed for the General Plan Update as considered and addressed in the GPUEIR.

The GPUEIR determined that buildout of the City per the General Plan Update would result in less-than-significant GHG emissions impacts (GPUEIR, Table ES-3). GHG emissions impacts resulting from the Project uses are reflected in the GPUEIR. By extension, the Project GHG emissions impacts would therefore be less-than-significant.

Based on the preceding, the potential for the Project to generate greenhouse gas emissions, that may have a significant impact on the environment would be less-than-significant.

b) *Less-Than-Significant Impact.* As discussed above, the Project GHG emissions impacts would be less-than-significant. Moreover, the Project would be required to comply with applicable provisions of the City CAP, acting to minimize GHG emissions impacts generally, and ensure compliance with policies and plans adopted for the purpose of regulating and reducing GHG emissions.

Based on the preceding, the potential for the Project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less-than-significant.

Source: City of Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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 likely release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
hazard or excessive noise for the 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* During construction activities, the Project will require limited transport of potentially hazardous materials (e.g., paints, solvents, fertilizer, etc.) to and from the Project site. Additionally, operation of the Project could involve the temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use. This type of storage, transfer, use and disposal of potentially hazardous materials is extensively regulated at the local, State and federal levels. It is not anticipated that the development of the Project would result in conditions that are not currently addressed by existing regulations. On this basis, potential impacts due to routine transport, use, or disposal of hazardous materials is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project could involve the use, temporary storage and handling of potentially hazardous materials such as pesticides, fertilizers, or paint products that are pre-packaged for distribution and use. Handling of these materials is extensively regulated at the local, State and federal levels. It is not expected that the Project would involve the likely release or upset of these hazardous materials into the environment. On this basis, the likelihood of accidental release of hazardous materials is considered less-than-significant.

c) *Less-Than-Significant Impact*. No schools are located within one-quarter mile of the Project site. The nearest school is Canyon Ridge High School, which is located approximately one mile southeast of the Project site. Additionally, the Project does not propose or require elements or aspects that would create or otherwise result in hazardous emissions. The Project would therefore have a less-than-significant potential to generate hazardous emissions or involve hazardous materials handling within one-quarter mile of an existing or proposed school.

d) *No Impact*. The Project site is not listed on the hazardous materials site compiled pursuant to Government Code § 65962.5. Therefore, the Project would not create a hazard to the public or the environment and no impact is anticipated.

e) *Less-Than-Significant Impact*. The Project site is not located within two miles of an airport. The Hesperia Airport, located approximately five miles southeast of the Project site, is the airport nearest the site. Due to physical separation between the Project site and the closest airport facilities, as well as land use regulations which preclude or restrict development within airport approach/departure zones, potential air safety impacts are considered less-than-significant.

f) *Less-Than-Significant Impact*. The Project does not propose or require permanent alteration of vehicle circulation routes. Nor does the Project propose or require facilities or operations that would interfere with any identified emergency response or emergency evacuation plan. In accordance with City policies, coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may occur during Project construction would be addressed through the implementation of the Project Construction Traffic Management Plan (see: IS MND Section 2.0, *Project Description*; 2.4.8.7, *Construction Traffic Management Plan*). The potential for the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

g) *Less-Than-Significant Impact*. Fire protection services are provided to the City and the Project site by the San Bernardino County Fire Department. Pre-construction coordination with Fire Department staff and adherence to local fire regulations during construction and operation of the Project would be required. The City and Fire Department would require that fire prevention/fire suppression measures are incorporated in the Project designs and that water delivery systems serving the Project site provide adequate fire flow. Creation and maintenance of firebreaks and fire-defensible spaces adjacent to building and roadways as required by the City and Fire Department would further reduce the potential for exposure to wildland fires and the spread of wildland fires. The City would also enforce weed abatement measures, minimizing potential fire fuel loads.

Based on the preceding, the potential for the Project to result in significant risk of loss, injury or death involving wildland fires is considered less-than-significant. Please refer also to the discussions at Checklist Item XX., *Wildfire*.

Sources: City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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				

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact*. Project construction activities have the potential to impact surface water quality as the result of soil erosion during grading and soil stockpiling, and subsequent siltation. Project operations could also affect area water quality through storm water discharge and conveyance of typical urban surface pollutants (e.g., solids; oxygen-demanding substances; nitrogen and phosphorus; pathogens; petroleum hydrocarbon; metals; synthetic organics) to receiving waters.

Discharge of pollutants from the Project site would be minimized through compliance with requirements of the City Municipal Code and conformance with programs and performance standards established under the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 permit) issued by the California Water Resources Control Board, Santa Ana Region.

Consistent with MS4 Permit requirements, the Applicant would be required to develop and implement a construction Storm Water Pollution Prevention Program (SWPPP) acting to reduce and control potential erosion, siltation, and discharge of pollutants during Project construction.

Project operations would comply with the Project's mandated City-approved Water Quality Management Plan (WQMP) to minimize storm water pollutants of concern and document implementation of required BMPs. The preliminary Project WQMP is presented at IS/MND Appendix D.

Compliance with City requirements, to include required implementation of the Project SWPPP and WQMP, would ensure that construction and operation of the Project would not violate any water quality standards or waste discharge requirements. Project impacts in this regard would be less-than-significant.

b) *Less-Than-Significant Impact.* The groundwater basin underlying the City of Hesperia and the greater region is the Mojave River Groundwater Basin (Basin). Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater. Water is provided throughout the City by the Hesperia Water District. Groundwater which may be consumed by the Project and the City of Hesperia, as a whole, would be recharged pursuant to the District's policies and programs. The Project site is not a designated groundwater recharge area. The Project does not propose or require facilities or operations that would otherwise adversely affect designated recharge areas.

Based on the preceding, the potential for the Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin is considered less-than-significant.

c) *Less-Than-Significant Impact*. The Project stormwater management system and would comply with stormwater system design, construction, and operational requirements mandated under the City Municipal Code, and with regulations established by other agencies, including the Lahontan Regional Water Quality Control Board (LRWQCB) and California Department of Water Resources.

Under the Project stormwater management system concept, developed stormwaters would be collected by a system of on-site storm drains, and would be directed to a central stormwater bioretention basin. The basin has been designed and sized consistent with Mojave Riverside Watershed LID Design Capture Volume (DCV) requirements. Final design, configuration, and locations of proposed drainage system improvements will be reviewed and approved by the City prior to, or concurrent with, application for grading permits. Please refer also to the Project Hydrology Analysis, and Preliminary Project WQMP presented at IS/MND Appendix D.

Construction-Source Water Quality Impacts

During site preparation activities, any existing groundcover would be removed from the site, exposing the Project area to increased wind and water erosion potentials. Further, construction site runoff may carry increased loads of sediment, heavy metals and petroleum hydrocarbons (from machinery) which could degrade water quality. In accordance with NPDES requirements, the Project Applicant would be required to prepare and implement a Construction Activities Erosion Control Plan to alleviate potential sedimentation and stormwater discharge contamination impacts of the Project.

The Applicant would also be responsible for compliance with the General Construction Permit by filing a Notice of Intent to Commence Construction Activities.

Under the General Construction Permit, discharge of materials other than stormwater is prohibited. The General Construction Permit stipulates further that the Applicant shall prepare, retain at the construction site, and implement a SWPPP which identifies the sources of sediments and other pollutants that affect the quality of stormwater discharge, and implement practices to reduce sediment and other pollutants to stormwater discharge. SWPPP requirements include identification of construction and post-construction BMPs that would act to reduce sediments and other pollutants.

Implementation of the Project SWPPP and compliance with applicable NPDES and LRWQCB requirements would ensure that potential construction-source water quality impacts of the Project are reduced to levels that would be less-than-significant.

Operational-Source Water Quality Impacts

Over the life of the Project, contaminants such as oil, fuel and grease that are spilled or left behind by vehicular traffic, collect and concentrate on paved surfaces. During storm events, these contaminants are washed into the storm drain system and may potentially degrade receiving water quality. Stormwater runoff from paved surfaces within the developed Project area could carry a variety of urban wastes, including greases and oils and small amounts of metals which are common by-products of vehicular travel. In addition, storm runoff will likely contain residual amounts of fertilizers and plant additives washed off from landscaped areas.

Recognizing the potential hazards of such urban runoff, the EPA has issued regulations which require municipalities to participate in the NPDES program. Project compliance with applicable NPDES requirements and performance standards would be achieved through implementation of a Project-specific WQMP.

To ensure adequate and appropriate treatment of stormwater discharges, the Project stormwater management concept and associated WQMP would implement water quality BMPs that would treat stormwaters on-site prior to release to the regional stormwater system or infiltration to groundwater.

In combination, implementation of the Project SWPPP, on-site stormwater management system and associated WQMP, and compliance with NPDES Permit requirements, act to protect local and regional water quality by preventing or minimizing potential stormwater pollutant discharges to the watershed. On this basis, Project impacts in this regard would be less-than-significant.

d) *Less-Than-Significant Impact*. As shown at General Plan Exhibit SF-2, the Project site is not located within a flood hazard zone. Additionally, the Draft EIR prepared for the General Plan concludes that the City of Hesperia is not located within an area subject to tsunami or seiche hazards. On this basis, Project impacts in this regard would be less-than-significant.

e) *Less-Than-Significant Impact*. Project operations would comply with the Project's mandated City-approved Water Quality Management Plan (WQMP) to minimize storm water pollutants of concern and document implementation of required BMPs. The preliminary Project WQMP is presented at IS/MND Appendix D.

Compliance with City requirements, to include required implementation of the Project SWPPP and WQMP, would ensure that construction and operation of the Project would not conflict with or obstruct implementation of a water quality control plan. Project impacts in this regard would be less-than-significant.

Sources: City of Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; *City of Hesperia Hydrology and Hydraulics Report for Hesperia Truck Parking Center* (David Golkar, 54162 Exp. 12/31/23) 06/26/2023; *Mojave River Watershed Water Quality Management Plan for: Truck Parking Center* (SRD Design Studios) n.d.; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* No residences or other housing exists within the Project site. No residents would be displaced by the Project, nor would the physical arrangement of any neighboring residential communities be modified or divided by the Project. On this basis, the potential for the Project to physically divide an established community is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Hesperia General Plan designates the Project site as Specific Plan (Main Street and Freeway Corridor Specific Plan). Within the Specific Plan, the site is zoned for Commercial/Industrial Business Park (CIBP) uses. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings.

The Project does not propose any modification of these designations. The Project would implement industrial uses within an urbanizing area of the City designated for, and anticipated to develop with, such uses. Based on the preceding, the potential for the Project to conflict with an applicable jurisdictional land use plan, policy, or regulation would be less-than-significant.

Sources: City of Hesperia General Plan 2010; *Main Street and Freeway Corridor Specific Plan* (The Arroyo Group) July 15, 2021; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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 to 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* According to the Conservation Element of the City's General Plan, mineral resources such as sand, gravel, and stone exist within the City. These resources are not considered to be significant due to the vast availability of similar deposits in the region (GPUEIR, p. 3.10-1).

Although the City has known mineral resources, the Project would not be located within an area that is zoned for mineral resource extraction operations, and thus, such activities cannot currently occur on the Project site. Therefore, impacts would be less-than-significant.

b) *Less-Than-Significant Impact.* Although the City has known mineral resources, the Project would not be located within an area that is zoned for mineral resource extraction operations. As such, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site. Therefore, impacts would be less-than-significant.

Sources: City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* In order to provide context for the Project's potential noise impacts, the recently Certified Dara Industrial EIR³ (Dara EIR) was referenced. The Dara Industrial Center is located northerly adjacent to the Project site, across Poplar Court. In summary, the Dara Industrial Center consists of a single 750,000-square-foot industrial building on an approximately 43-acre site. Table XIII-1 illustrates the scope of the Dara Industrial Center compared to the proposed Truck Parking Center analyzed herein.

³ SCH No. 2021040060, NOD Filed 02/03/2023. See also: <https://ceqanet.opr.ca.gov/Project/2022040060>

Table XIII-1
Comparison of Dara Industrial Center Uses vs. Proposed Project

	Dara Industrial Center	Proposed Hesperia Truck Center
Site Acreage	43.25 acres	4.5 acres
Building Square Footage	750,000 sq. ft.	11,250 sq. ft.
Standard Parking Provided	344	10
Trailer Parking Provided	289	83

The following discussions of potential noise impacts of the proposed Hesperia Truck Parking Center Project tier off those presented as part of the Dara DEIR. The following noise thresholds are applicable to both projects.

Table XIII-2
Noise Impact Thresholds

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq	≥ 1.5 dBA Leq Project increase	
	Office ²	if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
	Industrial ²	if ambient is > 75 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Multiple	Exterior Noise Level Standards	See Table 4.6-2.	
	Noise-Sensitive ¹	If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq	≥ 1.5 dBA Leq Project increase	
		Vibration Level Threshold ³	0.2 in/sec PPV	
Construction	All	Permitted hours of 7:00 a.m. to 7:00 p.m. except Sunday or a federal holiday ⁴		
		Noise Level Threshold ⁵	80 dBA Leq	n/a
		Vibration Level Threshold ³	0.2 in/sec PPV	n/a

The following discussion of potential noise impacts is organized to reflect categories or types of noise sources, including:

- Construction-Source Noise;

- Vehicular-Source Noise;
- Operational/Area-Source Noise; and
- Vibration.

Construction-Source Noise

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Architectural Coating; and
- Paving.

The Dara Industrial EIR determined that peak received construction-source noise levels would range from 37.9 to 48.2 dBA Leq. These levels would not exceed the applicable threshold of 80 dBA Leq (Dara Industrial EIR, p. 4.6-19). When compared to the Dara Industrial Center project, the proposed Project site represents a 90 percent reduction in site area, and a 98 percent reduction in building square footage. Thus, it can be concluded that correlating reductions in construction noise can be assumed under the proposed Project. As such, the potential for Project-related construction-source noise to result in generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies is considered less-than-significant.

Vehicular-Source Noise

The Dara Industrial EIR evaluated the potential vehicular noise impacts along vicinity roadways under existing conditions, opening year conditions (2024), and horizon year conditions (2040). Under no circumstance was the applicable noise threshold exceeded due to project traffic (Dara Industrial EIR, p. 4.6-22).

It is important to note that the Dara Industrial Center is a high-cube fulfillment warehouse use, encompassing 750,000 square feet. By comparison, the proposed Project is a truck trailer drop lot with supporting maintenance facility/storage/office facilities totaling approximately 11,250 square feet. The proposed Project offers 10 standard auto parking spaces (versus 344 under the Dara Industrial Center project) and 83 trailer spaces (versus 289 under the Dara Industrial Center project).

Given the reduced scope of the proposed Project, along with the supportive nature of the on-site buildings (versus fulfillment, as under the Dara Industrial Center project), the Project would generate less vehicular-source noise than assumed for the adjacent Dara Industrial Center project. Since the vehicular-source noise associated with the Dara Industrial Center project would not exceed applicable noise thresholds, the potential for vehicular-source noise associated with the Hesperia Truck Parking Center to result in generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies is considered less-than-significant.

Operational/Area-Source Noise

The Dara Industrial EIR relied on reference noise level measurements collected from similar types of activities to represent the noise levels expected with the operations of the fulfillment center. The projected noise levels included idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating simultaneously.

Using the reference noise levels, the EIR estimated the daytime and nighttime operational/area-source noise levels generated at the site, as well as the noise level increases that would be experienced by nearby sensitive receivers. Operational/area-source noise levels were then evaluated against City of Hesperia exterior noise level thresholds.

The Dara Industrial EIR concluded that operational/area-source noise levels at area receptors would range from 36.1 to 45.5 dBA Leq. Additionally, contributions to the

ambient noise environment would range from 0.0 to 2.9 dBA Leq at nearby receiver locations. These noise levels would not exceed the City of Hesperia daytime or nighttime exterior noise standards (Dara Industrial EIR, pp. 25-26).

Given the reduced scope of activities proposed under the Hesperia Truck Parking Center (particularly the lack of loading and unloading activities), associated reductions in noise levels can be assumed under the Project when compared to the Dara project. As such, the potential for Project operational noise to result in exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies is considered less-than-significant.

b) *Less-Than-Significant Impact.* Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. Project construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

The Project does not propose or require uses or operations that would result in substantial on-going vibration or groundborne noise.

Groundborne vibration levels resulting from construction activities associated with the Dara Industrial Center project were estimated by data published by the Federal Transit Administration. In summary, peak construction vibration velocity levels would remain below the City threshold of 0.02 in/sec PPV at all receiver locations (Dara Industrial EIR, p. 4.6-28).

Again, given that the proposed Project site encompasses approximately 10 percent of the site area of the Dara Industrial Center project, correlating reductions in the amount and duration of construction can be assumed. On this basis, the potential for the Project to result in exposure persons to, or generation of, excessive groundborne vibration or groundborne noise is considered less-than-significant.

c) *Less-Than-Significant Impact*. The Project site is not located within two miles of an airport. The Hesperia Airport, which is located approximately five miles southeasterly of the Project site, is the airport nearest the site. While occasional aircraft overflight may occur, substantive aircraft-related noise would not affect the Project area. The potential for the Project to expose people residing or working in the Project area to excessive noise levels related to airports or airport activities is less-than-significant.

Sources: *Dara Industrial Project Draft Environmental Impact Report* (Applied Planning, Inc.) July 2022 <https://ceqanet.opr.ca.gov/Project/2022040060>; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in the area, either directly (e.g., by proposing new homes and businesses) or	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
indirectly (e.g., through the extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* Construction of new housing is not a component of the Project. As such, the Project would not directly contribute to population growth. Employment generated by the Project may incidentally contribute to secondary population growth. That is, job opportunities likely arising from the Project would include employment positions that are relatively common throughout Southern California and are unlikely to generate significant population migration (if any). Any Project-related employment demands would likely be filled by the available personnel pools within the City of Hesperia, and/or neighboring communities. The Project's potential to alter the overall location, distribution, density, or growth rate of City or regional populations is therefore considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project site is vacant; no residential uses exist within the site. Based on the preceding, the potential for the Project to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere is considered less-than-significant.

Sources: City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of the 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:				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* Fire suppression and emergency response services for the Project would be provided by the San Bernardino County Fire Department. The Project does not propose or require construction or modification of fire protection facilities. The Project site is not designated or proposed as the location for new or modified fire protection facilities. Incremental fire protection service demands generated by the Project are offset through Project payment of City of Hesperia Development Impact Fees. A portion of the City's Development Impact Fees are allocated for fire protection services. The Project Applicant would pay incumbent City Development Impact Fees at issuance of building permit(s).

Additionally, to the satisfaction of the Fire Department, the Project would comply with City and Fire Department fire prevention and suppression requirements,

including building/site design requirements, fire flow adequacy, and provisions for emergency access, thereby reducing potential increased demands for fire protection services.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered less-than-significant.

b) *Less-Than-Significant Impact.* The City of Hesperia contracts with the San Bernardino County Sheriff's Department for police services. The Project does not propose or require construction or modification of police protection facilities. The Project site is not designated or proposed as the location for new or modified police protection facilities. Incremental police protection service demands generated by the Project are offset through Project payment of City of Hesperia Development Impact Fees. A portion of the City's Development Impact Fees are allocated for police protection services. The Project Applicant would pay incumbent City Development Impact Fees at issuance of building permit(s).

Additionally, the Project site plan concept and proposed building designs would be reviewed by the Sheriff's Department to ensure incorporation of appropriate safety and security elements. Such design features would include secure building designs, defensible spaces, and area and facility security lighting. These design features would act to reduce Project demands for police protection services.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project site lies within the Hesperia Unified School District. The Project does not propose residential uses that would result in populations of resident school-aged children requiring public education, and would therefore not directly cause or contribute to a need to construct new or physically

altered public school facilities. Indirectly, the Project may contribute to area demands for school services if Project employees and their school age children would relocate to school districts serving the City.

The Project does not propose or require construction or modification of school facilities. The Project site is not designated or proposed as the location for new or modified school facilities. Project incremental impacts to school services would be offset through payment of school impact fees. The Project Applicant would pay incumbent school impact fees at issuance of building permit(s). Payment of school impact fees would reduce the Project's potential impacts to school services to levels that would be less-than-significant.

d) *Less-Than-Significant Impact.* The Hesperia Recreation and Park District maintains retention basins, public landscaping, street lights, and parks within the City. As discussed at following Checklist Item XVI., *Recreation*, uses proposed by the Project would not increase demands for parks or parks services. The potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered parks facilities is less-than-significant.

e) *Less-Than-Significant Impact.* Development of the Project would require established public agency oversight including, but not limited to, various plan check and permitting actions by the City. Impacts of the Project would fall within routine tasks of these agencies/departments and are paid for via plan check and inspection fees. Impacts of the Project would not be of such magnitude that new or physically altered facilities would be required. There are no known or probable other public facilities that would be substantially affected by the Project. Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered other public facilities is considered less-than-significant.

Sources: City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* The Project does not propose residential development, and would not directly contribute to resident populations that would increase the use of existing neighborhood and regional parks or other recreational facilities. Job opportunities created by the Project may result in relocation of persons to the City that could indirectly contribute to resident populations, demands for new housing, and resulting increased use of existing neighborhood and regional parks or other recreational facilities. New residential development within the City is required to pay Development Impact Fees, a portion of which would be allocated for parks facilities, acting to offset incremental demands on neighborhood and regional parks or other recreational facilities.

Based on the preceding, the potential for the Project to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated is considered less-than-significant.

b) *Less-Than-Significant Impact*. The Project does not propose recreational facilities, nor would the Project require the construction or expansion of recreational facilities.

Based on the preceding, the potential for the Project to require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment is considered less-than-significant.

Sources: City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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)?	☐	☐	☒	☐
c) Substantially increase hazards 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact*. The Project does not propose elements or aspects that would conflict with adopted alternative transportation policies. Transit services are currently provided within the City by Victory Valley Transit Authority (VVTa). Transit agencies routinely review and adjust their ridership schedules to accommodate shifts in demand for services. As part of the City's standard

development review processes, the need for transit-related facilities, bicycle, and pedestrian access would be coordinated between the City and the Applicant. The potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities would be less-than-significant.

b) *Less-Than-Significant Impact.* To assess potential traffic impacts of the proposed Project, a Trip Generation Evaluation has been prepared (*Truck Parking Center Trip Generation Assessment* [Urban Crossroads, Inc.] July 13, 2023). The Project Trip Generation Assessment is presented at IS/MND Appendix E. Analysis and findings of the Project Trip Generation Assessment are summarized within the following discussions.

Trip generation for a specific project is comprised of the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed. The latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a truck and trailer parking center, as such, trip generation rates for the proposed Project have been developed based on the average of data collected at three other facilities with operations similar to those proposed. Passenger car equivalent (PCE) factors were also applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the City’s Guidelines and with those used for other projects within the City. Table XVII-1 presents the trip generation of the proposed Project.

Table XVII-1
Project Trip Generation Summary

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles							
Passenger Cars	0	1	1	1	2	3	40
2-Axle Trucks	0	0	0	0	0	0	8
3-Axle Trucks	1	3	4	3	1	4	58
4+-Axle Trucks	2	1	3	1	1	2	54
Total Trucks	3	4	7	4	2	6	120
Total Actual Vehicles	3	5	8	5	4	9	160
Passenger Car Equivalent (PCE)							
Passenger Cars	0	1	1	1	2	3	40
2-Axle Trucks	0	0	0	1	0	1	10
3-Axle Trucks	3	6	9	6	3	9	114
4+-Axle Trucks	7	3	10	4	4	8	162
Total Trucks (PCE)	10	9	9	11	7	18	286
Total Trips (PCE)	10	10	20	12	9	21	326

Source: *Truck Parking Center Trip Generation Assessment* (Urban Crossroads, Inc.) July 13, 2023.

As shown above, the Project is anticipated to generate a total of 160 two-way trip-ends per day with 8 AM peak hour trips and 9 PM peak hour trips (in actual vehicles). The Project is anticipated to generate a total of 326 two-way PCE trip-ends per day with 20 PCE AM peak hour trips and 21 PCE PM peak hour trips.

Per the City of Hesperia Guidelines, which have been used to determine whether additional traffic analysis is necessary for the proposed Project, projects meeting the County's Congestion Management Program (CMP) threshold of 250 two-way peak hour trips that expects to add at least 50 peak hour trips to a State highway facility would require the preparation of a traffic impact study. If a development project is forecast to generate 100 to 250 peak hour trips and expects to add at least 50 peak hour trips to a State highway facility, the jurisdiction should consult with Caltrans to determine the need for a traffic impact study.

As shown at Table XVII-1, the Project is anticipated to generate fewer than 50 peak hour trips during the morning and evening peak hours (both in actual vehicles and PCE). As such, additional peak hour traffic operations analysis is not necessary based on the City's Guidelines. As such, the Project's potential to conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b) is considered less-than-significant.

c) *Less-Than-Significant Impact*. No new or altered circulation patterns are proposed or required by the Project. The Project does not propose or require traffic or transportation elements or aspects that would be considered inherently hazardous. All Project access improvements and any improvement of adjacent roadways would conform to City traffic engineering and safety standards. The potential for the Project to substantially increase hazards to a design feature or incompatible uses is therefore considered less-than-significant.

d) *Less-Than-Significant Impact*. The Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. In conjunction with the review and approval of building permits, the City would review all plans to assure compliance with all applicable emergency access and safety requirements. Potential temporary traffic/access disruption that may occur during Project construction would be addressed through the implementation of the Project Construction Traffic Management Plan (see: IS/MND Section 2.0, *Project Description*; 2.4.8.7, *Construction Traffic Management Plan*). Based on the preceding, the potential for the Project to result in inadequate emergency access is considered less-than-significant.

Source: *Truck Parking Center Trip Generation Assessment* (Urban Crossroads, Inc.) July 13, 2023; Project Application Materials.

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

Substantiation:

a. i) *Less-Than-Significant With Mitigation Incorporated.* No cultural resources either listed or eligible for listing by the State or County were identified on the Project site as a result of the records search. The following mitigation measures (TCR-1 - TCR-3) are recommended to preclude impacts to as yet unknown cultural resources that may exist within the Project site. With application of mitigation, the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource would be less-than-significant.

a. ii) *Less-Than-Significant With Mitigation Incorporated.* A Sacred Lands File search was conducted with the Native American Heritage Commission (NAHC) as part of the Cultural Resources Assessment prepared for the Project. Findings were positive, although the NAHC did not indicate the nature or location of possible resources(s). Tribal Resources consultation with requesting Tribes has been conducted as provided for under AB 52, Gatto. Native Americans: California Environmental Quality Act. Mitigation has been incorporated reflecting responses received to date. These measures establish monitoring protocols, and provisions for avoidance, protection, or curation of Tribal Cultural Resources (TCRs).

TCR-1 *The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during Project site disturbing activities. YSMN shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment of the find(s). Should the find(s) be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to provisions of this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project site disturbing activities, should YSMN elect to place a monitor on-site.*

TCR-2 *Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or Applicant shall, in good faith, consult with YSMN throughout the life of the Project.*

TCR-3 *A tribal representative from YSMN will provide a Cultural Sensitivity Training for all construction personnel at the start of the project at the Tribe's discretion, which will outline what types of cultural resources could potentially be discovered on the project and the inadvertent discovery protocols.*

With application of mitigation, the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource would be less-than-significant.

Source: *Cultural Resources Assessment Truck Parking Project, Assessor Parcel Number 306-456-106, Hesperia, San Bernardino County, California* (BCR Consulting LLC) June 26, 2023; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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, storm water drainage, electric power, natural gas, or telecommunication 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact*. The following discussions address utilities improvements or modifications needed to serve the Project.

Water Distribution and Wastewater Collection

The City of Hesperia is served by the Hesperia Water District (HWD), which manages the City's potable water system and sanitary sewer system. The City derives all of its water supply from underground aquifers through groundwater wells located throughout the City. Water is conveyed from the wells to the consumers via a City distribution system. Wastewater collection and conveyance is provided by connection to the City sanitary sewer system. Wastewater collected by the City sewer system is conveyed to and treated at one of Victor Valley Wastewater Reclamation Authority's wastewater treatment facilities.

All construction of water and sewer lines would occur within the Project site, or within dedicated public easements/right-of-way. All Project water and sewer system improvements would be designed and constructed consistent with City requirements.

The Project would pay applicable impact fees, water and sewer connection fees, and service fees, which act to fund water and sewer improvement plans, operations, and maintenance generally. The City, in consultation with VVWRA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of areawide development.

Dry Utilities/Fiber Optics

Electric power, natural gas, telecommunications, and fiber optic services are generally available to the Project site and surrounding areas. Utility purveyors currently servicing the Project area include:

- Southern California Edison (SCE) – Electric power;
- Southwest Gas Corporation – Natural gas; and

- Fiber optic system and Telecommunications – various private providers.

Dry utilities internal to the site would be installed underground in accordance with applicable purveyor standards and specifications, and to the satisfaction of the City Engineer. The locations and configurations of utilities connections, transformers, switches, pull boxes, and manholes would be determined in conjunction with final Project designs and engineering.

Wastewater Treatment/Reclamation

Wastewater services are provided to the City by the VVWRA. The VVWRA operates a 14.5 million gallon per day wastewater treatment plant that serves the City and adjacent jurisdictions. The VVWRA regional wastewater treatment plant and Hesperia subregional water reclamation plant capacities are planned to meet and accommodate buildout of the City as envisioned under the City General Plan. The Project land uses are consistent with development anticipated under the City General Plan, and wastewater demands of the Project are by extension reflected in the VVWRA regional wastewater treatment plant and Hesperia subregional water reclamation plant capacities. The nominal wastewater treatment demands of the Project would not require relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.

The Project would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with VVWRA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of areawide development.

Storm Water Management

The Project storm water management system would be required to incorporate drainage improvements, facilities, and programs to control and treat storm water pollutants. Prior to issuance of grading permits, a detailed Water Quality

Management Plan (WQMP) would be required to be submitted to, and approved by, the City. Additionally, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented consistent with the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.

Project improvements would include the construction of storm drain laterals necessary to connect the Project to the existing storm drains located in adjacent roadways. This construction would occur within the Project site, or within dedicated public easements/right-of-way.

Summary

The Draft EIR prepared for the Hesperia General Plan determined that buildout pursuant to the General Plan would result in less-than-significant utility infrastructure impacts (GPUEIR, pp. 3.16-15 – 3.16-22). The Project land uses are consistent with the adopted General Plan and the utility demands are reflected in the General Plan EIR conclusion regarding utility impacts.

As previously mentioned, Project improvements would include the construction of utility lines and laterals necessary to connect the Project to the existing proximate services. Construction of such improvements would occur within the Project site, or within dedicated public easements/right-of-way.

The Project would pay applicable impact fees, connection fees, and service fees, which act to fund utility improvement plans, operations, and maintenance. The City, in consultation with affected purveyors, would determine when and in what manner facilities would be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

Based on the preceding, the potential for the Project to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the

construction or relocation of which could cause significant environmental effects is considered less-than-significant.

b) *Less-Than-Significant Impact.* The City of Hesperia 2015 Urban Water Management Plan (UWMP) substantiates water supply adequacy to support the City under Buildout Conditions, including development proposed by the Project, during average, single-dry, and multiple-dry years throughout the 25-year planning period. The Project is consistent with the City General Plan and as such the Project water demands are reflected in the UWMP. No new or expanded entitlements would be needed to serve the Project. Impacts in this regard are considered less-than-significant.

c) *Less-Than-Significant Impact.* Wastewater treatment services for the Project would be provided by VVWRA. Wastewater services are provided to the City by the VVWRA. The VVWRA operates a 14.5 million gallon per day wastewater treatment plant that serves the City and adjacent jurisdictions.

Wastewater generated by the Project would be conveyed to the Hesperia Subregional Water Reclamation Plant (WRP-1) operated by VVWRA. Development proposed by the Project is consistent with, and anticipated under the City General Plan. As discussed in the General Plan EIR, implementation of the General Plan would not result in potentially adverse impacts to VVWRA wastewater treatment facilities (General Plan EIR, p. 3.16-16). The Project is consistent with development anticipated under the General Plan; by extension, the Project would not result in adverse impacts to VVWRA wastewater treatment facilities.

The Project would pay applicable sewer connection fees and service fees, which act to fund wastewater treatment/reclamation improvement plans, operations, and maintenance generally. The City, in consultation with VVWRA, would determine when and in what manner area-serving facilities would be constructed and/or upgraded to meet increasing demands of areawide development.

Based on the preceding, the potential for the Project to 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 is less-than-significant.

d) *Less-Than-Significant Impact.* Solid waste generated by the Project would be collected by Advance Disposal Co. and disposed of at the Victorville Sanitary Landfill, operated by the County of San Bernardino Public Works Department.

The Project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. The Project proposes conventional light industrial uses and would not generate volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems.

Moreover, the Project is consistent with land uses and development anticipated by the City General Plan. The City General Plan EIR concludes that buildout of the City would not result in significant impacts related to solid waste management and landfills (GPUEIR, pp. 3.16-21 – 3.16-22). The Project is consistent with development anticipated under the General Plan; by extension, the Project would not result in adverse impacts to solid waste management and landfills.

On this basis, the potential for the Project to 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 is considered less-than-significant.

e) *Less-Than-Significant Impact.* The City has implemented programs to ensure compliance with statewide solid waste source reduction and recycling strategies and targets. The Project would be required to comply with applicable City and state waste diversion and recycling mandates. Moreover, the Project would not establish uses or activities that would conflict with or obstruct local, state and federal solid waste management regulations. All solid waste generated by the Project would be collected and disposed of as part of the City's municipal waste stream. In this latter regard,

solid waste management services are provided throughout the City including collection and transfer of refuse, greenwaste, and bulky items. Recycling services are also provided. The potential for the Project to conflict with federal, state, and local management and reduction statutes and regulations related to solid waste is therefore considered less-than-significant.

Sources: City of Hesperia General Plan 2010; *Draft Environmental Impact Report for the City of Hesperia General Plan Update* (Michael Brandman Associates) May 26, 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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?	☐	☐	☒	☐

Substantiation:

a) *Less-Than-Significant Impact.* CAL FIRE maintains California Fire Hazard Severity Zone Maps, including maps for State responsibility areas, as well as local responsibility areas. The City of Hesperia is located within a local responsibility area. According to the local responsibility map, Hesperia is located in a non-very high fire hazard severity zone (Non-VHFHSZ).⁴

As such, the Project is not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone. All Project development would be required to comply with City Building and Fire Codes. All building plans within the City are reviewed by the San Bernardino County Fire Department to ensure their compliance with the City's fire code.

Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project is located on graded, leveled land. There are no elements of the Project that would exacerbate wildland fire risk in the Project area due to slope, prevailing winds and other factors. Therefore, the potential for the Project to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is considered a less-than-significant impact.

c) *Less-Than-Significant Impact.* There are no elements of the Project that would exacerbate wildland fire risk in the Project area. The Project would include infrastructure related to fire protection such as a fire lane, a fire hydrant, connections to fire service, and proposed fire service backflow. Therefore, the potential for the Project to involve infrastructure that may exacerbate fire risk is considered a less-than-significant impact.

⁴ <https://osfm.fire.ca.gov/media/5945/hesperia.pdf>

d) *Less-Than-Significant Impact*. There are no elements of the Project that would expose people or structures to flooding or landslides by runoff flow, post-fire instability, or drainage changes. Therefore, the potential for the Project to result in significant post-fire risks is considered a less-than-significant impact.

Sources: CAL FIRE; City of Hesperia General Plan 2010; Project Application Materials.

	Potentially Significant Impact	Less-Than- Significant 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 reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Substantiation:

a) *Less-Than-Significant With Mitigation Incorporated.* The Project would incorporate mitigation reducing potential impacts to biological resources and cultural/tribal resources to levels that would be less-than-significant. The Project does not otherwise propose or require facilities or operations that would affect off-site biological or cultural resources. On this basis, with incorporation of mitigation, the potential for the Project to 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, 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 is considered less-than-significant.

b) *Less-Than-Significant Impact.* No significant or potentially significant unmitigable long-term environmental effects of the proposed Project have been identified. As such, the Project is not considered to have impacts that are individually limited; nor are the cumulative impacts of the Project considered to be significant.

c) *Less-Than-Significant Impact With Mitigation Incorporated.* As supported by the preceding environmental evaluation, development of the Project would not cause substantial adverse effects on human beings. Under each environmental consideration addressed herein, the proposed Project is considered to have either no impact, or potential effects of the proposal are substantiated at, or are mitigated to, levels that are less-than-significant.

4.0 DETERMINATION

4.0 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 project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared. ☒

I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the project MAY have a significant effect(s) 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 an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed. ☐

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 all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐

City of Hesperia:

Signature  Date 10/4/2023

Printed Signature Edgar Gonzalez, Senior Planner

5.0 MITIGATION MONITORING PROGRAM

5.0 MITIGATION MONITORING PROGRAM

5.1 INTRODUCTION

To ensure that the mitigation measures contained in the MND are properly implemented, a monitoring program has been devised pursuant to State law. Consistent with provisions of *CEQA Guidelines* § 15097 the Mitigation Monitoring Program (MMP) identifies measures incorporated in the Project that reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures; and
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated into the Project are presented in the following Section 5.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section at Table 5-1.

5.2 MITIGATION MONITORING AND REPORTING

5.2.1 Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Hesperia is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all construction-related and operational mitigation activities, and will require its contractors to implement this mitigation monitoring plan. Primary responsibility for compliance with Project mitigation measures and reporting the progress of that compliance through the mitigation monitoring plan resides with the City. As notification to affected parties, all of the Mitigation Measures presented herein shall appear on all construction drawings and contract documents.

Any proposed substantive modifications to the mitigation measures presented herein will be reported immediately to any potentially affected agencies. Prior to their implementation, the City will ensure that any proposed substantive modification of the mitigation measures or procedures identified within this mitigation monitoring plan are first approved by any affected responsible agencies.

If, during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City will immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
Air Quality					
AQ-1	<i>The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from unpaved areas, parking lots, and construction sites:</i>	On-going implementation of mitigation requirements during Project construction.	Applicant and contractors(s).	City of Hesperia, Planning Department.	On-going compliance monitoring by construction superintendent. City to respond to any community concerns regarding Project construction activities.
	1. <i>Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM₁₀ in accordance with MDAQMD Rule 403:</i>				
	<i>a. Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers;</i> <i>b. Wheel washers for construction equipment;</i> <i>c. Watering down of all construction areas;</i> <i>d. Limit speeds at construction sites to 15 miles per hour; and</i> <i>e. Covering of aggregate or similar material during transportation of material.</i>				
	2. <i>Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.</i>				

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Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
AQ-2	<i>The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment:</i>	On-going implementation of mitigation requirements during Project construction.	Applicant and contractor(s).	City of Hesperia, Planning Department.	On-going monitoring by construction superintendent. City to respond to any community concerns regarding Project construction activities.
	1. Commercial electric power (i.e., temporary power pole) shall be provided, to the extent feasible, to the project site in adequate capacity to avoid or minimize the use of portable diesel-powered electric generators and equipment.				
	2. Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).				
	3. To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.				
	4. On-site equipment shall be turned off when not in use and shall not idle for more than 5 minutes.				
	5. Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.				
	6. Encourage project applicants to perform a review of new technology, in consultation with the Mojave Desert Air				

Table 5-1
Hesperia Truck Parking Center Project
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Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	<i>Quality Management District, as it relates to heavy-duty equipment, to determine what advances in emissions reductions are available for use and are economically feasible.</i>				
AQ-3	<i>The City shall work with the MDAQMD and the San Bernardino Associated Governments to implement the federal ozone and PM₁₀ non-attainment plans and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the non-attainment plans. The City shall also implement, review, and interpret the General Plan and future discretionary projects in a manner consistent with the non-attainment plans to meet standards and reduce overall emissions from mobile and stationary sources.</i>	At Project application submission.	City of Hesperia, Planning Department.	City of Hesperia, Planning Department.	Throughout Project review process.
AQ-4	<i>The City shall consult with the Mojave Desert Air Quality Management District regarding the siting of project types within a specified distance of existing or planned (zoned) sensitive receptor land uses:</i>	At Project application submission.	City of Hesperia, Planning Department.	City of Hesperia, Planning Department.	Throughout Project review process.
a.	<i>1,000 feet of a major transportation project (50,000 or more vehicles per day);</i>				
b.	<i>1,000 feet of a distribution center (that accommodates more than 40 trucks per day);</i>				
c.	<i>1,000 feet of any industrial project; and</i>				
d.	<i>500 feet of any dry cleaning operation using</i>				

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	perchloroethylene.				
AQ-5	The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution:	Throughout project planning.	City of Hesperia, Planning Department.	City of Hesperia, Planning Department.	Throughout project planning.
	1. Encourage site plan designs to provide the appropriate setbacks and/or design features that reduce toxic air contaminants at the source.				
	2. Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.				
	3. Actively participate in decisions on the siting or expansion of facilities or land uses (e.g., freeway expansions), to ensure the inclusion of air quality mitigation measures.				
	4. Where decisions on land use may result in emissions of air contaminants that pose significant health risks, consider options, including possible relocation, recycling, redevelopment, rezoning, and incentive programs.				

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
5. Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible.					
6. Strategies shall be incorporated to reduce the idling time of main propulsion engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for Transport Refrigeration Units to allow diesel engines to be completely turned off.					
Biological Resources					
BR-1 The Project Applicant shall comply with City of Hesperia western Joshua tree removal permitting and mitigation fee payment/conservation fund payment requirements in effect at the time of Project building permit issuance.		At building permit issuance.	Project Applicant.	City of Hesperia, Planning Department	At building permit issuance.
BR-2 A State Incidental Take Permit (ITP) shall be obtained prior to any ground-disturbing activities that would be expected to impact the western Joshua tree.		Prior to ground-disturbing activities.	Project Applicant.	City of Hesperia, Planning Department	Prior to ground-disturbing activities.
BR-3 If Project construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted		Protection and monitoring per Migratory Bird	Construction contractor(s), Applicant, Project	City of Hesperia, Planning Department; CDFW.	Protection and monitoring per MBTA and CDFW requirements on-going throughout rough

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	<i>within three (3) days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged</i>	Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) requirements ongoing throughout rough grading activities. If construction would occur during the nesting season, Applicant shall provide required survey results to City Planning Department prior to issuance of rough grading permit.	Biologist.		grading activities. If construction would occur during the nesting season, Applicant shall provide required survey results to City Planning Department prior to issuance of rough grading permit.

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<i>and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.</i>					
BR-4	<i>A pre-construction burrowing owl survey will be conducted within 30-days prior to construction to avoid any potential project-related impacts to this species. If burrowing owls are documented on-site, the Applicant shall prepare and implement a plan for avoidance or passive exclusion, in coordination with CDFW. Methodology for surveys, impact analysis, and reporting shall follow the recommendations and guidelines provided within the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (CDFW 2012 Staff Report).</i>	Prior to issuance of first grading permit.	Construction contractor(s), Applicant, Project Biologist.	City of Hesperia, Planning Department; CDFW.	City to verify owl survey completion prior to issuance of grading permit. If owl(s) are determined to be present, City to verify plan for implementation of CDFW burrowing owl mitigation protocols.
Cultural Resources					
CR-1	<i>Prior to the initiation of ground-disturbing activities, field personnel shall be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist</i>	Prior to the initiation of ground-disturbing activities.	Construction contractor(s), Applicant.	City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities and at the discretion/direction of the Project Archaeological Monitor.

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
	<i>meeting Secretary of Interior standards shall be hired to assess the find. Work in the other portions of the Project site outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact and/or historic-era finds. YSMN shall be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment of the find(s).</i>				
CR-2	<i>If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be assured, the archaeologist shall develop a Monitoring and Treatment Plan (Plan), a draft of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the Project site disturbing activities and shall implement the Plan accordingly.</i>	During grading and excavation activities.	Construction contractor(s), Applicant.	City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities and/or at the discretion/direction of the Project Archaeological Monitor.

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Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
CR-3	<i>If human remains or funerary objects are encountered during any activities associated with the Project site disturbing activities, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of Project site disturbing activities.</i>	During grading and excavation activities.	Construction contractor(s), Applicant.	City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities and/or at the discretion/direction of the Project Archaeological Monitor.
Geology and Soils					
GEO-1	<i>A qualified paleontologist shall be retained to conduct a pre-construction meeting prior to ground disturbance to instruct workers on proper fossil identification and subsequent notification of a trained professional. If paleontological resources (fossils) are discovered during Project site-disturbing activities, work shall be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The Project paleontologist shall monitor remaining site-disturbing activities at the Project site and shall be equipped to record and salvage fossil resources that may be unearthed during site-disturbing activities. The paleontologist shall be empowered to temporarily halt or divert site-disturbing activities to allow</i>	Prior to construction.	Project Applicant.	City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities and/or at the discretion/direction of the Project Paleontological Monitor.

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Hesperia Truck Parking Center Project
Mitigation Monitoring Program

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Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
<i>recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City. Once site-disturbing activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities may be discontinued.</i>					
Tribal Cultural Resources					
TCR-1	<i>The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during Project site disturbing activities. YSMN shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment of the find(s). Should the find(s) be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to provisions of this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the Project site disturbing activities, should YSMN elect to place a monitor on-site.</i>	For the duration of ground-disturbing activities.	Construction contractor(s), Applicant.	YSMN; Project archaeologist; City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities and at the discretion/direction of the Project Archaeological Monitor.

Table 5-1
Hesperia Truck Parking Center Project
Mitigation Monitoring Program

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Impact	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/ Reporting Timing
TCR-2	<i>Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or Applicant shall, in good faith, consult with YSMN throughout the life of the Project.</i>	Within 60-days of completion of ground-disturbing activities.	Project Proponent.	YSMN; Project archaeologist; City of Hesperia, Planning Department.	Within 60-days of completion of ground-disturbing activities.
TCR-3	<i>A tribal representative from YSMN will provide a Cultural Sensitivity Training for all construction personnel at the start of the project at the Tribe's discretion, which will outline what types of cultural resources could potentially be discovered on the project and the inadvertent discovery protocols.</i>	Prior to the initiation of ground-disturbing activities.	Construction contractor(s), Applicant.	YSMN; City of Hesperia, Planning Department.	Ongoing throughout ground-disturbing activities.