

February 2025 | Focused General Plan Update Addendum
State Clearinghouse No. 2010011011

City of Hesperia Focused General Plan Update Addendum

City of Hesperia

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City of Hesperia

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1. Introduction

1.1 PURPOSE OF AN ADDENDUM

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2010011011) for the Hesperia General Plan, which was certified on September 8, 2010 (referred to as the “existing General Plan”). The purpose of this Addendum is to evaluate whether the proposed update to the General Plan (“General Plan Update” or “Proposed Project”) would modify the existing General Plan in such a way as to result in new environmental impacts or a substantial increase in the severity of previously identified significant effects or would otherwise trigger a need for subsequent environmental review.

The primary purpose of a general plan is to integrate components of city governance documents into a single guidance system that shapes the community 20 years or more into the future. All future development and redevelopment in a city must be consistent with the general plan.

The City of Hesperia released a Draft EIR in May 2010 for the General Plan. The 2010 Certified EIR and the 2010 Final EIR are collectively referred to as the 2010 Certified EIR.

The 2010 Certified EIR, in conjunction with this Addendum, serve as the environmental review for the proposed modifications to the existing General Plan, as required by the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines (14 California Code of Regulations Sections 15000–15387). This Addendum evaluates the potential environmental impacts associated with the existing General Plan as modified by the General Plan Update.

1.1.1 Environmental Procedures

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the Proposed Project would require major revisions to the 2010 Certified EIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

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- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162[a])

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the above criteria apply, but “[o]nly minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163(a)). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

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- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines Section 15164)

This Addendum to the 2010 Certified EIR for the existing General Plan has been prepared because the evaluation of the General Plan Update, also known as the Proposed Project, has not indicated any of the circumstances requiring a subsequent or supplemental EIR. As demonstrated in Section 5, *Environmental Analysis*, of this Addendum, the Proposed Project would not result in impacts that would substantially differ from the existing General Plan, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a). This Addendum demonstrates that no substantial changes are proposed to the existing General Plan or have occurred in the City that would require major revisions to the 2010 Certified EIR or substantially increase the severity of previously identified significant effects. Therefore, the impacts of the Proposed Project are within the levels and types of environmental impacts disclosed in the 2010 Certified EIR.

1.1.2 Scope and Analysis for this Addendum

This Addendum analyzes the changes and potential impacts of the Proposed Project and any changes to the existing conditions that have occurred since the City certified the EIR in 2010. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the City approved the 2010 Certified EIR. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the CEQA Guidelines and their applicability to the Proposed Project. This Addendum relies on the environmental analysis (see Section 5, *Environmental Analysis*), which addresses environmental checklist issues section by section.

As the Proposed Project is a focused update to the existing General Plan, the Proposed Project would propose changes to growth compared to the buildout evaluated as part of the 2010 Certified EIR. However, as demonstrated in Section 5, *Environmental Analysis*, of this Addendum, these buildout differences would not result in substantial changes in circumstances under Section 15162(a)(2) in comparison to the 2010 Certified EIR that would indicate new significant impacts or substantially increase the severity of significant impacts previously identified. The background environmental conditions have not significantly changed since the certification of the 2010 EIR. The City of Hesperia has received no information indicating a substantial change in any circumstances that would result in a new or substantially greater significant impact.

Given the nature of the Proposed Project (i.e., an update to the 2010 General Plan), no information that was not known and could not have been known at the time of the 2010 Certified EIR preparation has been revealed that shows new or substantially greater significant impacts would result (see CEQA Guidelines Section 15162[a][3]). There are no new or different mitigation measures that would substantially reduce one or more significant impacts of the existing General Plan but that are not adopted. The Proposed Project does not identify or require the adoption of any further mitigation measures beyond those provided in the 2010 Certified EIR.

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Since this Addendum does not identify new or substantially greater significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines Section 15164[c]). However, the Hesperia City Council will consider this Addendum at a public meeting prior to the adoption of the Proposed Project (CEQA Guidelines Section 15164[d]). If the Hesperia City Council approves this Addendum, it shall be required to make findings by way of a resolution, including a finding that this Addendum provides the basis and substantial evidence for the decision not to prepare a subsequent or supplemental EIR (CEQA Guidelines Section 15164[e]).

1.2 PREVIOUS ENVIRONMENTAL DOCUMENTATION

This Addendum relies on environmental analysis in the 2010 Certified EIR and 2010 Final EIR, collectively referred to in this Addendum as the 2010 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this Addendum incorporates the 2010 Certified EIR (and its constituent parts) by reference. A summary of the 2010 Certified EIR and how it relates to this Addendum is provided below. All documents incorporated by reference are available for review at the City of Hesperia Planning Department at 9700 Seventh Ave, Hesperia, CA 92345.

1.2.1 2010 Certified EIR for Hesperia General Plan Update

The City of Hesperia circulated the 2010 Certified EIR for public review on May 26, 2010, and 17 topics were evaluated in detail.

The following 12 environmental topical areas were considered less than significant without incorporating mitigation in the 2010 Certified EIR:

- | | |
|-----------------------------------|--------------------------|
| ■ Aesthetics | ■ Mineral Resources |
| ■ Agriculture | ■ Population and Housing |
| ■ Geology and Soils | ■ Public Services |
| ■ Hazards and Hazardous Materials | ■ Recreation |
| ■ Hydrology and Water Quality | ■ Utilities |
| ■ Land Use and Planning | ■ Climate Change |

Two environmental categories were identified as having potentially significant impacts that could be mitigated, avoided, or substantially lessened.

- Cultural Resources
- Biological Resources

Three environmental categories were considered to have significant and unavoidable impacts that could not be alleviated by incorporating mitigation.

- Air Quality
- Noise
- Transportation

2. Environmental Setting

2.1 PROJECT LOCATION

The City of Hesperia (City) is in the southwestern portion of San Bernardino County, situated northeast of the Cajon Pass, and transected by the Interstate 15 (I-15) Freeway in the western portion of the City. The City and its unincorporated Sphere of Influence (SOI) is surrounded by the Cities of Adelanto and Victorville to the north, the City of Apple Valley and unincorporated San Bernardino County to the east, unincorporated San Bernardino County to the west, and the San Bernardino National Forest to the south. The City and SOI (Planning Area) are approximately 118 square miles in size. Regional access to the Planning Area is provided by I-15 and U.S. Highway 395. Access from the south through the San Bernardino Mountains is provided by State Route (SR) 138. The Mojave River traverses the southeastern portion of the Planning Area. Figure 1, *Regional Location*, shows the Planning Area's location within the region.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

The City of Hesperia encompasses approximately 46,498 acres, and its SOI consists of an additional 28,806 acres, for a total of 75,304 acres across the entire Planning Area. The primary housing type in the City is detached housing on lots of one-half acre or larger. Commercial, industrial, and office uses primarily exist along Main Street, I-15, Bear Valley Road, and Santa Fe Avenue. Figure 2, *Planning Area*, shows the City of Hesperia and SOI (Planning Area) boundaries.

2.2.2 Surrounding Land Use

As shown in Figure 3, *Aerial Map*, Hesperia is surrounded by the Cities of Adelanto, Victorville, Apple Valley, unincorporated San Bernardino County, and San Bernardino National Forest.

2. Environmental Setting

Figure 1 Regional Location

2. Environmental Setting

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2. Environmental Setting

Figure 2 Planning Area

2. Environmental Setting

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2. Environmental Setting

Figure 3 Aerial Map

2. Environmental Setting

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3. Project Description

3.1 PROPOSED PROJECT

The City of Hesperia has initiated the process to update the Land Use, Circulation and Mobility, and Health and Safety Elements, as well as the Environmental Justice policies of its General Plan. The Focused General Plan Update (Proposed Project) will provide the long-term planning framework needed to accommodate the City's growing population over the 25-year planning horizon. The Proposed Project is a focused update of the current General Plan to conform with new State laws related to community health, environmental justice, climate adaptation, resiliency, and mobility, and to bring long-term growth projections into alignment with current economic conditions and state mandates.

3.1.1 Planning Area Buildout

During the 25-year planning horizon (referred to as “buildout” throughout this addendum) of the Proposed Project, the City could potentially grow by 7,140 housing units and 18,297 residents, and could result in a decrease of 25 jobs and 879,349 square feet of non-residential uses, compared to the existing General Plan, as shown in Table 1, *Focused General Plan Buildout*.

Table 1 Focused General Plan Buildout

	Population	Housing Units	Jobs	Non-Residential Square Feet
existing General Plan (2050) ¹	144,538	54,430	48,527	67,613,266
Proposed Project (2050)	162,835	61,570	48,502	66,733,917
Net Change	18,297	7,140	-25	-879,349

¹ The 2010 Certified EIR did not include a planning horizon, and therefore, the buildout under the existing General Plan was adjusted to account for a 2050 horizon year. The buildout under the Proposed Project is within the overall buildout as envisioned in the 2010 Certified EIR.

Given that the 2010 Certified EIR's analysis did not provide a planning horizon year, the Proposed Project's horizon year of 2050 represents a point-in-time on the City's longer-term growth trajectory (as analyzed in the 2010 Certified EIR). As such, Table 1 shows that the Proposed Project is generally consistent with the analysis in the 2010 Certified EIR.

3. Project Description

3.1.2 Proposed General Plan Land Use Designation and Zoning Changes

The following provides a summary of the General Plan Land Use Designation and Zoning changes proposed as part of the Proposed Project. Figure 4, *Proposed General Plan Land Use/ Zoning Designations*, shows the proposed land use/zoning designations.

3. Project Description

Figure 4 Proposed General Plan Land Use/Zoning Designations

3. Project Description

- **R3 Multiple Family Residence.** The R3 land use designation and zone would be amended to increase the maximum density of residential development from 15 dwelling units per acre to 30 dwelling units per acre and to conditionally permit group homes for seven or more persons.
- **C2 General Commercial.** The C2 land use designation and zone would be amended to allow 100-percent residential development ranging from 20 to 30 dwelling units per acre and to permit group homes for six or fewer persons.
- **RC Regional Commercial.** The RC zone (part of Main Street and Freeway Corridor Specific Plan) would be amended to increase the maximum density of residential development from 25 dwelling units per acre to 30 dwelling units per acre. The zone would also be amended to allow 100-percent residential development and to permit group homes for six or fewer persons. The development of residential uses would be limited to the east side of Interstate 15 and north of El Centro Street.

3.2 MODIFICATIONS TO THE 2010 CERTIFIED EIR

The following text is modified to indicate changes to the 2010 Certified EIR using underline for revised or new language or ~~strikeout~~ for deletions.

- Global edits throughout 2010 Certified EIR – the buildout in the 2010 Certified EIR does not include a planning horizon. In order to compare the existing General Plan and Proposed Project, the buildout from the 2010 Certified EIR was adjusted to reflect a 2050 planning horizon.
 - Population: ~~243,465~~ 144,538
 - Employment: ~~76,149~~ 48,527
 - Dwelling Units: ~~79,855~~ 54,430
 - ~~Industrial/Office: 2,702 acres~~
 - ~~Commercial: 3,762 acres~~
 - Non-residential square footage: 67,613,266

4. Environmental Checklist

4.1 BACKGROUND

1. Project Title:

City of Hesperia Focused General Plan Update Addendum

2. Lead Agency Name and Address:

City of Hesperia
9700 Seventh Avenue
Hesperia, California 92345

3. Contact Person and Phone Number:

Contact: Ryan Leonard, Principal Planner
Tel: 760.947.1224

4. Project Location:

The City of Hesperia is in the southwestern portion of San Bernardino County, situated northeast of the Cajon Pass, and transected by the Interstate 15 (I-15) Freeway in the western portion of the City. The City and its unincorporated Sphere of Influence (SOI) is surrounded by the Cities of Adelanto and Victorville to the north, the City of Apple Valley and unincorporated San Bernardino County to the east, unincorporated San Bernardino County to the west, and the San Bernardino National Forest to the south.

5. Project Sponsor's Name and Address:

City of Hesperia
9700 Seventh Avenue
Hesperia, CA 92345

6. General Plan Designation: Not Applicable, project applies citywide.

7. Zoning: Not Applicable, project applies citywide.

8. Description of Project:

The Proposed Project is a focused update to the City's General Plan. The Proposed Project would provide the long-term planning framework for the improvements needed to accommodate the City's growing population over the 25-year planning horizon, and would conform with new state laws. The Proposed Project would result in an increase in 18,297 residents and 7,140 housing units, and a decrease in 25 jobs and 879,349 square feet of non-residential uses.

9. Surrounding Land Uses and Setting:

Hesperia is surrounded by the Cities of Adelanto, Victorville, Apple Valley, unincorporated San Bernardino County, and San Bernardino National Forest.

4. Environmental Checklist

-
- 10. Other Public Agencies Whose Approval Is Required** (e.g., permits, financing approval, or participation agreement):

N/A

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

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to Senate Bill 18, the City of Hesperia contacted the California Native American tribes provided by the Native American Heritage Commission on May 21, 2024. The City sent notification letters to the Desert Cahuilla Indians, Cabazon Band of Mission Indians, and Yuhaaviatam of San Manuel. The Yuhaaviatam of San Manuel tribe responded on May 24, 2024, and requested consultation.

Since an addendum is being prepared for the Proposed Project, tribal consultation under Assembly Bill 52 is not required.

4. Environmental Checklist

On the basis of this initial evaluation:

4. Environmental Checklist

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5. Environmental Analysis

This Section provides evidence to substantiate the conclusions in the environmental checklist. Each section briefly summarizes the conclusions of the Certified EIR and discusses the following three conditions pursuant to CEQA Guidelines Section 15162:

Condition 1. Whether or not the Proposed Project represents a substantial change that will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Condition 2. Whether or not substantial changes in the circumstances under which the Proposed Project is being undertaken will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

Condition 3. If new information shows that the Proposed Project would have one or more new significant effects; that significant effects would be substantially more severe than previously described; that mitigation measures or alternatives previously found not to be feasible would be feasible and substantially reduce impacts, but project proponents decline to adopt them; or that new or previously rejected mitigation measures or alternatives would be feasible and would substantially reduce one or more project impacts, but project proponents decline to adopt them.

Condition 4: If changes to a project or new information arise after the adoption of a negative declaration, the lead agency must prepare a subsequent EIR if required by specific conditions. Otherwise, the lead agency will determine whether a subsequent negative declaration, an addendum, or no further documentation is necessary. Once a project has been approved, the lead agency's role in project approval is complete unless further discretionary approvals are needed. If new conditions occur after the approval, only the agency granting the next discretionary approval is responsible for preparing a subsequent EIR or negative declaration. In this case, no other agency can approve the project until the subsequent EIR is certified or a subsequent negative declaration is adopted. Additionally, any subsequent EIR or negative declaration must go through the same public notice and review process required for the original document, and it must specify where the previous document is available for review.

Whether the Proposed Project results in a No Impact or Less Than Significant Impact, meaning that there are no significant environmental effects or the effects do not warrant the preparation of an EIR or MND. In this case, there are no new circumstances or information that would trigger the need for a major revision of the Certified EIR or MND. Therefore, if none of the above conditions is met, the analysis identifies where impacts of the Proposed Project would result in a Less Than Significant or No Impact, confirming that the project does not create new significant effects or require major revisions to the Certified EIR or MND.

5. Environmental Analysis

5.1 AESTHETICS

5.1.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that compliance with the General Plan policies and City's Municipal Code would reduce impacts to trees, rock outcroppings, historic buildings, and state scenic highways to less than significant. Nothing contained in the proposed project changes the location of the development evaluated in the 2010 Certified EIR, or change the policies and development standards associated with future development.

5.1.2 Impacts Associated with the Proposed Project

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Have a substantial adverse effect on a scenic vista?					X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?					X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X

a) Have a substantial adverse effect on a scenic vista?

No Impact. The 2010 Certified EIR determined that development in accordance with the existing General Plan would not substantially alter nor damage scenic vistas and a less than significant impact would occur.

Although changes to the land use densities as described in the project description, the Proposed Project would result in an increase in 7,140 housing units and a decrease in 879,349 square feet of non-residential square uses compared to the existing General Plan which would change the development of the Planning Area. The

5. Environmental Analysis

proposed project does not change the location of land uses from those evaluated in the 2010 Certified EIR. The proposed project also does not alter any policy or ordinance that addresses aesthetic impacts.

As with the existing General Plan, future development under the Proposed Project would not substantially alter scenic vistas in the Planning Area because future development would be required to show consistency with applicable policies related to the preservation of scenic vistas and resources such as existing General Plan Policy OS-2.3 which calls for utilizing natural open space to preserve natural resources such as historical, biological and scenic resources. Furthermore, the City of Hesperia's Municipal Code Chapter 16.20, General Regulations, provides regulations that guide development, such as height and placement of buildings and structures, setback requirements, and landscaping. By enforcing these standards, the City ensures that the Proposed Project would maintain the visual character and scenic quality of the Planning Area, preserving its scenic vistas despite the increased housing and reduced non-residential space. Therefore, with adherence to the City of Hesperia Municipal Code and implementation of the existing General Plan policies. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on scenic vistas.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. No changes proposed by the Proposed Project compared to the existing General Plan analyzed in the 2010 Certified EIR would result in any new or substantially more severe significant impacts concerning adverse effects on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The 2010 Certified EIR stated there are no scenic highways in the Planning Area and the nearest eligible scenic highways are State Route 173 (SR-173) and SR-138 within the southern portion of the City. The 2010 Certified EIR stated that impacts would be less than significant.

The Proposed Project would include development that would occur within proximity to SR-173 and SR-138 which are both designated as eligible scenic highways. The areas proximate to SR-173 and SR-138 are zoned the Tapestry Specific Plan, Rural Residential, and Agricultural. Because no changes to these zones are being proposed as part of the Proposed Project, impacts of the Proposed Project would be like the existing General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions substantially damaging scenic resources near a state scenic highway.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. No changes proposed by the Proposed Project compared to the existing General Plan analyzed in the 2010 Certified EIR would result in any new or substantially more severe significant impacts concerning adverse effects on scenic resources within a scenic highway. Would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The 2010 Certified EIR indicated that although new development would alter the visual appearance of the City, it would not degrade Hesperia's visual character or quality given the incremental increases in buildout.

5. Environmental Analysis

Future development under the Proposed Project could be visible from public rights-of-way, but all new development would require a permit from the City and undergo further design review, if applicable, on a project-by-project basis to ensure the visual quality of the surrounding environment is not compromised. Specifically, Chapter 16.20, General Regulations, of the City's Municipal Code includes general development standards that help regulate development in the City, such as maximum height limits, density limits, lot and yard setbacks, and several performance standards related to reducing environmental impacts, including but not limited to light and glare. In addition, Chapter 16.40, Hillside Development Regulations, of the City's Municipal Code establishes standards and guidelines for reviewing and approving development on hillsides and other slopes to ensure they are developed in a way that maintains their natural character and aesthetic values. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on scenic quality. The Proposed Project would not change the conclusions of the 2010 Certified EIR.

c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The 2010 Certified EIR identified that the buildout of the existing General Plan would generate new sources of light and glare that could potentially degrade and diminish daytime and nighttime views of visual resources such as ridgelines, vegetation, watercourses, and coastlines. However, the 2010 Certified EIR determined that adherence to the General Plan policies would reduce new light and glare to less than significant.

Future development under the Proposed Project would need to adhere to the City's Municipal Code Section 16.20.135, Glare, which requires that light and glare from industrial districts do not exceed 0.5-foot candles when measured in residential districts/lots. Section 16.36.050, Prohibited Signs, of the City of Hesperia Municipal Code, states that signs shall be designed to avoid undue glare or reflection of light. Additionally, City of Hesperia Municipal Code Section 16.16.405, Site Design Standards and Guidelines, states that residential uses should be buffered from incompatible commercial development to reduce impacts related to light, glare, and aesthetics. Adherence to the development standards of the City's Municipal Code would ensure light and glare impacts are minimized. Therefore, the proposed project has no impact on the 2010 Certified EIR conclusions on light and glare from new development.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. No changes proposed by the Proposed Project compared to the existing General Plan would result in any new or substantially more severe significant impacts with respect to adverse effects on light and glare..

5.1.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant aesthetic impacts and therefore no mitigation measures were identified.

5. Environmental Analysis

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan resulted in land use changes to Prime Farmland and Farmland of Statewide Importance to correspond to the existing zoning (Rural Residential, General Agricultural, and Flood Way), which are appropriately zoned to protect agricultural uses. Therefore, the existing General Plan was not considered to contribute to the loss of farmlands and the General Plan policies would further reduce impacts as a result of the conversion of farmland to non-farmland. The 2010 Certified EIR stated that the Williamson Act Contract lands in the SOI were designated Rural Residential Special District which is consistent with the zoning of the City. Therefore, the existing General Plan did not change the zoning of areas under a Williamson Act Contract. Additionally, the existing General Plan did not reduce the total designated agricultural land uses, according to the 2010 Certified EIR. The 2010 Certified EIR indicates that although a decline in agricultural practices in the City is anticipated, the existing General Plan designated 7,094 acres for agricultural uses, and that the General Plan policies would preserve farmland.

5.2.2 Impacts Associated with the Proposed Project

Would the Proposed Project:

	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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?				d	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
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))?					X
d) Result in the loss of forest land or conversion of forest land to non-forest use?					X

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	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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?					X

- 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?**

No Impact. The 2010 Certified EIR identified that the existing General Plan would convert agricultural land to nonagricultural land upon buildout. However, the 2010 Certified EIR determined that the designated zoning within these agricultural lands was appropriately zoned to protect agricultural uses.

There are lands designated Prime Farmland in Hesperia, within the eastern portion of the City limits, as well as in the southern portion in the SOI (DOC 2024). These lands are designated Floodplain and Agriculture (A2). The Proposed Project does not include land use designation or zoning changes that could affect these properties, and any new potential development because the Proposed Project would not convert any new agricultural land to nonagricultural uses. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on farmland.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The Proposed Project does not change the land use designation or zoning beyond what was evaluated in the 2010 Certified EIR. Therefore the proposed project would not result in any new impacts or increase the severity of impacts with respect to agricultural zoning or Williamson Act contracts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on 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))?**

No Impact. Because there is no timberland or forestland in the Planning Area, the 2010 Certified EIR did not analyze impacts to forestland or timberland. The proposed project would not expand the land use pattern to include any timber or forestland. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on forestland.

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d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The 2010 Certified EIR did not analyze the loss of forestland or conversion of forestland to non-forest use. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the loss of forestland.

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?

No Impact. As noted in Impact 5.2.2 a) and Impact 5.2.2 d) of the 2010 Certified EIR, there is limited agricultural land and no forestland in the Planning Area. In addition, the Proposed Project would not result in land use changes that would convert farmland. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on Farmland conversions.

5.2.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant agricultural resources impacts, and therefore no mitigation measures were identified.

5.3 AIR QUALITY

5.3.1 Summary of Impacts Identified in the Program EIR

The following provides a summary of the air quality impacts identified in the 2010 Certified EIR:

- **Consistency with the Air Quality Management Plan.** The 2010 Certified EIR concluded that the existing General Plan would not conflict with the 2004 Ozone Attainment Plan (OAP), because the 2010 update included minor incremental increase in population and employment growth compared to the previous general plan, and implementation of the goals and policies established within the existing General Plan would ensure that impacts generated by substantial population growth would be avoided or minimized.
- **Regional Air Quality Emissions.** The 2010 Certified EIR identified that construction and operation of individual projects under the existing General Plan may exceed the Mojave Desert Air Quality Management District (MDAQMD) thresholds and would cumulatively contribute to the Mojave Desert Air Basin's (MDAB) nonattainment designations, including ozone (O₃). Implementation of Mitigation Measures AQ-1 through AQ-3 and the general plan policies would reduce impacts; however, impacts were identified as significant and unavoidable.
- **Localized Air Quality Emissions.** The 2010 Certified EIR identified that buildout of the existing General Plan did not produce the volume of traffic required to generate carbon monoxide (CO) hotspots, even at the most congested and highest volume traffic intersections. However, toxic air

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contaminants (TACs) were identified as a potential significant impact in the 2010 Certified EIR. Impacts were reduced to less than significant levels with Implementation of Mitigation Measures AQ-4 and AQ-5.¹

- **Odors.** The 2010 Certified EIR found that the development under the existing General Plan could generate odors associated with the operation of construction vehicles, application of architectural coatings, cooking from restaurant uses, and trash receptacles from residences, in addition to other typical odor-generating land uses. The 2010 Certified EIR identified that impacts would be reduced to less than significant levels with implementation of Mitigation Measure AQ-6.

5.3.2 Impacts Associated with the Proposed Project

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:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	
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?				X	
c) Expose sensitive receptors to substantial pollutant concentrations?				X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X	

Impacts of the Environmental on a Project

In 2016, the California Legislature passed Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, to incorporate Environmental Justice into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address environmental

¹ The 2010 Certified EIR also identified air quality impacts from siting sensitive uses proximate to major sources of air pollution that generate toxic air contaminants (TACs) and indoor air pollution. However, CEQA does not require analysis this type of analysis (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)).

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justice but does not require CEQA analyses to address Environmental Justice issues. The Proposed Project addresses air quality and health risk impacts of implementing general plan to sensitive land uses.

Buildout of the proposed land use plan under the Proposed Project could result in siting sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. However, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in this Section.

However, the Proposed Project includes policies that would minimize exposure of sensitive receptors to air quality impacts as well as reduce potential long-term air quality emissions impacts:

Health and Safety Element

- **Policy HC-1.1:** Create and maintain land use patterns that protect residences and other sensitive receptors from exposure to pollution, dust, noise, odor, vibration, and other detrimental conditions to public health.
- **Policy HC-1.2** Require new commercial and industrial projects west of the I-15 Freeway Corridor area to prepare a cumulative health risk assessment and appropriate mitigation plan prior to approval.
- **Policy HC-2.1** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, recreation and other major facilities.
- **Policy HC-5.3** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community.
- **Policy SF-6.13:** Work with local contractors and community-based organizations to help low-income households and community service providers obtain or upgrade indoor air filtration systems

Land Use Element

- **Policy LU-2.5** Permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space, in addition to payment of development impact fees.
- **Policy LU-2.6:** Require new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses that competitively attract consumers and consumer spending in the evolving retail sales and services market.
- **Policy LU-4.3:** Encourage the development of logistics warehousing in areas designated Commercial Industrial Business Park west of Interstate 15 to leverage direct and convenient access to the freeways.

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- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.
- **Policy LU-6.5:** Promote the use of green building standards and Leadership in Energy and Environmental Design (LEED), or other equivalent programs, in both private and public projects.

Circulation and Mobility Element

- **Policy CI-2.1:** Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
- **Policy CI-3.4** Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
- **Policy CI-3.5** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CI-4.1** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
- **Policy CI-4.2** Coordinate with VVTa to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- **Policy CI-4.3** Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. The 2010 Certified EIR concluded that the existing General Plan would not conflict with the

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2004 Ozone Attainment Plan (OAP). Since the certification of the 2010 EIR, the MDAQMD has adopted a number of attainment plans for nonattainment pollutants that are applicable within the project area. A wide variety of control measures are included in these air quality management plans (AQMPs), such as reducing or offsetting emissions from construction and operations associated with land use developments. Future development projects accommodated under the Proposed Project would be required to adhere to the MDAQMD control measures, as outlined in the air quality plans and implemented through MDAQMD rules and regulations.

A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMPs. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. Regional growth projections are used by MDAQMD to forecast future emission levels in the MDAB. For Southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections, and therefore, the assumptions in AQMPs prepared for the region. Both the projected population and housing growth under the Proposed Project exceeds SCAG projections for the City. However, when compared to the existing General Plan, it would also result in an overall decrease in land use square feet from the reduction in industrial, institutional, and office land uses.

The Proposed Project includes updated goals and policies that would enhance alternative modes of transportation available in the City and reduce mobile-source emissions from new development to the extent feasible, including:

- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3:** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
- **Policy CI-3.5:** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CI-4.1:** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.

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- **Policy CI-4.3:** Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.
- **Policy HC-2.1:** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, recreation and other major facilities.
- **Policy HC-5.3:** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.

Even though the 2050 horizon estimates are greater than evaluated in the 2010 Certified EIR, the potential air quality impacts are offset by the reduction in industrial land by the proposed project and shown in Table 1 of this addendum. Further, with the additional policies included as part of the Proposed Project designed to reduce VMT, no new significant impact or substantially more severe significant impacts than those identified in the 2010 Certified EIR would occur.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. The 2010 Certified EIR identified that the future construction and operation of individual projects under the existing General Plan may exceed the MDAQMD thresholds and would cumulatively contribute to the nonattainment designations of the MDAB. Impacts were identified as significant and unavoidable, even with implementation of mitigation and policies designed to reduce overall emissions.

Construction

Construction of future development projects under the Proposed Project, like the existing General Plan, would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites, or coating operations such as painting or striping. In addition, fugitive dust emissions would result from demolition and various soil-handling activities.

Regardless of land use, the process of construction is largely the same with land being cleared, vegetation removed, trenching, paving, etc. While the Proposed Project forecasts a net increase in housing units and a net decrease in non-residential square footage, it would not be possible to compare the scale and phasing of individual projects under the existing General Plan and Proposed Project since the details of these prospective projects are unknown. However, the Proposed Project is not expected to induce more or larger scale construction activities when compared to the existing General Plan. Additionally, goals and policies in the Proposed Project would reduce emissions during construction, to the extent feasible, including:

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- **Policy CI-2.1:** Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.

Therefore, like the existing General Plan, construction emissions under the Proposed Project would be significant, requiring the implementation of Mitigation Measures AQ-1 and AQ-2. While these mitigation measures would reduce impacts associated with construction emissions, impacts would continue to be significant and unavoidable. However, the Proposed Project would not result in impacts beyond what was previously analyzed in the 2010 Certified EIR.

Operation

Operation of future development under the Proposed Project, like the existing General Plan, would generate criteria pollutant emissions from transportation (i.e., vehicle trips), area sources (e.g., landscaping equipment, architectural coating), and energy (i.e., natural gas used for heating and cooking). When compared to the buildout of the existing General Plan, the Proposed Project would result in a net increase in housing units, but a net decrease in non-residential square footage.

To compare the change in operational emissions between the Proposed Project and existing General Plan, the respective net increases and net decreases of the buildouts in these land use categories were modeled using the California Emissions Estimator Model (CalEEMod), Version 2022.1. Mobile source emissions were estimated using emissions data from the California Air Resources Board's (CARB's) Emission Factor database (EMFAC2021 Version 1.0.3) for the San Bernardino County, Mojave Desert Air Basin subarea and vehicle miles traveled (VMT) data from Fehr and Peers.² Table 2, *Net Change in Maximum Regional Operation Emissions*, shows the daily and annual emissions from the net change in buildout between the existing General Plan and Proposed Project and compares the net change in emissions to the MDAQMD significance thresholds.

Table 2 Net Change in Maximum Regional Operation Emissions

Source	Net Increase in Maximum Daily Emissions (lbs/Day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2010 Certified EIR						
existing General Plan	117,089	8,184	146,018	NA	20,836	18,453
Net Change 2010 EIR	64,226	-5,485	63,205	NA	10,833	9,923
Net Change Proposed Project						
Mobile ¹	2	-85	283	<1	-4	-3
Area ¹	285	43	386	<1	3	3
Energy ²	1	23	<1	<1	2	2

² Accounting of VMT is based on the recommendations of CARB's Regional Targets Advisory Committee (RTAC) created under SB 375. For accounting purposes, there are three types of trips:

- **Internal-Internal.** Vehicle trips that originated and terminated within the City (Internal-Internal, I-I). Using the accounting rules established by RTAC, 100 percent of the length of these trips and their emissions are attributed to the City.
- **Internal-External/External-Internal.** Vehicle trips that either originated or terminated (but not both) in the City (Internal-External or External-Internal, I-X and X-I). Using the accounting rules established by RTAC, 50 percent of the trip length for these trips is attributed to the City.
- **External-External.** Vehicle trips that neither originated nor terminated in the City. These trips are commonly called pass-through trips (External-External, X-X). Using the accounting rules established by RTAC, these trips are not counted toward the City's VMT or emissions.

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Total	290	-84	803	1	-4	-1
Regional Threshold	137	137	548	137	82	65
Exceeds Threshold?	Yes	No	Yes	No	No	No
Source	Net Increase in Maximum Annual Emissions (tons/year)					
	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2010 Certified EIR						
existing General Plan	2,655	1,198	4,226	NA	679	361
Net Change 2010 EIR	1,147	-1,179	-1,132	NA	215	114
Net Change Proposed Project						
Mobile ¹	<1	-15	49	<1	-1	-1
Area ²	49	1	33	<1	<1	<1
Energy ²	<1	<1	<1	<1	<1	<1
Total	50	-10	82	<1	<-1	<-1
Regional Threshold	25	25	100	25	15	12
Exceeds Threshold?	Yes	No	No	No	No	No

Notes: lbs: Pounds. Highest winter or summer emissions are reported. Negative emission numbers indicate a decrease in emissions between the existing General Plan and Proposed Project.

¹ Mobile source emissions were calculated by using the net change in VMT between the existing General Plan and Proposed Project and modeled using EMFAC2021 based on VMT provided by Fehr and Peers.

² Area and energy use modeled using CalEEMod Version 2022.1.1.26. The area and energy source emissions associated with the Proposed Project's net decrease of 1.46 million square feet of industrial space, 11,500 square feet of office space, and 1.7 million square feet of industrial space were subtracted from the area and energy source emissions of the Proposed Project's net increase of 7,141 housing units and 2.3 million square feet of commercial area.

As shown in Table 2, the net increase in buildout from the Proposed Project would result in a net increase of volatile organic compound (VOC) and CO emissions that would exceed the MDAQMD significance thresholds. Therefore, like the existing General Plan, construction emissions under the Proposed Project would be significant and Mitigation Measure AQ-3 would be required to reduce impacts. Goals and policies under the Proposed Project would reduce operational phase air quality impacts to the extent feasible, including:

- **Policy LU-6.5:** Promote the use of green building standards and Leadership in Energy and Environmental Design (LEED), or other equivalent programs, in both private and public projects.

However, because the 2010 Certified EIR determined that impacts with respect to operational air quality would also be significant and unavoidable under the existing General Plan, the air quality impacts under the Proposed Project do not represent a new, or substantially increased significant impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. Development and operation of new land uses consistent with Proposed Project could generate new sources of criteria air pollutants and TACs in the City from area/stationary sources and mobile sources.

CO Hotspots

The 2010 Certified EIR evaluated the potential for CO hotspots to be created at several intersections in the City with the highest traffic volumes and determined that the existing General Plan's traffic increases would not exceed the State or federal ambient air quality standards (AAQS) for CO at sensitive receptor locations.

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The MDAB is currently in attainment of the federal and State CO AAQS. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2023). Based on the projected average daily roadway segment volumes for the Proposed Project, it is not anticipated that it would generate the number of peak hour intersection volumes needed to generate a potential CO hotspot (Fehr and Peers 2024). Therefore, implementation of the Proposed Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of sensitive receptors in the City, and like the existing General Plan, impacts with respect to CO hotspots would be less than significant. Because the Proposed Project would not result in impacts beyond what was previously analyzed in the 2010 Certified EIR, preparation of a supplemental or subsequent EIR would not be required.

Toxic Air Contaminants

Toxic air contaminants (TACs) were identified as a potential significant impact in the 2010 Certified EIR. Emissions of TACs from stationary sources would be controlled by MDAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits. Adherence to MDAQMD's New Source Review program would ensure that stationary source emissions (permitted sources) would be reduced or mitigated below MDAQMD significance thresholds of ten in one million cancer risk and one for acute risk at the maximally exposed individual receptor.

Mobile sources of TACs are not regulated by MDAQMD. The primary driver of health risk in the MDAB is diesel particulate matter (DPM). Mobile sources of DPM in the unincorporated areas are truck travel, truck idling, and use of off-road equipment. New warehousing operations could generate substantial diesel particulate matter emissions from off-road equipment use and truck idling. In addition, some warehousing and industrial facilities may include use of transport refrigeration units (TRUs) for cold storage.

The Proposed Project includes the following policy aimed at reducing emissions from major sources of air pollution including:

- **Policy HC-1.2:** Require new commercial and industrial projects west of the I-15 the Freeway Corridor area to prepare a cumulative health risk assessment and appropriate mitigation plan prior to approval.

The Proposed Project could result in the development of industrial land uses near sensitive receptors, requiring implementation of Mitigation Measure AQ-4. This mitigation measure would require the completion of a Health Risk Assessment for projects with the potential to generate substantial levels of TACs within 1,000 feet of sensitive receptors. However, when compared to the existing General Plan, the Proposed Project would result in an overall decrease in land use square feet from the reduction in industrial land uses that have the potential to generate TACs. Therefore, the Proposed Project would not result in any new impacts or increase the severity of impacts.

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d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. The 2010 Certified EIR found that the development under the existing General Plan could generate odors associated with the operation of construction vehicles, application of architectural coatings, cooking from restaurant uses, and trash receptacles from residences, in addition to other typical odor-generating land uses. The 2010 Certified EIR identified that impacts would be reduced to less than significant levels with implementation of Mitigation Measure AQ-6.

The Proposed Project would allow uses similar to the existing General Plan, including those that could create odor impacts. Therefore, odor impacts as a result of the Proposed Project would also be considered potentially significant requiring the implementation of Mitigation Measure AQ-5 to reduce impacts to less than significant. Proposed Policy HC-1.1 also directs the City to create and maintain land use patterns that protect residences and other sensitive receptors from exposure to pollution, dust, noise, odor, vibration, and other detrimental conditions to public health. The Proposed Project compared to the existing General Plan would not result in any new impacts or increase the severity of impacts with respect to other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The following mitigation measures were taken directly from the 2010 Certified EIR and would be incorporated as part of the proposed project. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in ~~strike through~~ for deleted text and underline for new, inserted text.

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:~~

4. The City shall require, as a condition of project approval, that applicants for new development projects subject to California Environmental Quality Act review (i.e., nonexempt projects), implement ~~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 Mojave Desert Air Quality Management District (MDAQMD) Rule 403:

- a. Dust suppression at construction sites using vegetation, surfactants, and other non-toxic chemical stabilizers;
- b. Wheel washers for construction equipment;
- c. Watering down of all construction areas a minimum of two times daily;
- d. Limit speeds at construction sites to 15 miles per hour; and
- e. Covering of aggregate or similar material during transportation of material.

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- f. Use street sweepers and/or water trucks to control dust and debris at public street access points.
- g. Roadways leading to the project site shall be paved as early as practical during construction.
- 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

Prior to discretionary approval by the City of Hesperia for development projects subject to California Environmental Quality Act review (i.e., nonexempt projects), 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.
- 7. Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.

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- AQ-3 The City shall work with the Mojave Desert Air Quality Management District (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.
- ~~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-54 Prior to discretionary approval by the City of Hesperia for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet of homes, childcare facilities, schools, and hospitals. If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the Mojave Desert Air Quality Management District (MDAQMD), adequate mitigation measures shall be implemented for potential impacts on the sensitive uses around the site. New developments that are subject to this mitigation measure shall also conduct public outreach by sending notifications in multiple languages to residents living within 500 feet, and encourage hosting a public meeting. 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.~~

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- ~~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.~~

AQ-56 The City shall review discretionary land use applications for ~~residential uses for potential odor impacts for proposals within~~ the following project types for their potential to generate odors that affect a substantial number of people areas:

- a. 2 miles of a wastewater treatment plant;
- b. 1 mile of a wastewater pumping facility;
- c. 2 miles of a sanitary landfill;
- d. 1 mile of a transfer station;
- e. 1 mile of a composting facility;
- f. 2 miles of an asphalt batch plant;
- g. 1 mile of a painting/coating operation; and
- h. 1 mile of a green waste and recycling center.

If it is determined that odors from such ~~areas~~ projects have the potential to expose such residential uses to objectionable odors, an Odor Analysis shall be prepared to assess such impacts and recommended methods to limit exposure to such objectionable odors.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan resulted in less than significant impacts upon implementation of mitigation to biological resources. The 2010 Certified EIR indicated that without project-specific information, impacts to candidate, sensitive, and special status species could occur, and Mitigation Measure BR-1, which requires the preparation of biological surveys and implementation of applicable mitigation, would reduce impacts. The 2010 Certified EIR stated that there is a potential for impacts to riparian habitat and wetlands along the West Fork of the Mojave River, Grass Valley Creek, Little Horsethief Creek,

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and Horsethief Creek; however, the land use designations for these areas are predominantly open space or low density residential, so impacts would be minimal. Compliance with federal and State laws, as well as the General Plan policies would reduce impacts to riparian habitats and wetlands. The 2010 Certified EIR indicated that the existing General Plan would not result in changes that could negatively impact major wildlife corridors, and that implementation of the General Plan policies and compliance with federal and State regulations would reduce impacts. The 2010 Certified EIR concluded that the existing General Plan would not conflict with policies protecting biological resources, or an adopted habitat conservation plan, natural community conservation plan, or other habitat conservation plans. The General Plan policies are consistent with State and federal regulations, and the existing General Plan would not conflict with any provisions of the West Mojave Plan.

5.4.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?					X
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 Wildlife or U.S. Fish and Wildlife Service?					X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X

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Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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?					X

- 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 Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The 2010 Certified EIR concluded that impacts as a result of habitat modification on species would be mitigated to a level of less than significant with the implementation of Mitigation Measure BR-1.

During the 25-year planning horizon, the Proposed Project would result in an increase in housing development compared to the existing General Plan; however, the Proposed Project's buildout would be within the overall buildout envisioned in the 2010 Certified EIR. Future projects would be required to comply with state and federal regulations to reduce impacts to special-status plant and animal species. The Proposed Project would also implement the existing General Plan policies such as Policy CN-4.4 and Policy CN-4.5 which require assessing impacts before development and providing appropriate actions to reduce impacts. Additionally, as with the existing General Plan, future discretionary projects on non-infill sites under the Proposed Project would be required to implement Mitigation Measure BR-1 which would ensure that biological surveys are prepared and feasible mitigation measures are implemented to reduce impacts to special status species. Therefore, with the implementation of Mitigation Measure BR-1, compliance with state and federal regulations, and existing General Plan policies, implementation of the Proposed Project would not have substantial adverse impacts on sensitive plant or animal species.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on sensitive or special status species.

- 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 Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The 2010 Certified EIR concluded that impacts from loss of riparian or sensitive habitat would be mitigated for each development through implementation of the General Plan policies, and consultation with the relevant federal and state agencies as well as the Development Services Director. The existing General Plan was considered to result in less than significant impacts in this regard.

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Similar to the existing General Plan, the future projects consistent with the proposed project that could potentially affect riparian habitats would be required to obtain necessary permits from the California Department of Fish and Wildlife (CDFW) and comply with all applicable state and federal regulations. In addition, the City's Municipal Code Chapter 16.24, Protected Plants, Article III, Riparian Plant Conservation, is intended to protect riparian habitats. Moreover, the Proposed Project would implement the existing General Plan policies that would ensure potential impacts are avoided such as Policy CN-3.1 and Policy CN-3.2 which require monitoring development impacts on surface water resources and preserving wash areas (e.g. Oro Grand Wash) that maintain ideal native habitat in their natural state. Therefore, as with the existing General Plan, the Proposed Project would also comply with local, state, and federal regulations and existing General Plan policies regarding the protection of riparian areas.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on riparian habitats or other sensitive natural communities.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The 2010 Certified EIR identified that the existing General Plan would have a less than significant impact on state or federally-protected wetlands upon compliance with federal, state, and local regulations.

During the 25-year planning horizon, the Proposed Project would result in an increase in housing development compared to the existing General Plan; however, the Proposed Project's buildout would be within the overall development area envisioned in the 2010 Certified EIR. As mentioned in the 2010 Certified EIR, federal regulations require that applicants provide evidence that all necessary permits have been obtained from the United States Army Corps of Engineers (USACE) (Section 404 of the Clean Water Act) before granting grading permits for projects affecting riparian or wetland habitats. As such, this would ensure impacts to wetlands were minimized. As with the existing General Plan, the Proposed Project would be required to comply with all applicable state and federal regulations protecting wetlands. The Proposed Project would follow existing General Plan policies that would ensure potential impacts are avoided such as Policy CN-3.1 and Policy CN-3.2 which require monitoring development impacts on surface water resources and preserving wash areas (e.g., Oro Grand Wash) that maintain ideal native habitat in their natural state. Therefore, the Proposed Project, as with the existing General Plan, would result in less than significant impacts upon compliance with applicable regulations and implementation of the existing General Plan policies.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on protected wetlands.

5. Environmental Analysis

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The 2010 Certified EIR identified that the existing General Plan would have a less than significant impact on the movement of native residents or migratory fish or wildlife species due to implementation of applicable General Plan policies and regulations.

The 2010 Certified EIR identified major wildlife corridors within washes, creeks, utility easements, and railroad lines. The 2010 Certified EIR indicated that General Plan policies would avoid potentially significant and adverse impacts. The Proposed Project would implement the existing General Plan policies protecting wildlife corridors such as Policy CN-4.1 which aims to preserve pristine open space areas and known wildlife corridors areas for conservation to protect sensitive species and their habitats and Policy CN-4.2 which encourages the protection, preservation, and long-term viability of environmentally sensitive habitats and species in the City.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the conclusions of the 2010 Certified EIR regarding the movement of any native resident or migratory fish or wildlife species, nor on established native resident or migratory wildlife corridors.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The 2010 Certified EIR identified that the existing General Plan would not conflict with any local policies or ordinances protecting biological resources.

The Proposed Project would not affect any ordinances protecting biological resources as future development under the Proposed Project would be required to comply with the City's Municipal Code, such as Chapter 16.24, Protected Plants, which outlines regulations and guidelines for managing plant resources on public and private lands to ensure plant health, conserve native species, prevent indiscriminate removal, standardize removal practices, maintain water quality, and preserve rare plants and specialized animal habitats. As with the existing General Plan, the Proposed Project would not conflict with local policies and ordinances.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on local policies or ordinances protecting biological resources.

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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?

No Impact. The 2010 Certified EIR identified that the General Plan would not conflict with any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The 2010 Certified EIR indicated that the West Mojave Plan HCP applies to Federal land but may be expanded in the future.

The West Mojave HCP encompasses the Planning Area and the City's existing General Plan focuses on preserving natural environments and biological resources (BLM 2004). The existing General Plan outlines goals for biological assessments to identify sensitive areas and assess development impacts. existing General Plan Policy CN-4.4 requires that proper assessments be conducted in potential habitats for endangered or sensitive species before development is authorized. If such assessments reveal the presence of these species, Policy CN-4.5 mandates appropriate actions to protect their habitat and ensure their preservation. As with the existing General Plan, the Proposed Project would implement the existing General Plan policies that aim to protect biological resources and would not conflict with the West Mojave HCP. Development under the Proposed Project would occur in areas that are currently designated for development; the Proposed Project would not change land use or zoning designations compared to the existing General Plan.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on HCP and NCCP provisions.

5.4.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in ~~striketrough~~ for deleted text and underline for new, inserted text.

- BR-1 Biological surveys, prepared by a qualified biologist, shall be required for discretionary projects located in non-infill sites that have substantially undisturbed areas, or sites that have protected plant or animal species. The specific requirements and nature of such surveys (i.e., general site reconnaissance, focused surveys, etc.) shall be determined by the Development Services Director at the time that a development proposal is submitted to the City for processing. If such surveys determine that the discretionary project in question could have a potentially significant impact on candidate, sensitive, or special status species, feasible mitigation shall be recommended as part of the survey. The preparation of such surveys and, if necessary, implementation of mitigation, shall be in accordance with applicable federal, state, and local protocols, guidelines, and requirements, and shall be to the satisfaction of the Development Services Director.

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5.5 CULTURAL RESOURCES

5.5.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that portions of the City and SOI could include historic resources, and implementation of Mitigation Measure CR-1a through CR-1d, which require making a determination that no further cultural research is needed for areas with “low” cultural sensitivity, conducting a Phase I cultural resources survey for areas with “medium” or “high” cultural sensitivity, determining a structure’s historical significance, and avoiding or conducting a Phase III for impact significant historic resources, would reduce impacts. The 2010 Certified EIR indicated that portions of the City and SOI could include archaeological resources, and that implementation of Mitigation Measure CR-2a and CR-2b, which require testing the significance of any resources that are found and either avoiding or preparing a Phase III for resources that would be impacted, would reduce impacts. The 2010 Certified EIR indicated that while there is a possibility that ground-disturbing activities could uncover human remains, compliance with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would reduce impacts.

5.5.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X	

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The 2010 Certified EIR identified historical resources within Hesperia, and determined that with the implementation of Mitigation Measure CR-1a through Mitigation Measure CR-1d impacts would be less than significant.

Development or redevelopment projects may have the potential to result in impacts to buildings or structures of historic age (50 years old or older), or buildings or structures that may eventually be of historic age and may

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qualify as historic resources pursuant to CEQA upon evaluation. As with the existing General Plan, development under the Proposed Project would have the potential to result in impacts on historic buildings, structures, and/or transportation routes. With the implementation of Mitigation Measure CR-1a through Mitigation Measure CR-1d, from the 2010 Certified EIR, which ensures thorough evaluation and protection of cultural resources in the planning and development process.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on historical resources. .

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

No Impact. The 2010 Certified EIR determined that development under the existing General Plan could adversely impact archaeological resources; however, with the implementation of Mitigation Measure CR-1 and Mitigation Measure CR-2b impacts would be less than significant.

As with the existing General Plan, development associated with the Proposed Project could uncover archaeological resources if development is proposed on vacant land or redevelopment proposing more extensive groundwork. In the event that development under the Proposed Project uncovers archaeological resources, Mitigation Measure CR-2a and Mitigation Measure CR-2b, from the 2010 Certified EIR, which would require evaluation of archaeological resources and procedures following their determination, would reduce impacts to archaeological resources. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND. The 2010 Certified EIR stated that the existing General Plan would comply with California Public Resources Code Section 5097.98 and California Health and Safety Code, Section 7050.5, and therefore would not disturb human remains; the existing General Plan was found to result in a less than significant impact.

Future development projects consistent with the Proposed Project would be subject to California Public Resources Code Section 5097.98 and California Health and Safety Code, Section 7050.5, which would ensure that impacts to human remains are minimized. As with the existing General Plan, compliance with regulatory requirements would ensure that a less than significant impact would occur.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts.

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5.5.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in ~~strike through~~ for deleted text and underline for new, inserted text.

CR-1a Areas of the City have been determined to exhibit “Low” cultural resource sensitivity in the technical report supporting the General Plan Update EIR. Prior to exempting a project in Low sensitivity areas from further cultural resource fieldwork, the AIC shall perform a planning review of the Planning Area and report the results of the review to the City. If, in addition, the particular project is located in a region deemed “Low” and exhibits the following three qualities, no further cultural resource research is necessary if:

1. The AIC determines that a field survey is not necessary, or,
2. The Planning Area has been mass graded for modern construction purposes in the recent past, or,
3. The Planning Area is less than 5 acres in size.

CR-1b In those areas of the City that exhibit “Medium” or “High” cultural resource sensitivity, a qualified Cultural Resource Management professional must undertake a Phase 1 cultural resource survey of the Planning Area as part of the CEQA environmental compliance process if and only if the AIC determines through its planning review that this must occur. In determining whether a cultural resource survey is required, a check of the NARC Sacred Lands Inventory may initially be undertaken. The survey must be conducted following the SHPO-recommended ARMR research and reporting format. A cultural resource survey in the Medium and High sensitivity areas need not take place if the AIC planning review shows that:

1. The Planning Area has been surveyed by a qualified professional in the last ten years with negative results, or,
2. The property has been mass graded for modern construction purposes in the recent past.

CR-1b.1 In the event that a cultural resource assessment is required under CR-1a and/or CR-1b, the qualified Cultural Resource Management professional performing the study must undertake a NAHC Sacred Lands Search as part of the scoping process for the project. Upon receipt of the NAHC Sacred Lands Search response, the qualified professional must send a scoping request letter and/or verbally contact each tribal entity the NAHC lists. Documentation of this Sacred Lands scoping process must be provided for in the technical report.

CR-1c If the Phase I field survey shows that there are historical cultural resources in the developmental Planning Area, the City shall require that those cultural resource(s) be tested

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for historical significance by a qualified Cultural Resource Management professional following modern guidelines unless a previous significance determination study has shown that the resource is not significant under CEQA Section 15064(a). If the Phase I survey report recommends that the City require cultural resource monitoring during construction of the project, the City shall require that the monitoring specialist(s) present his/her credentials to the City for review and approval, showing it is pertinent to the resources expected to be uncovered.

CR-1d If the City determines that a significant historical cultural resource will be directly impacted by a proposed development such that the qualities that make the resource significant will be lost during the development, the significant cultural resource must be either avoided, or Phase III data collected by a qualified Cultural Resource Management professional following guidelines established for this type of research by the California SHPO. If the Phase II testing report recommends that the City require cultural resource monitoring during construction, the City shall require that the monitoring specialist(s) present his/her credentials to the City for review and approval, showing it is pertinent to the resources expected to be uncovered.

CR-2a If the Phase 1 field survey shows that there are archaeological cultural resources in the developmental Planning Area, the City must require that those cultural resource(s) be tested for historical significance by a qualified Cultural Resource Management professional following modern guidelines unless a previous significance determination study has shown that the resource is not significant under CEQA Section 15064(a). If testing must take place, the qualified professional shall contact each of the tribes listed by the NAHC in its Sacred Lands response letter and inform them of the testing event. Should one or more tribes request that they be contacted when artifacts are found during the testing event, the qualified professional shall do so. If the Phase I survey report recommends that the City require cultural resource monitoring during construction, the City shall require that the monitoring specialist(s) present his/her credentials to the City for review and approval, showing it is pertinent to the resources expected to be uncovered.

CR-2b If the City determines that a significant historical cultural resource will be directly impacted by a proposed development such that the qualities that make the resource significant shall be lost during the development, the significant cultural resource must be either avoided, or Phase III data collected by a qualified Cultural Resource Management professional following guidelines established for this type of research by the California SHPO. If a Phase III excavation takes place, the qualified Cultural Resource Management Professional shall contact each of the tribes listed by the NAHC in its Sacred Lands response letter and inform them of the excavation event. Should one or more tribes request that they be contacted when artifacts are found during the excavation event, the qualified professional shall do so. The qualified professional shall seek and consider input from the tribe(s) regarding the disposition of the artifacts, after a tribe responds to the notice of the excavation event. If the Phase II testing report recommends that the City require cultural resource monitoring during construction,

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the City shall require that the monitoring specialist(s) present his/her credentials to the City for review and approval, showing it is pertinent to the resources expected to be uncovered.

5.6 ENERGY

5.6.1 Summary of Impacts Identified in the Program EIR

As shown in Section 3.17, Greenhouse Gas, of the 2010 Certified EIR, development consistent with the General Plan would create a demand for more energy resources. In addition, within this section, the 2010 Certified EIR also noted that all development would comply with the Building and Energy Efficiency Standards (CCR Title 24) and that future projects would comply with the strategies in the City's 2010 Climate Action Plan.

5.6.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?					X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?					X

Applicable Focused General Plan Policies

The Proposed Project includes policies that would minimize the wasteful, inefficient, or unnecessary consumption of energy resources. The following proposed policies are applicable:

Health and Safety Element

- **Policy HC-2.1** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, recreation and other major facilities.
- **Policy HC-5.3** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community.

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Land Use Element

- **Policy LU-2.5** Permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space, in addition to payment of development impact fees.
- **Policy LU-2.6:** Require new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses that competitively attract consumers and consumer spending in the evolving retail sales and services market.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.
- **Policy LU-6.5:** Promote the use of green building standards and Leadership in Energy and Environmental Design (LEED), or other equivalent programs, in both private and public projects.

Circulation and Mobility Element

- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
- **Policy CI-3.4** Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
- **Policy CI-3.5** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CI-4.1** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
- **Policy CI-4.2** Coordinate with VVTa to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.

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- **Policy CI-4.3** Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

No Impact. The following evaluates potential energy impacts as they pertain to wasteful or inefficient use during construction and operation of the Proposed Project.

Construction

Construction of individual development projects facilitated by the Proposed Project would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Future individual development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction.

Furthermore, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption during the construction of individual development project facilitated by the Proposed Project. Therefore, the construction of individual development projects facilitated by the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel use.

The construction processes for the Proposed Project would be similar to the construction processes of projects under the existing General Plan. Additionally, as discussed above, construction activities associated with the Proposed Project would result in the same level of impacts as the existing General Plan. Thus, the short-term impacts of the Proposed Project would not result in substantial changes requiring major revisions of the existing General Plan. Impacts would not be beyond those analyzed in the Certified EIR.

Operation

Operation of new development projects accommodated under the Proposed Project would create similar demands when compared to the existing General Plan. Operational use of electricity and natural gas would

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include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and lighting. Electrical service to the City would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. Table 3, *Net Change in Energy Consumption*, shows the net change in energy use between the buildouts of the existing General Plan and the Proposed Project.

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Table 3 Net Change in Energy Consumption

Land Use	
Electricity	Electricity (kWh/year)
Residential Electricity Consumption	47,525,284
Nonresidential Electricity Consumption	-2,703,001
Total	44,822,283
Natural Gas	Natural Gas (kBTU/year)
Residential Natural Gas Consumption	189,332,576
Non-Residential Natural Gas Consumption	-91,237,767
Total	98,094,809

Source: Appendix A
Note: kWh=kilowatt-hour; kBTU= kilo-British thermal unit. Negative values indicate a decrease in energy consumption between the existing General Plan and Proposed Project.

While the electricity and natural gas demand under the Proposed Project would increase when compared to the existing General Plan, developments accommodated under the Proposed Project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Table 3. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer toward buildings achieving zero net energy.

The Proposed Project is also expected to result in an increase in transportation energy use. As described in Section 5.17, *Transportation*, the net increase in VMT under the Proposed Project when compared to the existing General Plan would be 419,414 miles per day. These increases in VMT would be primarily attributable to the overall growth associated with the buildout of the Proposed Project when compared to the buildout of the existing General Plan. The VMT per service population under the General Plan would, however, be larger than that of the Proposed Project, (See Table 1 for a reduction in non-residential development) indicating transportation energy efficiency would be higher under the Proposed Project. Additionally, while overall fuel usage has the potential to increase under the Proposed Project, the fuel efficiency of all the fuel types would continue to improve over time, as it would under the existing General Plan. The improvement would be attributable to regulatory compliance (e.g., Corporate Average Fuel Efficiency [CAFE] standards) that trend toward producing cars that are more fuel efficient and the natural turnover of older, less-fuel-efficient vehicles for newer, more-fuel-efficient vehicles. The CAFE standards are not directly applicable to residents or land use development projects, but to car manufacturers. Thus, residents and employees of the City do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the City more fuel-efficient vehicle options.

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Therefore, the Proposed Project would not result in more inefficient, wasteful, or unnecessary consumption of energy during operation compared to the existing General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on 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?

No Impact. The following discussions evaluate consistency of the Proposed Project to the California Renewable Portfolio Standards Program (RPS) and the City's 2010 Climate Action Plan (CAP).

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), 90 percent by 2035 (SB 1020), 95 percent by 2040 (SB 1020), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy.

The land uses accommodated under the Proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen. The current 2022 Building Energy Efficiency Standards include photovoltaic requirements for single-family residences and multi-family residences of three stories or less. Additionally, it also includes prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers. Therefore, implementation of the Proposed Project would not conflict with or obstruct implementation of California's RPS program, and no impact would occur. The Proposed Project would not result in any new impacts when compared to the 2010 Certified EIR.

City of Hesperia Climate Action Plan

In order to demonstrate that the existing General Plan would result in less than significant greenhouse gases (GHG) emissions, the City adopted a CAP concurrently with the 2010 Certified EIR. The Hesperia CAP quantified the City's existing emissions inventory and identified the emissions reductions needed to meet the CAP's target of 29 percent below 1990 levels by 2020. To meet this target, the CAP included strategies for the City government and future development for reducing emissions and adapting to the effects of climate change. Several of the CAP's GHG emission reduction strategies would also decrease energy use such as, promoting mixed use/compact development, constructing a well-connected system of bicycle paths and end of trip facilities, increasing the use of renewable energy, and reducing energy use from the transport and treatment of water.

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The Proposed Project includes updates to the City's Circulation and Mobility Element, Land Use Element, and Health and Safety Element, and Environmental Justice policies. The new policies that are consistent with the goals and strategies of the CAP are listed above and include Policies HC-2.1, HC-5.3, LU-2.6, CI-3.1 through CI-3.5, and CI-4.1 through CI-4.3, that would help to reduce transportation fuel use by encouraging the use of alternative modes of transportation. Policy LU-6.5 targets reductions in building energy use by promoting the use of green building standards and the Leadership in Energy and Environmental Design (LEED) certification for development projects. Therefore, the Proposed Project would not obstruct implementation of the CAP nor would it result in any new or increased impacts with respect to implementation of the CAP.

Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on obstructing a state or local plan for renewable energy or energy efficiency.

5.6.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not analyze energy specifically, and therefore no mitigation measures were identified in the 2010 Certified EIR.

5.7 GEOLOGY AND SOILS

5.7.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan could be subjected to seismic hazards such as fault rupture, earthquakes and ground shaking, liquefaction, landslides, and seismically induced settlement. However, compliance with the California Building Code (CBC), and implementation of the General Plan policies and conditions of approval such as preparing a geotechnical report, would reduce impacts to less than significant. The 2010 Certified EIR stated that the existing General Plan could result in erosion from activities; however, compliance with the Municipal Code, which requires the preparation of an erosion control plan, as well as with the Lahontan Regional Water Quality Control Board (RWQCB) standards, National Pollutant Discharge Elimination Systems (NPDES) permit, Stormwater Pollution Prevention Plan (SWPPP), and implementation of best management practices (BMPs) would reduce erosion. Impacts from landslides, liquefaction, lateral spreading, expansive soils, and collapsible and compressible soils would be reduced through compliance with the CBC and the General Plan policies. The 2010 Certified EIR indicated that subsidence has not been detected in the City. Additionally, impacts as a result of alternative wastewater disposal systems would be reduced through conditions of approval, such as the preparation of a geotechnical evaluation, and compliance with the General Plan policies.

The 2010 Certified EIR evaluated paleontological resources as part of *Cultural Resources*, and concluded that the existing General Plan could result in impacts on paleontological resources, however, implementation of mitigation measures CR-3a through CR-3c, which require making a determination that no further research is needed for areas with "low" paleontological sensitivity and conducting a records search for areas with "medium" and "high" paleontological sensitivity, would reduce impacts.

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Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts.

5.7.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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.					X
ii) Strong seismic ground shaking?					X
iii) Seismic-related ground failure, including liquefaction?					X
iv) Landslides?					X
b) Result in substantial soil erosion or the loss of topsoil?					X
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?					X
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?					X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X

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- 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.**

No Impact. As stated in the 2010 Certified EIR, there are no Alquist-Priolo Earthquake Fault Zones within the Planning Area. However, there are faults within the Cleghorn fault zone in the Planning Area. The 2010 Certified EIR indicated that with the implementation of the General Plan policies, impacts from surface rupture would be less than significant.

The Proposed Project does not include any physical changes to the land use or zoning designations; therefore, compared to the existing General Plan, the impacts would remain the same, as there is no redesignation of land. In addition, the Proposed Project would include similar policies as in the existing General Plan which would minimize impacts. For example, Proposed General Plan Policy SF-1.1 states that projects in seismic or geologic hazard zones must have investigations completed by State-certified professionals following current guidelines, including hazard mitigation measures, and be reviewed by appropriately credentialed City staff, and Policy SF-1.4 encourages owners of unreinforced masonry buildings, to assess the seismic vulnerability of their structures and conduct seismic retrofitting as necessary to improve the buildings' resistance to seismic shaking. As with the existing General Plan, the Proposed Project's future development would comply with the seismic safety provisions of the most current version of the California Building Code (CBC) at the time of development. Therefore, the Proposed Project would not expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on earthquake faults.

ii) Strong seismic ground shaking?

No Impact. The 2010 Certified EIR identified that Hesperia is near the San Andreas Fault and several other seismically active earthquakes sources, including the North Frontal, Cleghorn, Cucamonga, Helendale, and San Jacinto Faults. The 2010 Certified EIR determined that development under the existing General Plan would be required to comply with seismic safety provisions of the CBC and General Plan policies. The existing General Plan identified that compliance with CBC and policies reduced hazards from ground shaking to a less than significant impact.

The Proposed Project would result in the construction of new structures in the Planning Area; as with the existing General Plan, development under the Proposed Project would be required to comply with the seismic safety provisions of the CBC. In addition, the Proposed Project includes policies that would reduce impacts such as Proposed General Plan Policy SF-1.1 which states that projects in seismic or geologic

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hazard zones must have investigations completed by State-certified professionals following current guidelines, including hazard mitigation measures, and be reviewed by appropriately credentialed City staff, and, Policy SF-1.4 which encourages owners of unreinforced masonry buildings, to assess the seismic vulnerability of their structures and conduct seismic retrofitting as necessary to improve the buildings' resistance to seismic shaking. A less than significant impact would occur.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The 2010 Certified EIR identified that areas within the Mojave River floodplain have the potential for liquefaction, which could cause significant damage to pipelines, utilities, and infrastructure. Additionally, several areas in the City are prone to settlement due to unconsolidated alluvial deposits and artificial fill. The 2010 Certified EIR determined that projects under the existing General Plan could have subjected people or structures to potentially significant hazards arising from liquefaction. However, with the implementation of the General Plan policies, the existing General Plan resulted in less than significant impacts.

As with the existing General Plan, future projects under the Proposed Project would be mandated to comply with the CBC, which would reduce hazards arising from seismic-related ground failure. In addition, the Proposed Project would include policies that would minimize impacts from seismic-related ground failure, including liquefaction. For example, Proposed General Plan Policy SF-1.3 requires the preparation of liquefaction assessment studies, as a condition of approval, for all projects proposed in areas that have been identified as being potentially susceptible to liquefaction.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. The 2010 Certified EIR indicated that while most of Hesperia is relatively flat, there are a few natural slopes in the City that could be vulnerable to landslides. The 2010 Certified EIR determined that impacts would be less than significant with the implementation of the General Plan policies and compliance with the CBC.

Development under the Proposed Project could occur in areas that are susceptible to landslides. As with the existing General Plan, the Proposed Project would be required to comply with the CBC and implement the Proposed General Plan policies, such as Policy SF-5.10 which states that if new essential public and

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critical facilities would be located in landslide susceptibility zones, they must be designed to minimize damage and ensure operation, and would be required to develop disaster response and evacuation plans.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on landslides.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact. The 2010 Certified EIR indicated that erosion and sedimentation in Hesperia are influenced by climate, topography, soil types, and vegetation, with significant issues arising in areas on alluvial fans and hillsides, especially after wildfires and heavy storms. The 2010 Certified EIR determined that compliance with Section 16.12.230, Approval Requirements, of the City's Municipal Code, as well as state and federal regulations, would reduce impacts to less than significant.

Implementation of the Proposed Project would result in the development of new structures which could result in soil erosion and the loss of topsoil during construction and operational activities. Compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure that no significant impacts would occur. Additionally, construction activities under the Proposed Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) detailing best management practices (BMPs) to reduce the potential for erosion during construction activities. In addition, the condition of approval requirements in the City of Hesperia Municipal Code Section 16.12.230, Approval Requirements, states that future developments are required to install and maintain erosion control measures. The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on 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?

No Impact. The 2010 Certified EIR concluded that parts of the City are susceptible to landslides, liquefaction, lateral spreading; however, compliance with the CBC and implementation of the General Plan policies would reduce impacts to less than significant.

Implementation of the Proposed Project would result in the construction of new structures which could be located on a geologic unit or soil that is unstable, and could therefore lead to landslide, lateral spreading, liquefaction or collapse. According to United States Geological Survey (USGS), subsidence has not been detected in the Planning Area (USGS 2024). As with the existing General Plan, development under the Proposed Project would be required to comply with the CBC and implement the Proposed General Plan policies, such as Policy SF-5.10 which states that if new essential public and critical facilities should be located in areas susceptible to geologic hazards, they must be designed to minimize damage and ensure operation, and would be required to prepare disaster response and evacuation plans; Policy SF-1.2 which requires development

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to minimize grading and other changes to the natural topography to protect public safety and reduce the potential for property damage as a result of geologic hazards; and Policy SF-1.3 which requires preparation of liquefaction assessment studies, as a condition of approval, for all projects proposed in areas that have been identified as being potentially susceptible to liquefaction.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the conclusions of the 2010 Certified EIR regarding geologic units or soils that are unstable, or that could become unstable as a result of the project, potentially leading to on-site or off-site landslides, 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?

No Impact. The 2010 Certified EIR indicated that portions of the City, such as the Mojave River floodplain, are likely to contain expansive soils. However, the 2010 Certified EIR indicated that compliance with the CBC and General Plan policies would reduce impacts to less than significant.

As with the existing General Plan, the Proposed Project could expose persons or structures to potentially significant hazards due to expansive soils from development projects. Future development under the Proposed Project would be required to comply with the CBC as well as the Proposed General Plan policies, such as Policy SF-1.2 which requires developments to minimize grading and other changes to the natural topography to protect public safety and reduce the potential for property damage because of geologic hazards. The impacts would remain less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on expansive soils.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact. The 2010 Certified EIR stated that new high-density developments near an existing sewer system would be required to connect to the sewer system under the California Plumbing Code and the Lahontan Guidelines. The 2010 Certified EIR indicated that discretionary proposals would be required to conduct geotechnical investigations to reduce potential hazards that would impact disposal systems. With the implementation of the General Plan policies, the 2010 Certified EIR determined that impacts would be less than significant.

For future development in areas of the City that are sewerred, such development would be required to connect to the City's sewer system per Section 14.08.010(c), Standards for Quality and Testing, of the City's Municipal Code. While there may be development in areas that use septic tanks or alternative wastewater disposal systems

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(in areas without sewer service), compliance with the Lahontan Regional Water Quality Control Board (RWQCB) Guidelines and Section 14.08.010, Private Sewage Disposal Systems, of the City's Municipal Code would reduce such impacts. In addition, the Proposed Project's Policy SF-1.1 states that projects in seismic and geologic hazard zones must have investigations completed by State-certified professionals following current guidelines, including hazard mitigation measures, and be reviewed by appropriately credentialed City staff.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The 2010 Certified EIR identified that the existing General Plan could impact paleontological resources. However, with the implementation of Mitigation Measure CR-3a through Mitigation Measure CR-3c, impacts to paleontological resources under the existing General Plan would be less than significant.

As with the existing General Plan, development under the Proposed Project could unearth unknown paleontological resources. The Proposed Project would incorporate Mitigation Measure CR-3a through Mitigation Measure CR-3c, which provide specific measures depending on the paleontological resource sensitivity of a project area. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on septic tanks or alternative wastewater disposal systems..

5.7.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR identified three mitigation measures for paleontological resources. No other mitigation measures related to geology and soils were identified in the 2010 Certified EIR, and no mitigation measures are required.

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in strikethrough for deleted text and underline for new, inserted text.

CR-3a Areas of the City have been determined to exhibit "Low" paleontological resource sensitivity in the technical report written in support of the General Plan Update EIR. If the particular project is located in a region deemed Low and exhibits the following qualities, no further paleontological research is necessary if:

1. The property has been surveyed by a qualified professional in the last five years, or,
2. The property has been mass graded for modern construction purposes in the recent past, or,

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3. The property is less than five acres in size.

CR-3b In those areas of the City that exhibit “Medium” paleontological resource sensitivity, a qualified paleontologist as part of the planning process must undertake a formal record search of the project at a local museum. A paleontological records search need not take place if City Planning determines that:

1. The property has been surveyed by a qualified paleontological professional, or,
2. The property has been mass graded for modern construction purposes in the recent past.

A qualified paleontologist shall monitor areas exhibiting Medium resource sensitivity during construction-related earthmoving if and only if the record search shows that there is some potential for impacts to paleontological resources at the specific site.

CR-3c In those areas of the City that exhibit “High” paleontological resource sensitivity, a qualified paleontologist must undertake a records search and a field survey of the Planning Area. A survey in the High sensitivity areas need not take place if research shows that:

1. The property has been previously evaluated by a qualified paleontological professional, or,
2. The property has been mass graded for modern construction purposes in the recent past.

A qualified paleontologist shall monitor areas exhibiting High resource sensitivity during construction-related earthmoving in all cases.

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR determined that the existing General Plan would not generate GHG emissions that would have a significant impact on the environment because it would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. To ensure that the buildout of the existing General Plan would meet a reduction of 29 percent below 1990 levels by 2020 as directed by the CARB 2008 Scoping Plan (a reduction of 1.6 MTCO₂e per person), the City developed a CAP that was adopted concurrently with the Certified EIR. With the emissions reductions identified in the CAP, the Certified EIR was able to demonstrate emissions reductions consistent with the Scoping Plan and concluded less than significant GHG impacts.

The 2010 Certified EIR also analyzed impacts associated with climate change and included a discussion of the existing General Plan’s strategy to mitigate and adapt to climate change impacts including wildfires, water supply, and flooding.

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5.8.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

Applicable Focused General Plan Policies

The Proposed Project includes policies that aim to reduce GHG emissions from future development. The following proposed policies are applicable:

Health and Safety Element

- **Policy HC-2.1** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, and recreation, and other major facilities.
- **Policy HC-5.3** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community

Land Use Element

- **Policy LU-2.4:** Encourage lot consolidation of multi-family residential properties through creation of a lot consolidation incentive program.
- **Policy LU-2.5** Permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space, in addition to payment of development impact fees.
- **Policy LU-2.6:** Require new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses that competitively attract consumers and consumer spending in the evolving retail sales and services market.

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- **Policy 3.3** Promote the development of retail, restaurant, and entertainment uses along Main Street to facilitate a more pedestrian-friendly environment.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.
- **Policy LU-6.5:** Promote the use of green building standards and Leadership in Energy and Environmental Design (LEED), or other equivalent programs, in both private and public projects.

Circulation and Mobility Element

- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
- **Policy CI-3.4** Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
- **Policy CI-3.5** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CI-4.1** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
- **Policy CI-4.2** Coordinate with VVTa to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- **Policy CI-4.3** Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

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a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR identified less than significant GHG emissions impacts with implementation of the CAP.

The Proposed Project would result in an increase in GHG emissions. To compare the change in operational emissions between the Proposed Project and existing General Plan, the respective net increases and net decreases of the buildouts in these land use categories were modeled using the CalEEMod, Version 2022.1. Mobile source emissions were estimated using emissions data from the CARB's Emission Factor database (EMFAC2021 Version 1.0.3) for the San Bernardino County, Mojave Desert Air Basin subarea and VMT data from Fehr and Peers. As shown in Table 4, *Net Change in Annual GHG Emissions*, the net change in buildout from the Proposed Project when compared to the existing General Plan would result in a net increase in GHG emissions. Since these emissions were not considered within the existing CAP, they are instead compared to MDAQMD's annual GHG significance threshold of 90,718 MTCO₂e/year for the purposes of determining significant GHG impacts (MDAQMD 2020).

Table 4 Net Change in Annual GHG Emissions

Source	MTCO ₂ e per Year		
	2010 Certified EIR With CAP Strategies ¹	Net Change in GHG Emissions	Percentage
On-Road Mobile	608,932	3,276	20%
Area	22,023	651	4%
Energy	457,496	10,562	64%
Water	NA	1,210	7%
Solid Waste	41,711	961	6%
Refrigerants	92,825	-48	0%
Total	1,222,987	16,611	100%
MDAQMD Threshold ²	NA	90,718	NA
Exceeds Threshold	NA	No	NA

Source: Appendix A.

Notes: MTCO₂e = metric ton of carbon dioxide equivalent

¹ 2010 Final EIR, Appendix B.

² 100,000 tons per year MDAQMD threshold is equivalent to 90,718 MTCO₂e/year.

As shown in Table 4, the Proposed Project's net change in buildout when compared to the existing General Plan is expected to generate an additional 16,611 MTCO₂e per year which would not exceed the MDAQMD's brightline threshold of 90,718 MTCO₂e per year. Therefore, the GHG emissions from the Proposed Project are considered less than significant. The Proposed Project would not result in any new or more substantial impacts when compared to the existing General Plan and preparation of a supplemental or subsequent EIR would not be required.

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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR identified less than significant impacts related to consistency with GHG reduction plans.

CARB Scoping Plan

Since the 2010 Certified EIR was certified, CARB adopted the 2022 Scoping Plan to achieve the GHG reduction targets of SB 32 and AB 1279.

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standards and changes in the corporate average fuel economy standards.

Development projects accommodated under the Proposed Project are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. Future development projects would be required to comply with these state GHG reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated by implementing the Proposed Project would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits.

Furthermore, policies of the Proposed Project would help reduce GHG emissions, including:

- **Policy HC-2.1:** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, recreation, and other major facilities.
- **Policy HC-5.3:** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community.
- **Policy LU-2.5:** Permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space, in addition to payment of development impact fees.
- **Policy LU-2.6:** Require new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses that competitively attract consumers and consumer spending in the evolving retail sales and services market.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.

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- **Policy LU-6.5:** Promote the use of green building standards and Leadership in Energy and Environmental Design (LEED), or other equivalent programs, in both private and public projects.
- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3:** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network.
- **Policy CI-3.4:** Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
- **Policy CI-3.5:** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CI-4.1:** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities.
- **Policy CI-4.2:** Coordinate with VVTa to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- **Policy CI-4.3:** Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

Impacts associated with the existing General Plan and Proposed Project are similar. Implementation of the Proposed Project would not obstruct implementation of the CARB Scoping Plan, and would not result in new or a substantial increase in magnitude of impacts compared to that of the existing General Plan.

Hesperia Climate Action Plan

The Hesperia CAP includes measures to reduce GHG emissions in the City. Table 5, *Consistency Analysis with the Hesperia Climate Action Plan*, provides consistency analysis of the Proposed Project with the CAP strategies. The goals and policies in the Proposed Project would not obstruct the strategies in the CAP. Therefore, the Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the 2010 Certified EIR.

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Table 5 Consistency Analysis with the Hesperia Climate Action Plan

CAP Strategy	Consistency Analysis
Strategy CAP-1. Reduce emissions from new development through the California Environmental Quality Act process.	Consistent. Development projects under the Proposed Project subject to the CEQA process would undergo project-specific review which would include the incorporation of mitigation measures to reduce GHG emissions if necessary. The Proposed Project also includes policies that would be incorporated into future development projects reduce GHG emissions, as detailed above. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-2. Encourage mixed use development in new development and redevelopment areas.	Consistent. The Proposed Project's land use map designates mixed use areas within the City. Policy LU-2.6 in the proposed Land Use Element also encourages high quality, innovative design, and pedestrian accessibility for mixed use development. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-3. Increase transit use.	Consistent. The Proposed Project includes policies in the Health and Safety Element and Circulation and Mobility Element that aim to increase transit use including Policy HC-5.3, which directs the City to work with VVTA to establish, maintain, and increase the frequency of transit routes to all areas of the community, and Policies CI-4.1 and 4.3 which direct the City to coordinate with VVTA to provide service between neighborhoods and employment nodes and install well-marked, rider-friendly transit stops, respectively. Policy CI-4.3 also directs the City to support a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino County and Los Angeles County. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-4. Promote compact development by protecting open space and encouraging infill and redevelopment of underutilized parcels in urbanized areas.	Consistent. The proposed Land Use Element includes Policy LU-2.5 which directs the City to permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space, which would help to preserve existing open space and create new parks/common space. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-5. Provide pedestrian connections in new and existing development to improve pedestrian mobility and accessibility.	Consistent. The proposed Land Use Element includes policies that encourage the development of safer and more inviting pedestrian areas including Policy LU-3.3 which promotes the use of Main Street as a pedestrian corridor, Policy LU-3.4 which encourages commercial development to incorporate pedestrian pathways through landscaping, and Policy LU-3.7 which requires that delivery areas be separated from pedestrian areas to ensure pedestrian safety. Policies in the proposed Circulation and Mobility Element further aim to prioritize pedestrian improvements including Policy CI-3.1 to design new on- and off-street facilities to accommodate pedestrians and Policy CI-3.4 to prioritize improvements along main street to create a more pedestrian-friendly environment. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-6. Increase bicycle use through a safe and well-connected system of bicycle paths and end of trip facilities.	Consistent. Proposed Circulation and Mobility Element Goals CI-2 and CI-3 reference the importance of designing the City's roadway system to accommodate cyclists. Policies under Goal CI-2 include measures to ensure cyclist safety and policies under Goal CI-3 promote the creation of a comprehensive bicycle network in City. This includes Policy CI-3.1 which also directs new on- and off-street facilities to accommodate cyclists and Policy CI-3.2 which directs

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Table 5 Consistency Analysis with the Hesperia Climate Action Plan

CAP Strategy	Consistency Analysis
	the City to establish an interconnected trail system. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-7. Use traffic calming measures to improve traffic flow, pedestrian orientation, and bicycle use.	Consistent. Goal CI-2 of the proposed Circulation and Mobility Element directs the City to provide for the efficient movement of goods and services while minimizing impacts to vulnerable roadway users. This includes Policy CI-2.2 which would require truck-intensive land uses to design and incorporate space and facilities in order to reduce truck queueing, parking, and idling in the public rights-of-way. Policies CI-3.1 and 3.2 also direct the City to construct new facilities that promote safety and efficiency for all users. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-8. Use parking facility designs and parking management to reduce vehicle trips.	Consistent. Policy CI-3.5 in the proposed Circulation and Mobility Element promotes new development and transportation demand management (TDM) strategies that would reduce household and employment vehicle miles traveled (VMT) and prioritizes the implementation of TDM strategies over the expansion of roadway capacity. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-9. Increase the use of energy conservation features and renewable sources of energy.	Consistent. Policy LU-6.5 in the proposed Land Use Element encourages the use of green building standards and LEED principles to promote energy efficiency in new buildings. Compliance with the California Green Building Standards Code and/or LEED certification would require development to incorporate a number of energy efficiency measures including renewable energy generation through photovoltaic systems, if applicable. Therefore, the Proposed Project would be consistent with this CAP Strategy.
Strategy CAP-10. Reduce energy use from the transport and treatment of water.	Consistent. The proposed policies within the Proposed Project, do not directly address energy use from the transport and treatment of water, however, the proposed Health and Safety Element includes policies that aim to increase water conservation and ensure a sustainable water supply. These include Policy SF-6.1 which promotes water conservation measures for all development and Policy SF-6.2 which directs the City to work with regional water providers to implement water conservation measures. Therefore, the Proposed Project would not conflict with this CAP Strategy.
Strategy CAP-11. Improve the City's recycling and source reduction programs to make continued progress in minimizing waste.	Consistent. The Proposed Project does not directly address waste diversion/reduction, however, development under the Proposed Project would be required to comply with state laws that require reductions of solid waste including the California Solid Waste Reuse and Recycling Access Act, AB 1327, Model Ordinance for Recycling in Development Projects, and related regulations targeting waste reduction and diversion. Therefore, the Proposed Project would not conflict with this CAP Strategy.
Strategy CAP-12. Participate in regional programs and initiatives that reduce greenhouse gas emissions.	Consistent. While the Proposed Project includes policies that focus on City-wide efforts to reduce GHG emissions, it does not include any policies that directly address greater regional collaboration to reduce GHG emissions. The existing General Plan's Conservation Element includes several policies that encourage coordination with regional entities to reduce emissions. These include Policy CN-8.1, to coordinate with the Regional Councils of Government in

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Table 5 Consistency Analysis with the Hesperia Climate Action Plan

CAP Strategy	Consistency Analysis
	developing appropriate regional climate action policies; CN-8.2, to prepare and implement a city climate action plan in conjunction with regional councils of government; and CN-8.3, to coordinate with neighboring cities and public jurisdictions in the preservation of air quality resources. The Conservation Element is not a part of this Proposed Project. Therefore, the Proposed Project would not conflict with this CAP Strategy.
Strategy CAP-13. Reduce greenhouse gas emissions from City government operations.	Consistent. The Proposed Project includes Policy LU-6.5 which encourages use of green building standards for public projects. This would result in reductions to GHG emissions from government buildings. Therefore, the Proposed Project is consistent with this CAP Strategy.
Strategy CAP-14. Improve the City's adaptation to climate change effects.	Consistent. The proposed Health and Safety Element includes policies that aim to increase the City's resilience to climate change hazards including flooding and wildfire (see policies under Goals SF-2 and SF-3). Goal SF-6 also includes specific measures for climate change adaptation including Policies SF-6.1 and SF-6.2 that target water conservation, in addition to Policy SF-6.3 to conduct regular public awareness campaigns on resilience initiatives, Policy SF-6.5, to develop and maintain an Extreme Heat Action Plan, and Policy SF-6.6, which promote the use of drought-tolerant green infrastructure, including landscaped areas, as part of cooling strategies in public and private spaces, among others under Goal SF-6. Therefore, the Proposed Project is consistent with this CAP Strategy.

Source: Hesperia 2010.

Sustainable Communities Strategy

Since the 2010 Certified EIR was certified, SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) in April 2024 to outline a path to achieve the GHG reduction targets of Senate Bill 375. Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Connect SoCal's "core vision" centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Moreover, Connect SoCal identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce.

As demonstrated in Section 5.11, *Land Use and Planning*, the Proposed Project would be consistent with the Connect SoCal goals. The Proposed Project includes policies CI-3.2 through CI-3.5, CI-4.1, HC-2.1, HC-5.3, and LU-6.1 that would enhance alternative modes of transportation available in the City and reduce mobile-source emissions from new development to the extent feasible. Therefore, the Proposed Project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts.

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Summary

While the net change in buildout of the Proposed Project would result in an increase in GHG emissions when compared to the existing General Plan, development under the Proposed Project would continue to comply with the same regulations that it would under the existing General Plan, including the applicable measures from the City's CAP. The Proposed Project would also adopt policies that align with the goals of the 2022 Scoping Plan, 2024 Connect SoCal, and the City's CAP, as discussed above.

Therefore, the Proposed Project would not conflict with the applicable plans and policies for the purposes of reducing GHG emissions. Since the Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR.

5.8.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify any potentially significant related to GHG emissions, and therefore no mitigation measures were identified in the 2010 Certified EIR.

5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that compliance with requirements of local, state, and federal agencies such as the San Bernardino County Fire Department, Hazardous Materials Division and the California Highway Patrol, as well as the General Plan policies would reduce impacts from routine transport, use, or disposal of hazardous materials. The 2010 Certified EIR indicated that spill of hazardous materials could occur, and that compliance with the California Fire Code (CFC), San Bernardino Fire County Fire Department, preparation of a Hazardous Materials Business Plan, and compliance with state and federal regulations, as well as implementation of the General Plan policies would reduce impacts from an accidental spill. The 2010 Certified EIR indicated that impacts to schools proximate to hazardous sites would be reduced to less than significant with the implementation of the General Plan policies, which would ensure that hazardous materials are transported on certain roadways. If schools are adjacent to these roadways, an emergency response plan would be implemented. The 2010 Certified EIR lists 14 leaking underground fuel tank (LUFT) cases in Hesperia reported between 1988 and 2006. Of these, six sites have been remediated and closed, and eight cases were opened. One case (Hayward Lumber) reportedly impacted groundwater and Hesperia's drinking water source, but the site has been remediated. The remaining cases only impacted surrounding soil. The 2010 Certified EIR determined that impacts as a result of hazardous materials sites were less than significant.

The City is within the Hesperia Airport Comprehensive Land Use Plan (ACLUP) and the existing General Plan was determined to be consistent with the provisions of the Hesperia ACLUP since it implemented three airport overlays within the City (Airport Safety Zone [AS], Airport Approach and Transitional Zone [AAT]; and Airport Notice Area [AN]). With the implementation of the General Plan policies, impacts would be less than significant. The 2010 Certified EIR indicated that the existing General Plan would adhere to all applicable adopted emergency responses and evacuation plans and would not interfere with such plans. The 2010 Certified

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EIR determined that the City is not within a fire threatened community, and with the implementation of the CBC, CFC, State laws, and the General Plan policies, impacts would be less than significant. Additionally, the 2010 Certified EIR indicated that every proposed project in the City would be reviewed by the San Bernardino County Fire Department for compliance with the most recent version of the CFC. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts.

5.9.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?					X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?					X

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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The 2010 Certified EIR determined that the buildout of the existing General Plan could involve the transport, use, and/or disposal of hazardous materials; however, compliance with federal, state, and local regulations, as well as the implementation of the General Plan policies would reduce impacts to less than significant.

Future development under the Proposed Project would involve the routine transport, use, or disposal of potentially hazardous materials during construction and occupancy. During occupancy, potentially hazardous materials would be used for cleaning, maintenance, etc. As with the existing General Plan, the use of hazardous materials is regulated by federal and state regulations, and the Proposed General Plan policies, such as Policy SF-4.2 which calls for identifying roadways along which hazardous materials are routinely transported and maintaining these roadways to prevent vehicle accidents and the release of hazardous materials; Policy SF-4.4 which prohibits new facilities handling hazardous materials from being located within identified hazard zones or within 1,000 feet of existing land uses that could be negatively affected; and Policy SF-4.5 which prohibits new sensitive land uses within 1,000 feet of existing facilities involved in hazardous materials handling within identified hazard zones. The Proposed Project would not result in new or expanded sources of hazardous materials beyond what was evaluated 2010 Certified EIR.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. The 2010 Certified EIR determined that development consistent with General Plan could create a significant hazard to the public or environment through an upset and accident; however, compliance with federal, state, and local regulations as well as the General Plan policies would ensure that the release of hazardous materials would be less than significant.

Future development under the Proposed Project would involve the routine transport, use, or disposal of potentially hazardous materials that could create a significant hazard to the public or environment. As with the existing General Plan, the use, storage, and transport of hazardous materials is regulated by federal and state regulations which would reduce potential releases and exposure of hazardous materials. As with the existing General Plan, businesses under the Proposed Project would adhere to regulations of Hesperia's Local Certified Unified Program Agency (CUPA) by submitting a Hazardous Materials Business Plan to the CUPA. In addition, developments under the Proposed Project would also need to adhere to Health and Safety Code Section 25534 et seq. which directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan (RMP). Additionally, the Proposed Project includes Policy SF-4.2 which calls for identifying roadways along which hazardous materials are routinely transported and maintaining these roadways to prevent vehicle accidents and the release of hazardous materials; Policy SF-4.4 which prohibits

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new facilities handling hazardous materials from being located within identified hazard zones or within 1,000 feet of existing land uses that could be negatively affected; and Policy SF-4.5 which prohibits new sensitive land uses within 1,000 feet of existing facilities involved in hazardous materials handling within identified hazard zones. The Proposed Project would not generate new hazardous materials use impacts nor conditions beyond what was evaluated 2010 Certified EIR.

As shown in Table 1, the Proposed Project reduces the non-residential development potential which could result in less opportunity for accidental release of hazardous materials. However, it is not possible to know the types of non-residential uses developed under the Proposed Project therefore any reduction in potential would be speculative. As such, the Proposed Project is considered to have no change in the potential to accidentally release hazardous materials beyond which was evaluated in the 2010 Certified EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR determined that the buildout of the existing General Plan could result in the increase in hazardous materials generators that would impact schools. However, the 2010 Certified EIR indicated that compliance with the General Plan policies would ensure that impacts would be less than significant.

Construction and operation of development under the Proposed Project could utilize potentially hazardous materials within a one-quarter mile of existing or proposed schools. The Proposed Project would include policies that would reduce impacts, such as Policy SF-4.2 which calls for identifying and maintaining roadways where hazardous materials are transported to prevent accidents and spills, and, if critical facilities like schools are located along these routes, require the preparation of emergency response plans to address potential hazardous material releases. In addition, Policy SF-5.10 states that if new essential public facilities, including schools, are located in hazard zones, then they must be designed to minimize damage and ensure continued operation during and after hazards.

As with the existing General Plan, the use of hazardous materials is regulated by federal and state regulations and Proposed Project policies. With these regulations, permits, and codes in place, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the handling of hazardous materials 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 § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The 2010 Certified EIR identified hazardous material sites in and near Hesperia. The 2010 Certified EIR indicated that one of the open sites that was leaking impacted groundwater, however, the site has undergone remediation. The 2010 Certified EIR indicated that impacts would be less than significant.

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According to the Department of Toxic Substances and State Water Resources Control Board, there are 15 closed Leaking Underground Storage Tank (LUST) cleanup sites and 15 investigation/school evaluation sites that do not require action in the Planning Area (DTSC 2024; SWRCB 2024). Development projects consistent with the Proposed Project would be required to comply with all applicable federal, state, and local regulations governing hazardous materials, including investigation and remediation. The Proposed Project would include the following policies that would reduce impacts from hazardous materials such as Policy SF-4.3, which calls for reducing or eliminating the use of non-toxic alternatives to hazardous materials and encourages residents and businesses to reduce or eliminate hazardous material use, Policy SF-4.4 which prohibits new facilities handling hazardous materials within identified hazard zones or within 1,000 feet of existing land uses that may be adversely impacted, Policy SF-4.5 which prohibits new sensitive land uses within 1,000 feet of existing facilities involved in hazardous materials handling within identified hazard zones, and Policy SF-4.6 which prohibits new facilities using or storing hazardous materials in quantities that require State Toxics Release Inventory or Small Quantity Generators reporting from being located in natural hazard zones.

- e) **The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on hazardous materials sites. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The 2010 Certified EIR indicated that the Planning Area is situated within the Hesperia Airport Comprehensive Land Use Plan (HACLUP) area. The 2010 Certified EIR stated that the existing General Plan was consistent with the provisions outlined in the HACLUP, and that the implementation of applicable regulations as well as the General Plan policies would reduce impacts to less than significant.

The Proposed Project would maintain and comply with the existing airport overlays which would ensure that the Proposed Project complies with the HACLUP and applicable regulations. Additionally, the Proposed Project must adhere to existing General Plan Policy CI-2.4, which requires maintaining Hesperia Airport as a general aviation facility following the Comprehensive Airport Land Use Plan. This Policy would ensure that the Hesperia Airport complies with the Comprehensive Airport Land Use Plan which would minimize airport-related impacts to surrounding uses. Therefore, as with the existing General Plan, the Proposed Project would result in less than significant impacts.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the safety hazards involving projects within an airport land-use plan or within two miles of an airport. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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No Impact. The 2010 Certified EIR identified that the existing General Plan would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as development under the existing General Plan would be required to comply with the applicable emergency response and evacuation plans. The 2010 Certified EIR indicated that impacts would be less than significant.

The Proposed Project would not result in substantial changes to the circulation patterns nor emergency access routes. Development under the Proposed Project would need to adhere to the adopted emergency response plan and emergency evacuation plan set by the San Bernardino County's Office of Emergency Services (OES), the City of Hesperia's OES, and the San Bernardino County Fire Department. The Proposed Project, as with the existing General Plan, would not interfere with an adopted emergency response plan or emergency evacuation plan. Future development may be subjected to conditions of approval which would include review of ingress and egress points, as indicated in Section 16.12.120, Approval Requirements, of the City's Municipal Code. In addition, as mentioned in Section 17.04.060, Subdivision Design and Improvement Standards, of the City's Municipal Code, subdivision design shall provide for safe and ready access for fire and other emergency equipment and for routes of escape to safely handle evacuations. As with the existing General Plan, the Proposed Project would be required to comply with all applicable regulations and plans governing emergency response and evacuation; impacts would be less than significant. The Proposed Project would also include Policy SF-3.9 which calls for coordinating with State and regional partners to ensure roadways in fire hazard severity zones meet current fire safety regulations; Policy SF-5.1 which requires that new development with 30 units or more in Fire Hazard Severity Zones to have two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout; and Policy SF-5.2 which calls for coordinating with emergency responders and Caltrans to maintain potential evacuation routes to ensure adequate capacity, safety, and viability of those routes in the event of an emergency, including making improvements to existing roads to support safe evacuations as needed.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on interfering with an adopted emergency response or evacuation plan.

f) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The 2010 Certified EIR identified that the City is not within a fire-threatened community. The 2010 Certified EIR stated that federal, state, and local requirements as well as the existing General Plan's General Plan policies would reduce impacts to less than significant.

California Department of Forestry and Forest Protection (CAL FIRE) designates the southern portion of the Planning Area within a Very High Fire Hazard Severity Zone (VHFHSZ) for State Responsibility Area and Local Responsibility Area (CAL FIRE 2024b). The Proposed Project would introduce new buildings and people into these areas. However, similar to the existing General Plan, the Proposed Project would also implement

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policies aimed at reducing wildfire impacts, such as Proposed General Plan Policy SF-3.3, which requires new developments in VHFHSZs to include site and planting plans, defensible space identification, multiple access points, adequate water infrastructure, Class A roof materials, water supply sources, and comprehensive fire protection plans in permit applications. Additionally, Proposed General Plan Policy SF-3.5 requires development in a wildland-urban interface or VHFHSZ to implement and maintain vegetation management practices, including fire-safe site planning, home hardening, and the use of fire-resistant species, in accordance with State and San Bernardino County Fire Protection District regulations. In addition, future development would need to adhere to the most recent version of the CFC and CBC, as mentioned in the 2010 Certified EIR.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on exposing people or structures to a significant risk due to wildland fires.

5.9.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant hazards and hazardous materials impacts upon implementation of regulatory requirements, and therefore no mitigation measures were identified.

5.10 HYDROLOGY AND WATER QUALITY

5.10.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR indicated that compliance with applicable local, State, and federal regulations would reduce impacts to water quality from construction and operational activities. The 2010 Certified EIR indicated that the City acquires 100 percent of its water supply from local wells, and that development may require use of imported water to meet demands; the City's Urban Water Management Plan estimated that sufficient groundwater supply exists to meet the maximum day demands through 2030. The 2010 Certified EIR indicated that implementation of local and regional requirements, as well as water saving control measures, impacts to groundwater supplies would be less than significant. The 2010 Certified EIR indicated that the natural drainage pattern in the City has been significantly altered, and that further alteration to streams may require a permit from the US Army Corps of Engineers. Additionally, implementation of BMPs and the preparation of a Water Quality Management Plan (WQMP) would reduce impacts from erosion or siltation as a result of a change in drainage patterns. The 2010 Certified EIR indicated that the population increase under the existing General Plan would result in an increase in impermeable cover and stormwater runoff which would impact water quality. However, with the implementation of BMPs and the preparation of a WQMP, along with compliance with applicable State and federal regulations, impacts would be reduced.

The 2010 Certified EIR indicated that 100-year flood zones are present in the Mojave River, Antelope Valley Wash, Oro Grande Wash, and the Summit Valley area, and that there are dams and above ground water storage

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tanks in the City that would result in inundation. However, the General Plan policies would reduce impacts. Additionally, given its location, the 2010 Certified EIR determined that the City is not subject to seiches, tsunamis, or mudflows.

5.10.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?					X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?					X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					X
i) result in substantial erosion or siltation on- or off-site;					X
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;					X
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or					X
iv) impede or redirect flood flows?					X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?					X

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a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

No Impact. The 2010 Certified EIR identified that the construction and operation of development projects under the existing General Plan would not violate any water quality standards or waste discharge requirements or substantially degrade water quality with compliance with federal, state, and local regulations and implementation of BMPs.

As with the existing General Plan, development in accordance with the Proposed Project would be required to comply with applicable regulations and programs during construction and operation such as Phase II Small Municipal Separate Storm Sewer System (MS4) General Permit program, Post-Construction Stormwater Management for New Development and Redevelopment Program, Clean Water Act (CWA), and Lake and Streambed Alteration Agreement. As with the existing General Plan, the Proposed Project would be required to comply with federal and state regulations which would ensure that the future development would not violate water quality. As such, the Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on water quality standards and waste discharge requirements.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The 2010 Certified EIR noted that while the City sources all its water from local wells, future development may require use of imported water to meet future demands. However, the Urban Water Management Plan (UWMP) projected that groundwater supply would be sufficient through 2030. The 2010 Certified EIR also concluded that local and regional water-saving measures would result in less than significant impacts on groundwater supplies. Therefore, the existing General Plan would not substantially interfere with groundwater recharge and impacts were less than significant.

Development projects under the Proposed Project would increase the demand and consumption of water. The 2020 UWMP for Hesperia states that the Hesperia Water District has a reliable water supply available to service the area through 2045 (HWD 2021). Additionally, water-saving measures such as the Water Waste Prevention ordinances (Section 14.04.160, Unreasonable and Wasteful Water Use, and Section 14.04.170, Water Conservation and Water Shortage Plan, of the City's Municipal Code), advanced metering infrastructure, conservation pricing, and public education outreach, would result in less than significant impacts on groundwater supplies. Therefore, the Proposed Project would not substantially impede groundwater recharge.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR

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conclusions on substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in a substantial erosion or siltation on- or off-site;

No Impact. The 2010 Certified EIR noted that the City's natural drainage patterns have been significantly altered and that further stream changes may require a permit from the US Army Corps of Engineers. The 2010 Certified EIR also stated that implementing BMPs and preparing a Water Quality Management Plan (WQMP) would help reduce erosion and siltation impacts from these drainage changes.

As with the existing General Plan, development under the Proposed Project would be required to implement a WQMP and BMPs during construction and implement stormwater provisions (such as LID design, BMPs, and possibly onsite retention basins) during operation, which would minimize increases in peak flow rates or runoff volumes. All new development or significant redevelopment project applicants would also be required to prepare a WQMP for submittal to the City of Hesperia's Department of Public Works that describes the BMPs and site design measures that would be implemented to minimize storm runoff from the sites.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on substantial erosion or siltation on- or off-site.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No Impact. The 2010 Certified EIR indicated that significant alterations to the City's natural drainage patterns and additional changes to streams may need a permit from the US Army Corps of Engineers. The 2010 Certified EIR also highlighted that implementing BMPs would reduce flood impacts.

As with future development under the existing General Plan, future development under the Proposed Project would require approval from the US Army Corps of Engineers or Lahontan RWQCB for drainage changes. The Proposed Project, like the existing General Plan, must implement BMPs during construction and stormwater provisions during operation to control peak flow rates and runoff volumes. Projects within the 100-year floodplain must adhere to the Federal Emergency Management Act (FEMA)-approved floodplain management requirements.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially

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greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the increase of surface runoff in a manner which would result in flooding.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

No Impact. The 2010 Certified EIR indicated that the population increase from the existing General Plan would lead to more impermeable surfaces and stormwater runoff, affecting water quality. However, the 2010 Certified EIR indicated that implementing BMPs, preparing a WQMP, and adhering to state and federal regulations would reduce these impacts.

As with the existing General Plan, development pursuant to the Proposed Project would be required to complete drainage and hydrology analyses to ensure that on- and off-site drainage facilities can accommodate increased stormwater flows. Development pursuant to the Proposed Project would also be required to implement BMPs during construction and implement stormwater provisions (such as LID design, BMPs, and possibly onsite retention basins) during operation which would minimize increases in peak flow rates or runoff volumes and promote stormwater quality. All project applicants of new development or significant redevelopment would also be required to prepare a WQMP for submittal to the City of Hesperia's Department of Public Works that describes the BMPs and site design measures that would be implemented to minimize storm runoff from the sites. Development projects are required to comply with NPDES permit and MS4 permit discharge requirements.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on creating or contributing runoff that 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?

No Impact. The 2010 Certified EIR concluded that FEMA identified 100-year flood zones in areas including the Mojave River, Antelope Valley Wash, Oro Grande Wash, and the Summit Valley area, which affect existing structures and roads like I Avenue and Rock Springs Road. The 2010 Certified EIR indicated that development within these flood zones could alter flood flows and increase risk to downstream structures. However, the 2010 Certified EIR determined that the City addresses these risks by participating in the National Flood Insurance Program and working with state-approved flood engineers and FEMA to update flood maps and assess potential impacts from new developments.

As with the existing General Plan, development projects under the Proposed Project that are within floodplains would be required to comply with federal regulations and policies outlined in the Proposed General Plan. For example, Proposed General Plan Policy SF-2.1 requires State-certified hydrological studies for projects in the 100-year or 500-year floodplains to assess and mitigate impacts on flooding potential, with exemptions for single-family residences unless located on infill lots with natural drainage courses or master planned drainage

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areas; Policy SF-2.5 encourages new development and existing property owners to slow or absorb floodwaters, including through installation of permeable pavements and green infrastructure; and Policy SF-5.10 states that if new essential public and critical facilities should be in flood hazard zones then they must be designed to minimize flood damages.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on impeding or redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The 2010 Certified EIR determined that the City of Hesperia is not located within an area subject to seiches, tsunamis, or mudflows. The 2010 Certified EIR incorporated policies to reduce impacts regarding dam inundation areas. Impacts would be less than significant.

Similar to the existing General Plan, the Proposed Project would not be within an area subject to seiches, tsunamis, or mudflows. The Proposed General Plan Policy SF-5.10 states that if new essential facilities are located in dam inundation zones then they need to be designed to minimize damage and maintain functionality, and require disaster response and evacuation plans for all facilities in these zones.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on inundation by flooding, seiches, mudflows, and tsunamis.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The 2010 Certified EIR did not analyze impacts associated with the obstruction of a water quality control plan or sustainable groundwater management plan.

Hesperia is part of the Mojave Basin Area, which is subject to the Sustainable Groundwater Management Act (SGMA) of 2014. SGMA requires that groundwater basins in California be managed sustainably. Local agencies in the Mojave River Groundwater Basin Area, including the Hesperia Water District and other stakeholders, have prepared UWMPs that are consistent with Groundwater Sustainability Plans (GSPs) for their respective areas. However, the City of Hesperia is not under a Groundwater Sustainability Plan (DWR 2024).

The Lahontan RWQCB is responsible for the Basin Plan that covers this portion of San Bernardino County including the Planning Area. The RWQCB implements management plans to modify and adopt standards under provisions outlined in Section 303(c) of the Federal CWA and California Water Code (Division 7, Section 13240). Under Section 303(d) of the 1972 CWA, the State is required to develop a list of waters with segments that do not meet water quality standards. Future development under the Proposed Project would be required

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to adhere to these regulations. These requirements would ensure that future development does not adversely impact surface and groundwater.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on conflicting with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan.

5.10.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant hydrology and water quality impacts, and therefore no mitigation measures were identified.

5.11 LAND USE AND PLANNING

5.11.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan would not divide an established community and would not conflict with applicable plans, policies, or regulations. The existing General Plan incorporated the goals and policies of the Southern California Association of Governments (SCAG)'s Regional Transportation Plan (RTP). Impacts were determined to be less than significant.

5.11.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Physically divide an established community?					X
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?					X

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a) Physically divide an established community?

No Impact. The 2010 Certified EIR indicated that the existing General Plan would involve the development along the I-15 Freeway corridor and Main Street, and merging the General Plan Land Use Map and Zoning Map into a single map that contains the same designation and zoning for each parcel, eliminating inconsistencies between land use and zoning. The 2010 Certified EIR determined that impacts would be less than significant.

The Proposed Project would increase the maximum density from 15 dwelling units to 30 dwelling units per acre in the R3 Multiple Family Residence zone, allow residential development in the C2 General Commercial zone, increase the maximum density from 25 dwelling units to 30 dwelling units per acre in the RC Regional Commercial zone. The Proposed Project's land use/zoning changes would not physically divide communities but rather increase residential uses within residential and commercial zones. In addition, the Proposed Project would not include major changes to the City's roadway network that could physically divide an established community. The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on physically dividing 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?

No Impact. The 2010 Certified EIR states that the General Plan is a comprehensive long-range document that outlines future growth and land use patterns and changes to these patterns may conflict with other existing land use plans. However, the existing General Plan included goals and policies that were designed to be consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals. Impacts were determined to be less than significant.

Although the Proposed Project would result in more housing units and people compared to the existing General Plan's 2050 buildout capacity, the Proposed Project would be consistent with the SCAG overarching goals since the Proposed Project would include policies and goals that support these goals. Every four years, SCAG updates the RTP/SCS as required by federal and state regulations (SCAG 2024a). Therefore, the SCAG RTP/SCS analyzed in the 2010 Certified EIR is different from the current SCAG RTP/SCS. However, the 2010 Certified EIR focuses on SCAG's overarching principles such as improving mobility for all residents; fostering livability in all communities; enabling prosperity for all people; promoting sustainability for future residents.

SCAG's latest SCAG RTP/SCS lists the following overarching goals: build and maintain an integrated multimodal transportation network; develop, connect, and sustain communities that are livable and thriving; create a healthy region for the people of today and tomorrow; and support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents (SCAG 2024b). The Proposed Project would not conflict with any of these principles outlined by SCAG. The Proposed Project would include policies and goals that would support these principles such as:

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- **Policy LU-1.1:** Maintain a balanced mix of high quality residential, retail, employment, industrial, open space, and public facility land uses to ensure a range of lifestyle options and convenient access to shops, restaurants, services, and well-paid jobs.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.
- **Policy CI-1.6:** Require new development to pay a fair share of needed transportation improvements based on a project's impacts to the City's motorized and non-motorized transportation networks.
- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.5:** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.

These policies aim to create a balanced community by promoting diverse land uses, enhancing multi-modal transportation, reducing vehicle miles traveled, aligning job growth with housing availability, and ensuring that new developments fairly contribute to necessary transportation improvements.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on conflicting with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant land use and planning impacts, and therefore no mitigation measures were identified.

5.12 MINERAL RESOURCES

5.12.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR indicated that the City of Hesperia does not have any known mineral resources that would be of value to the region, and therefore, no impacts to known mineral resources of statewide importance would occur as a result of the existing General Plan.

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5.12.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X
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?					X

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The 2010 Certified EIR identified that Hesperia has no identified valuable mineral resources, although further exploration of the Mojave River and Horsethief Canyon may reveal significant deposits. Therefore, no impacts to known mineral resources were identified in the 2010 Certified EIR.

The Department of Conservation designates the City of Hesperia and SOI as MRZ-3 which may contain significant aggregate deposits and Mojave River is within MRZ-2b which contain discovered mineral deposits that are significant inferred resources as determined by their lateral extension from proven deposits (DOC 1993). Areas designated as MRZ-2b are designated/zoned Summit Valley Specific Plan, Silverwood Specific Plan, Park/Recreation, and Agricultural under the Proposed Project. Because no changes to these zoning designations are being proposed as part of the Proposed Project, impacts of the Proposed Project would be remain as in the existing General Plan.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the loss of availability of a known mineral resource that would be of value to the region and 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?

No Impact. The 2010 Certified EIR identified that the City of Hesperia did not identify any mineral resources that would be of value to the region and the residents of the State. Therefore, no impacts were identified in the 2010 Certified EIR.

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As indicated in Impact 5.12.2 a), the Planning Area is designated MRZ-3 and MRZ-2b, and because there are no land use or zoning changes proposed under the Proposed Project, impacts would be the same as the existing General Plan.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan.

5.12.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant mineral resources impacts, and therefore no mitigation measures were identified.

5.13 NOISE

5.13.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR determined that with the implementation of the General Plan policies and implementation of Mitigation Measure N-1, as well as compliance with the City of Hesperia's Municipal Code Section 16.20.125, impacts of short-term and long-term noise exceeding noise standards would be less than significant. Additionally, vibration impacts of the existing General Plan were determined to be less than significant with the implementation of Mitigation N-2 and compliance with the City of Hesperia's Municipal Code Section 16.20.130. Moreover, the 2010 Certified EIR indicated that while the General Plan policies, future conditions of approval, and Mitigation Measure N-1 could reduce noise levels exceed 65 dBA CNEL, existing receptors that are in areas in excess of 3 dBA were determined to be significantly impacted, and impacts were determined to be significant and unavoidable. The 2010 Certified EIR determined that railroad noise would be less than significant with the implementation of the General Plan policies, and noise from stationary sources, as well as temporary or periodic increases in ambient noise levels would be less than significant with the implementation of Mitigation Measure N-1 and the General Plan policies; Section 16.20.125(E)(3) of the City's Municipal Code would also reduce impacts as a result of temporary or periodic increases in ambient noise levels. The 2010 Certified EIR determined that the existing General Plan would be consistent with the Hesperia Airport Land Use Plan by implementing three airport overlays within the City, and that Policy CI-4.1 of the General Plan would reduce excessive air traffic noise levels; impacts were determined to be less than significant.

5.13.2 Impacts Associated with the Proposed Project

Would the project result in:

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Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
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?					X
b) Generation of excessive groundborne vibration or groundborne noise levels?					X
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?					X

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?

No Impact. The 2010 Certified EIR found construction and operational noise impacts to be less than significant with the implementation of Mitigation Measure N-1. Traffic noise increases were found to be significant and unavoidable at existing noise-sensitive uses.

Construction Noise

The Proposed Project would not result in a substantial increase in construction noise, compared to the existing General Plan, since the Proposed Project would involve similar types of construction equipment and construction techniques as the existing General Plan. Therefore, the magnitude of noise levels generated would be similar, and as with the existing General Plan, the Proposed Project would result in less than significant impacts with the implementation of Mitigation Measure N-1. The Proposed Project compared to the existing General Plan would not result in any new construction impacts or a substantial increase in the severity of previously identified construction noise impacts. Therefore, the preparation of a supplemental or subsequent EIR is not required by CEQA.

Operational Noise

The Proposed Project would result in an increase in 18,297 residents, however, there would be a decrease in 25 jobs and 879,349 square feet of non-residential uses, compared to the existing General Plan. The Proposed Project's daily trips would range from a reduction of 200 trips to an increase of up to 2,400 trips on the studied

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roadway segments (Fehr and Peers 2024). The Proposed Project would generate an increase in total daily trips compared to the existing General Plan daily trips, specifically along Bear Valley Road, Mesquite Street, Maple Avenue, and Ranchero Road, and a decrease along Escondido Avenue. Traffic volume data for the new trips associated with the Proposed Project are provided by Fehr and Peers (Appendix C).

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, schools, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occur relative to the existing noise environment or cause an exceedance of 65 dBA CNEL at noise sensitive uses.

Traffic noise increases are calculated using a version of the FHWA RD-77-108 Traffic Noise Prediction Model. The traffic noise prediction model takes into account the following inputs: average daily traffic (ADT) volumes; vehicle mix; speeds; number of lanes; and day, evening, and night traffic splits. Model inputs associated with transportation noise were provided by Fehr and Peers (2024) (see Appendix B). Traffic noise modeling does not account for existing masonry walls at adjacent residential property lines. Table 6 *Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet*, shows that the addition of Proposed Project trips would result in changes ranging from a reduction of 2 dBA to an increase of up to 3 dBA. Proposed changes to land uses, truck routes, and traffic patterns would cause decreases in daily trips as well as medium and heavy truck percentages because of the Proposed Project. However, the actual level of impact would depend on the presence and location of any existing or proposed land uses or barriers in relation to the traffic noise source.

Table 6 Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet

Roadway	Segment		Traffic Noise Increase in dBA CNEL			
	From	To	Existing	Cumulative 2050 With Project	Increase	Residence
Bear Valley Road	2nd Avenue	Hesperia Road	75	76	1	No
Bear Valley Road	Mojave Fish Hatchery Road	to the East	75	75	1	Yes
Escondido Avenue	Main Street	to the South	72	73	1	Yes
Eucalyptus Street	Mariposa Road	Maple Avenue	58	59	2	Yes
Mesquite Street	Fuente Avenue	Bandicoot Trail	59	60	1	Yes
Maple Avenue	Willow Street	Main Street	65	66	1	Yes
Ranchero Road	Lyons Avenue	Oxford Avenue	66	70	3	Yes
Lemon Street	Santa Fe Avenue	E Avenue	61	62	<1	No
Lemon Street	Choiceana Avenue	to the East	40	41	2	Yes
Cottonwood Avenue	Sequoia Street	Bear Valley Road	68	69	2	Yes
Cottonwood Avenue	Willow Street	Main Street	66	68	2	Yes

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Table 6 Project-Related Increases in Traffic Noise, dBA CNEL at 50 Feet

Roadway	Segment		Traffic Noise Increase in dBA CNEL			
	From	To	Existing	Cumulative 2050 With Project	Increase	Residence
Muscatel Street	Malibu Avenue	Escondido Avenue	64	61	-2	Yes

Source: Fehr and Peers 2024
See Appendix B for modeling inputs and results.

As shown in Table 6, there are existing residences and sensitive receptors located along Ranchero Road that would be exposed to a 3 dBA increase and sensitive receptors are located where the sound level exceeds 65 dBA CNEL. Consistent with the analysis of the existing General Plan, the Proposed Project would result in potentially significant traffic noise impacts unless mitigated by implementing Mitigation Measure N-1. \. \

Stationary noise sources associated with the development of project sites in the Planning Area would include mechanical equipment such as HVAC, and recreational activities at outdoor common areas. Operational stationary noise from the Proposed Project would be similar to the impacts described in the 2010 Certified EIR as the Proposed Project would not change land use or zoning designations compared to the existing General Plan. The Proposed Project would include Mitigation Measure N-1, comply with the City's Noise Ordinance, existing Noise Element policies, such as Policy 1.1, Policy 1.5, and Policy 1.9. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on stationary noise impacts.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No Impact. The 2010 Certified EIR determined that the existing General Plan's construction and railroad vibration impacts would be less than significant after implementation of Mitigation Measure N-2. Construction vibration from future projects through the implementation of the Proposed Project would be similar to the impacts described in the 2010 Certified EIR since the Proposed Project would involve similar types of construction equipment and construction techniques as the existing General Plan. Therefore, the magnitude of vibration levels generated would be similar. As with the existing General Plan, the Proposed Project would result in potentially significant construction vibration impacts unless mitigated with the implementation of Mitigation Measure N-2. The Proposed Project would not result in any new construction vibration impacts or a substantial increase in the severity of previously identified construction vibration impacts already disclosed in the 2010 Certified EIR. The Burlington North Santa Fe (BNSF) and Union Pacific (UP) railroads operating on existing tracks may increase in the future, however, the location of operations would be the same as analyzed under the existing General Plan. There are no undeveloped residential zoned land uses along the existing rail lines and consequently, there would be no vibration impacts at residential and other sensitive receptors.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has

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no impact on the 2010 Certified EIR conclusions on generating excessive groundborne vibration or groundborne noise levels.

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

No Impact. The 2010 Certified EIR for the existing General Plan determined that there were 18 residences located within the 60 dBA CNEL Hesperia Airport noise contour as an existing condition, and were not considered to be impacted by the existing General Plan. Adherence to Proposed General Plan Policy CI-2.4 would limit excessive airport noise levels by remaining a small, non-commercial aviation facility. The 60 dBA CNEL airport noise contour extends approximately 350 feet east and west of the center of the runway and approximately 1,000 feet north and south from the ends of the runway. There are no proposed future noise sensitive uses planned within the 60 dBA CNEL airport noise contour. The Proposed Project would not expose people residing or working in the area to excessive noise levels. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on airport noise impacts or a substantial increase in the severity of previously identified airport noise impacts.

5.13.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in ~~strike through~~ for deleted text and underline for new, inserted text.

- N-1 To ensure that potential noise generated from individual, discretionary, site-specific development proposals within the Planning Area will not result in short-term or long-term noise levels in excess of City standards, the Community Development Director shall review such proposals at the time of application submittal to determine if a project level noise study shall be required in order to evaluate project level impacts. If it is determined that noise generated from such proposal would cause short-term or long-term noise levels in excess of City standards, the project proponent shall provide mitigation, if necessary to reduce the short-term or long-term noise impacts to within the City noise level standards, as determined by the Community Development Director. Such mitigation shall be provided in proportion to an individual project's impacts on noise and to the satisfaction of the Community Development Director.
- N-2 To ensure that groundborne vibration generated from individual, discretionary, site-specific development proposals within the Planning Area will not result in excess of City standards, the Community Development Director shall review such proposals at the time of application submittal. If necessary, a project level groundborne vibration study may be required, as

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determined by the Community Development Director, in order to evaluate project level impacts. If it is determined that groundborne vibration generated from such proposal would cause groundborne vibration levels in excess of City standards, the project proponent shall provide attenuation measures, if necessary to reduce groundborne vibration impacts to within the City standards, as determined by the Community Development Director. Such attenuation measures shall be provided in proportion to an individual project's impacts on groundborne vibration and to the satisfaction of the Community Development Director.

5.14 POPULATION AND HOUSING

5.14.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan would result in direct and indirect growth in the City and SOI, and would not necessitate the construction of replacement housing due to the substantial displacement of people or housing. The 2010 Certified EIR indicated that growth under the existing General Plan would be a minimal increase from the 1991 General Plan. The 2010 Certified EIR indicated that implementation of the General Plan goals and policies would minimize impacts from growth and displacement.

5.14.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The existing General Plan proposed new residential, commercial, and industrial development, primarily along the I-15 corridor. The 2010 Certified EIR noted that despite the additional growth from the

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existing General Plan, the growth would be less than a one percent increase in population, employment, and residential units than the previous General Plan. The existing General Plan would result in a less than significant impact related to population growth.

As outlined in Section 3, *Project Description*, the existing General Plan assessed the impacts of fully building out the land use plan without specifying a specific horizon year. This assessment indicated a significant increase in growth compared to the conditions in 2010. In contrast, the Proposed Project aims to manage this growth through the year 2050 by updating the General Plan to comply with new State laws related to community health, environmental justice, climate adaptation, resilience, and mobility. These updates would also adjust long-term growth projections to reflect current economic conditions and state requirements. Therefore, while the Proposed Project is expected to add 7,140 housing units and 18,297 residents, compared to the existing General Plan, these buildout increases are generally consistent with the buildout analysis in the 2010 Certified EIR.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on inducing substantial unplanned population growth in an area.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The 2010 Certified EIR identified that the existing General Plan would not displace substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere.

The Proposed Project would result in changes to the allowable uses and density of the land use designations; however, none of these land use revisions would result in physical map changes (i.e., land would not be redesignated from residential to nonresidential).

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant population and housing impacts, and therefore no mitigation measures were identified.

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5.15 PUBLIC SERVICES

5.15.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR indicated that while growth under the existing General Plan would be minimal, compared to the 1991 General Plan, additional development could increase the demand for fire and police services, as well as other public facilities. The 2010 Certified EIR indicated that the City and County invest in infrastructure and equipment, and that development impact fees, and the General Plan goals and policies would reduce impacts on fire and police protection services, and other public facilities. The 2010 Certified EIR indicated that impacts on schools would be reduced through the payment of fees pursuant to Senate Bill 50 (SB 50) and implementation of the General Plan policies. The 2010 Certified EIR indicated that the City would have more than the adequate amount of parkland and open space for residents under the existing General Plan, and implementation of the General Plan policies would minimize impacts.

5.15.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
i) Fire protection?					X
ii) Police protection?					X
iii) Schools?					X
iv) Parks?					X
v) Other public facilities?					X

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain

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acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire protection?

No Impact. The 2010 Certified EIR identified that the existing General Plan would result in an increased number of people in the City, thereby increasing the demand for fire services and facilities. To ensure the provision of adequate fire protection services, the City established a development impact fee to provide funding for services. The 2010 Certified EIR determined that adherence to the City's General Plan policies would also be able to minimize impacts from the existing General Plan. The existing General Plan's impacts on fire services were identified as less than significant.

The Proposed General Plan Policy SF-3.1 states that in cooperation with the San Bernardino County Fire Department, the City shall ensure that fire services such as firefighting equipment and personnel, infrastructure, and response times are adequate for all portions of the City. In addition, new development in the City would be reviewed by the San Bernardino County Fire Protection District to comply with requirements in effect at the time building permits are issued. Also, payment of the City's development impact fees by future developments would ensure adequate fire protection facilities and equipment.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the need for new or physically alter fire protection facilities.

ii) Police protection?

No Impact. The 2010 Certified EIR identified that the buildout of the existing General Plan would increase demand for police protection services, which in turn would require the hiring of new staff and building of new facilities. Future projects would be reviewed by the City of Hesperia on an individual basis and required to comply with regulations in effect at the time building permits are issued (e.g., payment of development impact fees). The existing General Plan's impacts on police services were identified to be less than significant.

Payment of the City's development impact fees by future developments would ensure adequate police protection facilities and equipment.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the need for new or physically alter police facilities.

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iii) Schools?

No Impact. The 2010 Certified EIR identified that development under the existing General Plan would require payment of impact fees to the Hesperia Unified School District and Snowline Joint Unified School District for the construction of new schools. The 2010 Certified EIR also indicated that implementation of the General Plan policies would reduce impacts. The 2010 Certified EIR identified that impacts would be less than significant.

As with the existing General Plan, payment of development impact fees pursuant to Senate Bill 50 (SB 50) would ensure that the Proposed Project's impacts on school facilities are less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the need for new or physically altered schools.

iv) Parks?

No Impact. The 2010 Certified EIR determined that the existing General Plan would increase the demand for parks and recreational facilities. The Hesperia Recreation and Park District (HRPD) provided 24.14 acres of park and open space per 1,000 residents, exceeding both the HRPD's requirement of 3 acres and the City's standard of 5 acres per 1,000. The 2010 Certified EIR also determined that the General Plan policies would reduce impacts. Therefore, the 2010 Certified EIR determined that impacts would be less than significant.

As described in Section 3, *Project Description*, the Proposed Project's population buildout is greater than the 2050 population buildout of the existing General Plan; however, the General Plan's Environmental Impact Report (EIR) assessed a buildout scenario without a specific year and projected a higher population (243,465) than what is currently being analyzed for the Proposed Project (162,835). The Proposed Project would require an additional 91.5 acres³ based on the City's standard of 5 acres per 1,000 residents. However, the 2010 Certified EIR determined that the buildout under the existing General Plan of 243,465 residents and existing parkland would be adequate for meeting the parkland needs of the future residents; therefore since the Proposed Project would result in fewer people than the buildout of the 2010 Certified EIR, impacts can be assumed to be less than significant. Additionally, development under the Proposed Project would also comply with Chapter 17.52, Dedication of Land and/or Payment of Fees for Park and Recreation Purposes, to ensure compliance with park dedication and in-lieu fee regulations.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or

³ 18,297 persons (growth) x 5 acres = 91,485 persons/acres
91,485 persons/acres ÷ 1,000 persons = 91.5 acres

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substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the need for new or physically altering existing park and recreational facilities.

v) Other public facilities?

No Impact. The 2010 Certified EIR identified that the buildout of the existing General Plan would increase demand for public or civic facilities in the City. The 2010 Certified EIR indicated that review of future development, payment of impact fees, and implementation of the General Plan policies would reduce impacts to less than significant.

New residential development associated with the Proposed Project would result in an increased demand for public and civic facilities. However, new developments in the City would be reviewed to comply with requirements in effect at the time building permits are issued (e.g., payment of development impact fees).

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the need for new or physically alter existing library facilities.

5.15.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant public services impacts, and therefore no mitigation measures were identified.

5.16 RECREATION

5.16.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR concluded that the existing General Plan would generate an additional demand for parks and recreational facilities. However, the 2010 Certified EIR indicated that even with the increased population, the City would exceed the minimum open space and parkland standard of 5 acres per 1,000 residents and would provide 24.14 acres per 1,000 residents. The 2010 Certified EIR indicated that the implementation of the General Plan policies and payment of development impact fees would further reduce impacts.

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5.16.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?					X
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?					X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The 2010 Certified EIR identified that population growth associated with the existing General Plan buildout would increase the use of neighborhood and regional parks. However, implementation of the existing General Plan's policies and the collection of development impact fees would ensure the development of the needed recreational uses and that the potential impacts of increased use of parks would be less than significant. Therefore, recreational impacts were determined to be less than significant for the existing General Plan.

As described in Section 3, *Project Description*, the population buildout under the Proposed Project is more than the 2050 population buildout of the existing General Plan. However, the 2010 Certified EIR assessed a buildout scenario without a specific year and a projected higher population (243,465) than what is currently being analyzed for the Proposed Project (162,835). The Proposed Project would require an additional 91.5 acres⁴ based on the City's standard of 5 acres per 1,000 residents. In addition, the 2010 Certified EIR determined that the buildout under the existing General Plan of 243,465 residents and existing parkland would be more than adequate to accommodate the park needs of future residents. Therefore, since the Proposed Project would result in fewer people than what the 2010 Certified EIR analyzed, impacts can be assumed to be less than significant. The Proposed Project would implement the existing policies outlined in the Open Space Element of the existing General Plan, ensuring that the policies from the 2010 Certified EIR remain applicable. Open

⁴18,297 persons (growth) x 5 acres = 91,485 persons/acres
91,485 persons/acres ÷ 1,000 persons = 91.5 acres

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Space Element policies include Policy OS-5.2, which mandates the provision of parks and recreation facilities at a rate of five acres per 1,000 residents; Policy OS-5.3, which requires annual assessments of park needs in coordination with the Hesperia Recreation and Park District; and Policy OS-5.5, which emphasizes the development of adaptable recreation facilities that can accommodate changing demands and population. Additionally, development under the Proposed Project would also comply with Chapter 17.52, Dedication of Land and/or Payment of Fees for Park and Recreation Purposes, to ensure compliance with park dedication and in-lieu fee regulations.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on increasing the use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The 2010 Certified EIR identified that the existing General Plan would require new park and recreational facilities as a result of buildout. However, implementation of the existing General Plan's policies and the collection of development impact fees would ensure that potential impacts concerning construction or expansion of parks would be less than significant.

The Proposed Project would result in more residents than the existing General Plan's 2050 population, which could result in the construction or expansion of recreation facilities. However, the 2010 Certified EIR assessed a buildout scenario without a specific year and a projected higher population (243,465) than what is currently being analyzed for the Proposed Project (162,835). The Proposed Project would require an additional 91.5 acres based on the City's standard of 5 acres per 1,000 residents. In addition, the 2010 Certified EIR determined that the buildout under the existing General Plan of 243,465 residents and existing parkland would be more than adequate to serve the park needs of future residents. Therefore, since the Proposed Project would result in fewer people than the General Plan EIR analyzed, impacts can be assumed to be less than significant. However, similar to the existing General Plan, development under the Proposed Project would need to comply with the City's Municipal Code Chapter 17.52, Dedication of Land and/or Payment of Fees for Parks and Recreation Purposes, in regard to providing recreational sources. In addition, the Proposed Project would implement the existing policies outlined in the Open Space Element of the existing General Plan. The Open Space Element policies include Policy OS-5.2, which mandates the provision of parks and recreation facilities at a rate of five acres per 1,000 residents, Policy OS-5.3, which requires annual assessments of park needs in coordination with the Hesperia Recreation and Park District, and Policy OS-5.5, which emphasizes the development of adaptable recreation facilities that can accommodate changing demands and population.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially

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greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on requiring the construction or expansion of recreational facilities.

5.16.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant recreation impacts, and therefore no mitigation measures were identified.

5.17 TRANSPORTATION/TRAFFIC

5.17.1 Summary of Impacts Identified in the Program EIR

Effective July 1, 2020, California Senate Bill 743 (SB 743) mandated specific types of CEQA analysis of a project's transportation impacts. Before implementation of SB 743, CEQA transportation analyses of individual projects typically determined impacts on the circulation system in terms of roadway delay (i.e., congestion) and/or capacity usage at specific locations, such as street intersections or freeway segments. SB 743 required changes to the guidelines for CEQA transportation analysis. The changes include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining transportation impacts. The purpose of SB 743 is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Under SB 743, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA. Therefore, level of service (LOS) and similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for CEQA analysis. The California Office of Planning and Research updated the CEQA Guidelines and provided a final technical advisory (December 2018), which recommends VMT as the most appropriate measure of transportation impacts under CEQA. The California Natural Resources Agency certified and adopted the CEQA Guidelines, including the Guidelines section implementing SB 743. The changes were approved by the Office of the Administrative Law and are in effect.

The 2010 Certified EIR indicated that impacts to the roadway plan, goods movement, transit, non-motorized/alternative transportation, and regional transportation would be minimized with the implementation of the General Plan goals and policies. The 2010 Certified EIR determined that impacts on roadways as a result of an increase in LOS would be significant and unavoidable even with the implementation of Mitigation Measure TIA-1, which requires a traffic study for individual projects as deemed necessary by the Development Services Director.

The 2010 Certified EIR concluded that the existing General Plan would not substantially increase hazards and that all roadways would be designed consistent with Caltrans' Highway Design Manual and would be reviewed by the City of Hesperia's Public Works Department to ensure safe design features and adequate emergency access.

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5.17.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?					X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					X
d) Result in inadequate emergency access?					X

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact. The 2010 Certified EIR identified that the existing General Plan would not conflict with adopted policies, plans, or programs addressing the circulation system and that the General Plan policies support the use of alternative transportation; impacts were less than significant.

Since the 2010 Certified EIR, SCAG adopted the 2024 Connect SoCal. Connect SoCal serves as Southern California's regional transportation blueprint for reducing passenger vehicle emissions. Its core vision focuses on optimizing the transportation network for people and goods; enhancing mobility options by clustering housing, jobs, and transit; and increasing investments in transit and complete streets. The City has a network of bicycle routes and bus stops and the existing General Plan included recommendations to develop areas with bicycle facilities and access to bus stops. The Proposed Project would support the use of active transportation and the goals of the 2024 Connect SoCal by implementing the following proposed policies:

- **Policy LU-2.6:** Require new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses that competitively attract consumers and consumer spending in the evolving retail sales and services market.
- **Policy LU-6.1:** Prioritize growth that furthers a regional balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life.

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- **Policy CI-3.1:** Design new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.
- **Policy CI-3.2:** Establish and maintain an interconnected trail system that promotes safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.
- **Policy CI-3.3:** Leverage public rights-of-way, easements, and other public spaces to maintain and expand the non-motorized network
- **Policy CI-3.4:** Prioritize improvements along Main Street that facilitate a more pedestrian-friendly environment.
- **Policy CI-3.5:** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity
- **Policy CI-4.1:** Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities
- **Policy HC-2.1:** Create an integrated system of bike, trail, and pedestrian routes that connect neighborhoods, corridors, recreation, and other major facilities.
- **Policy HC-5.3:** Work with the Victor Valley Transit Authority to establish, maintain, and increase the frequency of transit routes to all areas of the community.

Therefore, the Proposed Project would conform with the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on conflicting with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND. The 2010 Certified EIR did not evaluate transportation impacts using vehicle miles traveled (VMT) as a metric as a standalone threshold as this threshold was added after 2010.

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The City of Hesperia adopted VMT thresholds in July 2020. VMT impacts are based on the Origin Destination (OD) method using VMT per service population.

Project VMT Threshold

The Project VMT Threshold was estimated using the Half Accounting and Full Accounting OD Methods. The analysis focused on three types of trips: (1) trips starting and ending within the Planning Area, (2) trips starting in the Planning Area and ending outside, and (3) trips starting outside the Planning Area and ending within the Planning Area. Trips that pass through the City were excluded. The Half Accounting Method, known as the Regional Targets Advisory Committee (RTAC) method, is only included for informational purposes (see Appendix C). This method allocates 100 percent of the trip length with two trip ends within the Planning Area and 50 percent when only one end is in the Planning Area.

The Full Accounting Method evaluates 100 percent of trip lengths where one or both trip ends are within the Planning Area and was used to determine the Project VMT Threshold. A Project VMT impact is identified if the projected OD VMT per service population (SP) under the Proposed Project exceeds the OD VMT/SP for the existing General Plan for the year 2050.

As shown in Table 7, *Project-Level VMT Assessment*, the OD VMT/SP under the Cumulative Year (2050) Plus Project Conditions does not exceed the OD VMT/SP under Cumulative Year (2050) No Project Conditions. The OD VMT/SP is projected to decrease under the Proposed Project (42.6 miles of travel per person) as compared to the existing General Plan (44.5 miles of travel per person), indicating that the population is expected to travel more efficiently.

Table 7 Project-Level VMT Assessment

	Existing Year (2023)	existing General Plan Cumulative Year (2050)	Proposed Project Cumulative Year (2050)
City of Hesperia SOI OD VMT (Daily Total)	4,601,330	8,592,343	9,011,757
City of Hesperia SOI Service population	134,538	193,083	211,334
OD VMT per Service Population (OD VMT/SP)	34.2	44.5	42.6

Source: Appendix C

Service population is defined as population plus employment.

The improvement in travel efficiency is the result of people making fewer trips and/or traveling shorter distances due to increased availability of active modes of transportation and/or better accessibility to destinations by all modes of transportation. Projects such as the proposed Hesperia Commerce Center II provide local jobs and reduce the distance residents travel to similar employment opportunities. The proposed Brightline high-speed rail station also increases opportunities for commuters to shift to transit.

Cumulative VMT Threshold

A Cumulative VMT impact is identified if the cumulative year link-level boundary VMT/SP within the County of San Bernardino boundary increases under the Proposed Project as compared to the existing General Plan. The boundary VMT was completed by selecting all roadway segments in the San Bernardino Transportation

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Analysis Model Plus (SBTAM+) within the San Bernardino County boundary and multiplying the number of trips on each roadway segment by the length of that roadway segment. Table 8, *Cumulative-Level VMT Assessment*, shows that the County of San Bernardino VMT/SP under the Proposed Project does not exceed the County of San Bernardino VMT/SP under the existing General Plan.

Table 8 Cumulative-Level VMT Assessment

	existing General Plan (2045)	Proposed Project (2045)
County of San Bernardino VMT (Daily total)	92,225,013	90,116,044
County of San Bernardino Service Population	3,761,191	3,779,442
VMT per Service Population (VMT/SP)	24.5	23.8

Source: Appendix C
Service population is defined as population plus employment.

Additionally, the Proposed Project would result in lower VMT per capita as a result of policies designed to encourage mixed-use development and transportation demand management strategies. For example, Policy LU-1.1 aims to maintain a balanced mix of residential, retail, employment, industrial, open space, and public facility land uses for a variety of lifestyle options and convenient access to shops, restaurants, services, and jobs; and Policy LU-2.6 requires new development in areas planned for mixed use to incorporate high-quality and innovative design with walkable environments, human-scale, gathering spaces, and vibrant businesses. In addition, Policy CI-3.5 promotes new development and transportation demand management (TDM) strategies that would reduce household and employment VMT.

The results of the VMT assessment indicate that, with the implementation of the Proposed Project, VMT/SP would be reduced by approximately 4 percent at the Project-Level and 3 percent at the Cumulative-Level (i.e., improves) compared to the existing General Plan. As a result, the Proposed Project would not conflict with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan, and the Proposed Project does not identify or require the adoption of any further mitigation measures beyond those provided in the 2010 Certified EIR. No changes proposed by the proposed compared to the existing General Plan would result in any new or substantially more severe significant impacts with respect to CEQA Guidelines Section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The 2010 Certified EIR identified that the existing General Plan would not significantly increase hazards, as the circulation plan ensures that roadways would be built to meet the General Plan roadway standards and Caltrans' Highway Design Manual. The 2010 Certified EIR noted that the City's Department of Public Works would review all roadway plans to avoid unsafe design features, prevent hazardous conditions. Impacts were determined to be less than significant.

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The Proposed Project would not include facilities that would substantially increase hazards, nor would it construct incompatible uses. The Proposed Project would not result in physical land use or zoning designation changes compared to the existing General Plan. As with the existing General Plan, future development would be subject to the City's Department of Public Works review process, Caltrans' Highway Design Manual, and subsequent environmental review, if applicable, to ensure there would be no increase in circulation hazards. In addition, the Proposed Project includes the following policies that would reduce impacts, such as Proposed General Plan Policy CI-1.9, which calls for regularly updating the pavement management plan and maintaining roadways to ensure safety and functionality; Proposed General Plan Policy CI-2.3, which supports enhancing roadways and rail facilities to improve goods movement efficiency, increasing safety for all modes of transport, and reducing noise and vibration impacts on sensitive areas; and Proposed General Plan Policy CI-3.1, which calls for designing new on- and off-street facilities to accommodate pedestrians, cyclists, and equestrians, and ensuring safety and efficiency based on land use and roadway context. In addition, Title 12, Streets, Sidewalks and Public Places, of the City's Municipal Code ensures that streets, sidewalks, and public places are managed in a way that maintains order, safety, and functionality for all users.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on substantially increasing hazards due to a geometric design feature or incompatible use.

d) Result in inadequate emergency access?

No Impact. The 2010 Certified EIR identified that all development under the existing General Plan would be reviewed by the City's Department of Public Works and emergency service agencies to ensure adequate emergency access. Therefore impacts were less than significant.

As with the existing General Plan, the Proposed Project would need to ensure adequate emergency access to support future development. Future projects would be subject to the City Department of Public Works and applicable emergency service agencies' review process, and subsequent environmental review to ensure there would be no significant impacts to emergency access. Future development may be subjected to conditions of approval which would include a review of ingress and egress points, as indicated in Section 16.12.120, Approval Requirements, of the City's Municipal Code. In addition, Section 17.04.060, Subdivision Design and Improvement Standards, of the City's Municipal Code, states that subdivision design shall provide for safe and ready access for fire and other emergency equipment and for routes of escape to safely handle evacuations. The Proposed Project would also include Policy SF-3.9 which calls for coordinating with State and regional partners to ensure roadways in fire hazard zones meet current fire safety regulations to support effective evacuation and emergency vehicle access, and Policy SF-5.1 which requires new development of 30 units or more in Fire Hazard Severity Zones to have two ingress and egress routes to account for existing and proposed traffic evacuation volumes at buildout.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Because the Proposed Project does not change the

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development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on inadequate emergency access.

5.17.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The following mitigation measures were taken directly from the 2010 Certified EIR. Any modifications to the mitigation measures from the 2010 Certified EIR are shown in ~~strike through~~ for deleted text and underlined for new, inserted text.

TIA-1 ~~————— To ensure that traffic generated from individual, discretionary, site-specific development proposals within the Planning Area will not result in inadequate LOS for project intersections; the Development Services Director shall review such proposals at the time of application submittal. If necessary, a project level traffic study may be required, as determined by the Development Services Director, in order to evaluate project level impacts. If it is determined that traffic generated from such proposal would cause LOS failure, the project proponent shall provide, either through construction of improvements and/or monetary contribution, for improvements necessary to maintain an acceptable LOS, as determined by the Development Services Director. Such improvements and/or monetary contribution shall be provided in proportion to an individual project's impacts on traffic and to the satisfaction of the Development Services Director. Mitigation required herein shall not require improvements to reduce LOS for those intersections and segments for which this EIR has determined that impacts are significant, adverse, and unavoidable, beyond those improvements identified in the Circulation Element of the updated General Plan.~~

While impacts to LOS were considered significant and unavoidable, LOS is no longer applicable and is no longer a CEQA impact under SB 743.

5.18 TRIBAL CULTURAL RESOURCES

5.18.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR did not evaluate tribal cultural resources as a standalone topic since the topic was added after 2010. The 2010 Certified EIR did discuss tribal cultural resources-related issues under Section 5.5, *Cultural Resources*.

The 2010 Certified EIR indicated that the Native American Heritage Commission (NAHC) performed a Sacred Lands File (SLF) search in the NAHC SLF inventory where it was determined that No Native American cultural resources were identified within a half-mile of the City boundaries; however, these are Native American resources in proximity to the City.

The 2010 Certified EIR concluded that portions of the City and SOI could include historic resources, and implementation of Mitigation Measure CR-1a through CR-1d, which require deciding that no further cultural

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research is needed for areas with “low” cultural sensitivity, conducting a Phase I cultural resources survey for areas with “medium” or “high” cultural sensitivity, determining a structure’s historical significance, and avoiding or conducting a Phase III for impact significant historic resources, would reduce impacts. The 2010 Certified EIR indicated that portions of the City and SOI could include archaeological resources, and that implementation of Mitigation Measure CR-2a and CR-2b, which require testing the significance of any resources that are found and either avoiding or preparing a Phase III for resources that would be impacted, would reduce impacts. The 2010 Certified EIR indicated that while there is a possibility that ground-disturbing activities could uncover human remains, compliance with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would reduce impacts.

5.18.2 Impacts Associated with the Proposed Project

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or 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 a local register of historical resources as defined in Public Resources Code section 5020.1(k), or					X
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X	

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural**

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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 a local register of historical resources as defined in Public Resources Code section 5020.1(k),**

No Impact. The 2010 Certified EIR did not evaluate tribal cultural resources as a standalone topic since the topic was added after 2010.

The 2010 Certified EIR reported that the NAHC conducted a Sacred Lands File search which found no Native American cultural resources within a half mile of the City boundaries. However, the 2010 Certified EIR indicated that there could be Native American resources within close proximity of the City limits and within the SOI. Therefore, as with the existing General Plan, development under the Proposed Project could result in potential impacts resources listed in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) for tribal cultural resources. However, the 2010 Certified EIR identified Mitigation Measures CR-1a through CR-1d under Section 5.5, *Cultural Resources*, which would adequately reduce impacts on tribal cultural resources. In addition, the Proposed Project would implement the existing General Plan Policy CN-5.5 which states that through CEQA and other environmental procedures, the City shall notify appropriate Native American representatives of possible development and shall comply with all State and Federal requirements concerning the monitoring and preservation of Native American artifacts and places. The Proposed Project would adhere to Mitigation Measures CR-1a through CR-1d, as identified in the 2010 Certified EIR, which would reduce impacts to less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan, and the Proposed Project does not identify or require the adoption of any further mitigation measures beyond those provided in the 2010 Certified EIR. Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on tribal cultural resources.

- 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact/No Changes or New Information. The. The 2010 Certified EIR did not evaluate tribal cultural resources as a standalone topic since the topic was added after 2010.

Pursuant to Senate Bill 18 (SB 18), the City of Hesperia reached out to the California Native American tribes listed by the Native American Heritage Commission (NAHC) on May 21, 2024. Notification letters were sent to the Desert Cahuilla Indians, Cabazon Band of Mission Indians, and Yuhaaviatam of San Manuel. The Yuhaaviatam of San Manuel responded on May 24, 2024, requesting consultation under SB 18.

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The Yuhaaviatam of San Manuel Nation indicated that the Proposed Project is located within Serrano ancestral lands, and that future development under the Proposed Project may impact tribal cultural resources. The Yuhaaviatam of San Manuel Nation requested additional information, including zoning changes, draft text, maps, a cultural report, and a draft of the Proposed Project to assess potential ground-disturbing developments that might allow by-right development that would preclude the Tribe from consultation pursuant to CEQA/Assembly Bill 52.

The City responded to the Yuhaaviatam of San Manuel Nation on October 2, 2024, and indicated that project documents would be shared when available. The City provided an overview of the Proposed Project's focus on implementing the adopted Housing Element programs aimed at expanding housing opportunities, noting that no changes would be made to existing land use designations or zoning. The City sent the Tribe the draft Land Use Plan maps for the Tribe's review. The City indicated that the Proposed Project would not allow for any ground-disturbing activities that would preclude a project from going through the standard CEQA requirements; the Tribe concluded consultation on October 30, 2024.

Development under the Proposed Project could impact tribal cultural resources due to ground disturbing activities. The Proposed Project would implement the existing General Plan Policy CN-5.5 which states that through CEQA and other environmental procedures, the City shall notify appropriate Native American representatives of possible development and shall comply with all State and Federal requirements concerning the monitoring and preservation of Native American artifacts and places. In the event that future development projects consistent with the Proposed Project impact previously undiscovered tribal cultural resources, Mitigation Measures CR-2a and CR-2b of the 2010 Certified EIR, which require testing the significance of any resources that are found and either avoiding or preparing a Phase III for resources that would be impacted, would reduce impacts.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan, and the Proposed Project does not identify or require the adoption of any further mitigation measures beyond those provided in the 2010 Certified EIR. The Proposed Project compared to the existing General Plan would not result in any new impacts or increase the severity of impacts with respect to tribal cultural resources.

5.18.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

Refer to Mitigation Measures CR-1a through CR-1d and CR-2a and CR-2b under Section 5.5, *Cultural Resources*.

5.19 UTILITIES AND SERVICE SYSTEMS

5.19.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR determined that the existing General Plan would require new and/or expanded treatment facilities to meet the increased demand for water and wastewater treatment. However, implementation of the General Plan policies and payment of development impact fees would reduce impacts.

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The existing General Plan was determined to require the construction of new and/or expanded stormwater drainage facilities, and that, with compliance with State regulations (e.g., NPDES, SWPPP), BMPs, WQMP, payment of development impact fees, and the implementation of the General Plan policies, impacts would be less than significant. The 2010 Certified EIR indicated that compliance with State regulations, payment of connection fees, and implementation of the General Plan goals and policies would reduce impacts on water supplies. The 2010 Certified EIR indicated that additional solid waste would be generated; however, the Victorville Sanitary Landfill had a remaining capacity of approximately 99 percent; therefore, impacts are less than significant.

5.19.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?					X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?					X
c) Result in a determination by the wastewater treatment provider that 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?					X
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?					X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?					X

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- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

No Impact. The 2010 Certified EIR analyzed impacts on wet and dry infrastructure, such as water, wastewater, stormwater, solid waste, electricity, and natural gas facilities under cumulative impact analysis. The 2010 Certified EIR determined that a less than significant impact would occur for wet and dry utilities with compliance with regulatory requirements and standard conditions of approval.

The Proposed Project would result in an increase of 7,140 housing units and 18,297 residents, and a decrease in 879,349 square feet of non-residential square uses compared to the existing General Plan which would change the development of the Planning Area.

Water

The primary source of water for the Proposed Project would be groundwater extracted by Hesperia's Water District (District). The 2020 Urban Water Management Plan (UWMP) included projections of water demand and supply for its entire service area. The current and projected water demands from the District's 2020 UWMP are provided in Table 9, *2020 UWMP Current and Projected Water Demands for the City of Hesperia*.

Table 9 2020 UWMP Current and Projected Water Demands for the City of Hesperia

Use Type	2020	2025	2030	2035	2040	2045
Total Water Demand	14,040	15,250	16,290	16,990	17,740	18,420

AFY = Acre-feet/year
Source Appendix D.

The water demand shown in Table 9 was extrapolated to calculate a water demand of 19,465 acre-feet per year (AFY) for the year 2050. The projected water demand with the implementation of the Proposed Project is provided in Table 10, *Water Demand – Proposed Project*.

Table 10 Water Demand – Proposed Project

Category	Unit	Water Demand Rate	Total Water Demand (gpd)	Total Water Demand (AFY)
Single Family Dwelling Units	47,405 du	92 gpcd	13,083,689	14,654
Multi Family Dwelling Unites	14,166 du	92 gpcd	1,902,822	2,131
Commercial	386 acres	462.4 gpd/ac ^a	178,385	200
Industrial	713 acres	692.8 gpd/ac ^a	493,740	553
Office	65	462.4 gpd/ac ^a	30,091	34
Institutional	368	462.4 gpd/ac ^a	170,380	191
Parks	89	31.2 gpd/ac ^a	2,777	3
Water Losses	-	-	158,6188	1,777
Total	-	-	1,748,072	19,542

Du = dwelling unit; gpcd = gallons per capita per day; AFY = acre feet per year; gpd/ac = gallons per day per acre.

^a Includes reduction of 20 percent for commercial uses with compliance with CalGreen and MWELo requirements

Source: Appendix D

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As shown in Table 10, the water demand associated with the buildout of the Proposed Project is 19,542 AFY. Therefore, the Proposed Project would result in a net increase in water demand of 77 AFY. However, it should be noted that UWMPs tend to overestimate future water demand. In addition, there is a long-term trend of declining per capita water demand due to the use of water-efficient devices in the residential and commercial sectors, so even as populations increase, the total water demand declines. It is assumed that the development rate would be constant over the 25-year buildout period. Additionally, the Proposed Project would result in an increase in residential use compared to the existing General Plan. The District began receiving recycled water as of May 2022, with a reliable supply of 89 AFY as of July 2023. The District has also conducted site surveys at multiple locations and would convert them to recycled water once supplies increase. The current 89 AFY supply of recycled water would be sufficient to accommodate the 77 AFY projected increase in water demand associated with the buildout of the Proposed Project.

Additionally, the Proposed Project would implement the existing policies in the Conservation Element of the existing General Plan, such as Policy CN-1.5, which emphasizes collaborating with local agencies to ensure a safe and reliable water supply, Policy CN-1.6, which promotes low-water consumption fixtures in homes and businesses, and Policy CN-1.7, which mandates that new developments incorporate advanced technologies and methods to reduce water usage. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded water systems.

Wastewater

The Victor Valley Wastewater Reclamation Authority (VWVRA) provides wastewater treatment for the City of Hesperia and surrounding jurisdictions. The Proposed Project would result in an increase in residential use compared to the existing General Plan, which could result in the construction of new or expanded wastewater treatment facilities. However, the existing General Plan includes Policy CN-2.6 which states to coordinate City policies and activities with the VWVRA. In addition, future development would need to comply with Section 14.08.070, Sewer Connection, of the City's Municipal Code, which requires authorization from the Hesperia Water District to construct sewer connections. Therefore, any additional construction or expansion would need to be reviewed and approved by the VWVRA. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded wastewater treatment.

Stormwater

The Proposed Project would result in an increase in residential use compared to the existing General Plan. Compliance with the provisions as outlined in Section 8.30.200, Construction Site Stormwater Runoff Control Program, of the City's Municipal Code, would reduce impacts on stormwater drainage facilities. This Section mandates that the City maintain an updated construction project inventory, requires coverage under the Construction General Permit (CGP) for significant soil disturbances, mandates the implementation of best management practices (BMPs) to minimize pollutant discharge, and stipulates that grading permits cannot be issued without proof of CGP coverage or a City-approved erosion and sediment control plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded stormwater systems.

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Electricity and Telecommunication Facilities

The Proposed Project would result in an increase in residential use compared to the existing General Plan. As mentioned in Section 17.04.060. Subdivision Design and Improvement Standards, of the City's Municipal Code, utility lines, including but not limited to electric, telephone, communications, street lighting, and cable television, within or directly serving each subdivision, shall be placed underground. As with the existing General Plan, any facilities required under the Proposed Project would be built using fees collected from utility providers and would necessitate the underground extension of electrical facilities, which would be coordinated with the providers to prevent any major disruptions to existing services. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded electricity and telecommunication facilities.

Natural Gas

Natural gas is provided to the Planning Area by Southwest Gas Corporation (SGC 2024). As with the existing General Plan, future facilities under the Proposed Project would be constructed with fees collected by the utility providers. As individual developments within the Proposed Project are implemented, these developments would require extensions of natural gas facilities. These future extensions would be coordinated with Southwest Gas Corporation to avoid any notable disruptions to existing services. Impacts would be less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded utilities and service systems.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. The 2010 Certified EIR identified that the existing General Plan would increase water demand, but the City's 2005 UWMP and Water Master Plan outlined phased provisions for facilities and water sources through 2030 to accommodate future growth. In addition, the goals and policies in the General Plan focused on water conservation, reclamation standards, and monitoring surface water impacts. Impacts on water resources from the existing General Plan were expected to be less than significant.

The 2020 UWMP indicates that the District can meet the water demands of its customers in normal, single dry, and multiple dry years between 2025 and 2045, as shown in Table 11, *2020 UWMP – Normal, Single Dry, and Multiple Dry Year Supply and Demand*.

Table 11 2020 UWMP – Normal, Single Dry, and Multiple Dry Year Supply and Demand

	2025	2030	2035	2040	2045
Normal Year					
Supply Totals	15,250	16,290	16,990	17,740	18,420
Demand Totals	15,250	16,290	16,990	17,740	18,420
Difference	0	0	0	0	0

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Table 11 2020 UWMP – Normal, Single Dry, and Multiple Dry Year Supply and Demand

		2025	2030	2035	2040	2045
Single Dry Year						
Supply Totals		15,250	16,290	16,990	17,740	18,420
Demand Totals		15,250	16,290	16,990	17,740	18,420
Difference		0	0	0	0	0
Multiple Dry Year						
First Year	Supply Totals	15,250	16,290	16,990	17,740	18,420
	Demand Totals	15,250	16,290	16,990	17,740	18,420
	Difference	0	0	0	0	0
Second Year	Supply Totals	15,460	16,430	17,140	17,880	18,540
	Demand Totals	15,460	16,430	17,140	17,880	18,540
	Difference	0	0	0	0	0
Third Year	Supply Totals	15,670	16,570	17,290	18,020	18,660
	Demand Totals	15,670	16,570	17,290	18,020	18,660
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	15,880	16,710	17,440	18,160	18,780
	Demand Totals	15,880	16,710	17,440	18,160	18,780
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	16,090	16,850	17,590	18,300	18,900
	Demand Totals	16,090	16,850	17,590	18,300	18,900
	Difference	0	0	0	0	0

Source: Appendix D

According to the District's 2020 UWMP, the District has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045. The UWMP's extrapolated water demand of 19,465 AFY by 2050 is less than the amount projected for the buildout of the Proposed Project (19,542 AFY).

The District began receiving recycled water as of May 2022, with a reliable supply of 89 AFY as of July 2023. The District has also conducted site surveys at multiple locations and would convert them to recycled water once supplies increase. The current 89 AFY supply of recycled water would be sufficient to accommodate the 77 AFY projected increase in water demand associated with the buildout of the Proposed Project. Therefore impacts would be less than significant.

Additionally, the Proposed Project would implement the existing policies in the Conservation Element of the existing General Plan, such as Policy CN-1.5, which emphasizes collaboration with local agencies to ensure a safe and reliable water supply, Policy CN-1.6, which promotes low-water consumption fixtures in homes and businesses, and Policy CN-1.7, which mandates that new developments incorporate advanced technologies and methods to reduce water usage.

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The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2010 Certified EIR for the existing General Plan, and the Proposed Project does not identify or require the adoption of any further mitigation measures beyond those provided in the 2010 Certified EIR. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on the relocation or construction of new or expanded concerning water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Furthermore, future environmental review of development projects would ensure minimal impacts to water supplies.

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?

No Impact. The 2010 Certified EIR identified that the existing General Plan's developments in undeveloped areas would increase the demand for wastewater services from the Victor Valley Wastewater Reclamation Authority (VWWRA). To address this demand, the 2010 Certified EIR stated that new facilities and expansions of existing ones and enhanced treatment capacity would reduce overall treatment needs. Additionally, payment of development fees for sewer connections would help mitigate impacts. The 2010 Certified EIR determined that a less than-significant impact would occur.

The Proposed Project would result in increased residential uses compared to the existing General Plan, thereby potentially necessitating new or expanded wastewater treatment facilities. However, the existing General Plan includes Policy CN-2.6, which calls for coordination with the VWWRA. Additionally, any future development must comply with Section 14.08.070, Sewer Connection, of the City's Municipal Code, which requires authorization from the District for sewer connections. Therefore, any new construction or expansion would require review and approval from the VWWRA. Consequently, the Proposed Project would not necessitate the relocation or construction of new or expanded wastewater treatment facilities, and impacts would be less than significant.

The Proposed Project would not include new or substantially greater significant impacts than those analyzed in the 2016 Certified EIR for the existing General Plan. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Furthermore, future environmental review of development projects would ensure minimal impacts to wastewater treatment.

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?

No Impact. The 2010 Certified EIR identified that the existing General Plan would result in an increase in solid-waste disposal in the City. The 2010 Certified EIR determined that the designated landfill, Victorville Sanitary Landfill, has sufficient capacity to accept municipal solid waste associated with the existing General Plan and impacts would be less than significant.

The Victorville Sanitary Landfill has a maximum permit capacity of 93,400,000 cubic yards, a maximum permitted throughput of 3,000 tons per day, and a remaining capacity of 79,400,000 cubic yards as of March

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31, 2020 (CalRecycle 2024a). The cease operation date for the facility is October 2047. As shown in Table 1, *Focused General Plan Buildout*, the Proposed Project would result in 162,835 residents by 2050.

The Proposed Project would result in an increase of 6,703 tons per year of solid waste compared to the existing General Plan. Therefore, the Proposed Project would result in approximately 167,575 tons by 2050⁵, which is less than one percent of the total remaining capacity of the Victorville Sanitary Landfill. As with the existing General Plan, the landfill is equipped to meet the future demands of the Proposed Project. As with the existing General Plan, the development consistent with the Proposed Project would be required to comply with all applicable state regulations regarding solid waste generation, such as the AB 939. Impacts would be less than significant.

Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on landfills with sufficient permitted capacity to accommodate the project's solid-waste disposal needs. Furthermore, future environmental review of development projects would ensure adequate capacity for solid waste.

e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

No Impact. The 2010 Certified EIR identified that there would be a net increase in solid waste from buildout of the existing General Plan; however, the Victorville Sanitary Landfill would adequately serve the Planning Area. In addition, the City complied with AB 939 which requires every California City and county to divert 50 percent of its waste from landfills. Impacts were less than significant.

As mentioned in Impact d) above, the Proposed Project would result in additional solid waste demand; however, the Victorville Sanitary Landfill would adequately serve the Planning Area. In addition, the City would continue to comply with existing regulations regarding diversion and disposal of municipal solid waste.

Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on compliance with federal, state, and local statutes and regulations related to solid waste. Furthermore, future environmental review of development projects would ensure that solid waste reduction goals would be met.

5.19.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant utilities and service systems impacts, and therefore no mitigation measures were identified.

⁵ CalEEMod default values for solid waste generation were applied for each land use type (regional shopping centers, single-family housing, and general office buildings) to calculate the total annual solid waste in tons. For further details and calculations, refer to Appendix A.

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5.20 WILDFIRE

5.20.1 Summary of Impacts Identified in the Program EIR

The 2010 Certified EIR did not evaluate the wildfire as a standalone topic since the topic was added after 2010. The 2010 Certified EIR did discuss wildfire-related issues under Section 5.9, *Hazards and Hazardous Materials*.

The 2010 Certified EIR determined that the City is not within a fire threatened community, and with the implementation of the CBC, CFC, State laws, and the General Plan policies, impacts would be less than significant. Additionally, the 2010 Certified EIR indicated that every proposed project in the City would be reviewed by the San Bernardino County Fire Department for compliance with the most recent version of the CFC.

5.20.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan.?					X
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?				X	
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?				X	
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?				X	

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a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The 2010 Certified EIR identified that the existing General Plan would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as development under the existing General Plan would be required to comply with the applicable emergency response and evacuation plans. The 2010 Certified EIR indicated that impacts would be less than significant.

The southern portion of the Planning Area is within a VHFHSZ for State Responsibility Area and Local Responsibility Area, according to CAL FIRE (CAL FIRE 2024b). Future development under the Proposed Project could introduce new buildings and people into these areas. The City of Hesperia has a Local Hazard Mitigation Plan that provides strategies and mitigation measures to address local fire hazards. Development under the Proposed Project would need to adhere to the adopted emergency response plan and emergency evacuation plan set by the San Bernardino County's Office of Emergency Services (OES), the City of Hesperia's OES, and the San Bernardino County Fire Department. The Proposed Project, as with the existing General Plan, would not interfere with an adopted emergency response plan or emergency evacuation plan.

Buildout would not result in substantial changes to the circulation patterns or emergency access routes in the Planning Area. Future development may be subjected to conditions of approval which would include review of ingress and egress points, as indicated in Section 16.12.120, Approval Requirements, of the City's Municipal Code. As with the existing General Plan, the Proposed Project would be required to comply with all applicable regulations and plans governing emergency response and evacuation. In addition, the Proposed Project must comply with the existing emergency response and evacuation plans established by the San Bernardino County Office of Emergency Services, the City of Hesperia's Office of Emergency Services, and the San Bernardino County Fire Department. In addition, as mentioned in Section 17.04.060, Subdivision Design and Improvement Standards, in the City's Municipal Code, future development under the Proposed Project shall provide for safe and ready access for fire and other emergency equipment and for routes of escape to safely handle evacuations. The Proposed Project would also include Policy SF-3.9 which calls for coordinating with State and regional partners to ensure roadways in fire hazard severity zones meet current fire safety regulations; Policy SF-5.1 which requires that new development with 30 units or more in Fire Hazard Severity Zones to have two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout; and Policy SF-5.2 which calls for coordinating with emergency responders and Caltrans to maintain potential evacuation routes to ensure adequate capacity, safety, and viability of those routes in the event of an emergency, including making improvements to existing roads to support safe evacuations as needed.

Because the Proposed Project does not change the development pattern or areas evaluated in the 2010 Certified EIR, there would be no new or substantially greater significant impacts. Therefore, the Proposed Project has no impact on the 2010 Certified EIR conclusions on substantially impairing an adopted emergency response plan or emergency evacuation plan.

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- d) **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?**

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR did not evaluate wildfire as a standalone topic since the topic was added after 2010.

While most of Hesperia is relatively flat, there are a few natural slopes in the City that could be vulnerable to landslides. The high desert experiences daily winds of 10.9 mph; high winds and low humidity weather conditions can pose a greater risk of fire damage (Hesperia 2017). CAL FIRE mapped VHFHSZs in the southern portion of the Planning Area. The VHFHSZ includes areas potentially threatened by wildfires based on historical fire activity and prevalent vegetation types. Development associated with the buildout of the Proposed Project could result in new development in VHFHSZs.

To protect development in the VHFHSZ, the City requires adherence to a wide range of state and local codes, such as the CBC and CFC. Because development in these areas presents challenges for fire protection and suppression, development would be required to abide by the requirements of the CBC and CFC. Additionally, as outlined in Section 17.04.060 of the City's Municipal Code, which covers subdivision design and improvement standards in hazardous fire areas, all flammable or combustible vegetation must be cleared from around structures following the Uniform Fire Code and where erosion is likely, slopes must be planted with fire-resistant ground cover. In addition, future development may be subjected to conditions of approval which would include a review of ingress and egress points, as indicated in Section 16.12.120, Approval Requirements, of the City's Municipal Code.

Additionally, several policies in the proposed Health and Safety Element emphasize and require fire-safe development in the City. Proposed General Plan Policy SF-5.10 calls for locating new essential public and critical facilities, such as police stations, schools, and community centers, outside of mapped hazard zones, and if essential facilities must be located in these zones, site and design them to minimize the risk of damage and maintain their operational capacity during and after a hazard.

Adherence to these building practices, fire safety regulations, local regulations, and the Proposed Project's policies would reduce the potential for exacerbating wildfire risks. Impacts would be less than significant.

- e) **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?**

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR did not evaluate wildfire as a standalone topic since the topic was added after 2010.

The Proposed Project would result in structures and people compared to the existing General Plan which would require additional infrastructure, such as roadways and transmission lines. Some of this new infrastructure could be constructed in the areas classified in the VHFHSZ. These types of improvements would involve temporary construction and result in changes to the existing built environment. The installation and operation of new aboveground power transmission lines would create a higher risk of exacerbating wildfire risks compared to

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other infrastructure. However, the California Public Utilities Commission (CPUC) requires maintenance of vegetation around power lines, strict wire-to-wire clearances, annual inspections of aboveground power lines, and the preparation of fire prevention plans for aboveground power lines in high fire-threat districts (CPUC 2024). These measures would reduce the wildfire risks associated with the installation and maintenance of power lines. Any development or redevelopment in wildfire-prone areas of the Planning Area would also be required to comply with building and design standards in the CBC and CFC, which include provisions for fire-resistant building materials, the clearance of debris, and fire safety requirements during demolition and construction activities. Public Resources Code Section 4291 also requires vegetation around buildings or structures to maintain defensible space within 100 feet of a structure and an ember-resistant zone within 5 feet of a structure (CAL FIRE 2024c). Section 14.02.090, District Connections Required, of the City's Municipal Code, states that all new buildings intended for any human occupancy shall be connected to District water and sewer facilities and the general manager shall determine whether facilities are available. With the compliance with applicable regulations impacts would be less than significant.

- f) **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?**

Less Than Significant Impact/No Changes or New Information. The 2010 Certified EIR did not evaluate wildfire as a standalone topic since the topic was added after 2010.

The southern portion of the Planning Area is within a VHFHSZ for State Responsibility Area and Local Responsibility Area according to CAL FIRE (CAL FIRE 2024b). Development under the Proposed Project could expose people or structures to significant risks, including downslope, downstream flooding, landslides, as a result of runoff, post-fire slope instability, or drainage changes. As with the existing General Plan, the Proposed Project could introduce new buildings and people into fire-hazard areas that may be impacted by slope- instability or flooding. The Proposed General Plan includes Policy SF-5.10 mandates locating new essential public and critical facilities outside mapped hazard zones, or if unavoidable, designing them to minimize risk and maintain functionality while requiring disaster response and evacuation plans for those within identified hazard areas such as flood, inundation, fire hazard, and landslide susceptibility zone.. In addition, future development would need to adhere to the most recent version of the CBC and CFC. Following federal, state, and local requirements and the Proposed General Plan policies, impacts would be less than significant.

5.20.3 Mitigation Measures Identified in the EIR and Applicable to the Proposed Project

The 2010 Certified EIR did not identify significant wildfire impacts upon implementation of regulatory requirements, and therefore no mitigation measures were identified.

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5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issues	Condition 1: Substantial Change in Project Requiring Major Revisions	Condition 2: Substantial Change in Circum- stances Requiring Major Revisions	Condition 3: New Information Showing New or Increased Significant Effects	Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR/MND	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	

- 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?

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. The geographic range and severity of impacts to biological resources, cultural resources, and tribal cultural resources resulting from the Proposed Project would be similar to those that would result from implementation of the existing General Plan, as the Proposed Project would not result in physical land use or zoning designation changes. The Proposed Project would incorporate all applicable mitigation measures and existing General Plan policies identified in 2010 Certified EIR as discussed in Sections 5.4, *Biological Resources*, 5.5, *Cultural Resources*, and 5.18, *Tribal Cultural Resources*, above. The Proposed Project would not result in any new impacts or substantially increase the severity of previously disclosed impacts related to biological, cultural

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resources, or tribal cultural resources. Therefore, preparation of supplemental or subsequent EIR is not required by CEQA.

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

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. Changes proposed by the Proposed Project compared to the existing General Plan would not result in any new cumulatively considerable impacts or substantially increase the severity of previously disclosed cumulatively considerable impacts. Pursuant to CEQA Guidelines Section 15130 (b)(1), the information used in an analysis of cumulative impacts should come from one of two sources:

- 1) A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- 2) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impacts identified in the 2010 Certified EIR used a combination of methods No. 1 and 2. The 2010 Certified EIR and this Addendum address the cumulative impacts of development in Hesperia. The Proposed Project would not result in impacts beyond what was previously analyzed in the 2010 Certified EIR. Therefore, the Proposed Project would not generate a new cumulatively considerable impact. The preparation of supplemental or subsequent EIR is not required by CEQA.

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

Less Than Significant Impact/ No Changes or New Information Requiring Preparation of an EIR/MND. The Proposed Project is not expected to result in significant adverse impacts to humans, either directly or indirectly. While some impacts were identified that could potentially affect human health, as with the existing General Plan, implementation of mitigation measures related to air quality and noise would reduce impacts to a less-than-significant level. As a result, the implementation of these mitigation measures is anticipated to prevent significant adverse impacts on human health.

This analysis considers both long-term and short-term impacts, ensuring that all potential effects are mitigated to a less-than-significant level. Overall, any potential impacts are deemed less than significant when appropriate mitigation measures are incorporated..

6. List of Preparers

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6.2 CITY OF HESPERIA

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Appendix

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