

**CITY OF HESPERIA INITIAL STUDY  
ENVIRONMENTAL CHECKLIST FORM**

**PROJECT DESCRIPTION**

1. **Project Title:** Conditional Use Permit CUP20-00007 (Negative Declaration ND-7)
2. **Lead Agency Name:** City of Hesperia Planning Division  
**Address:** 9700 Seventh Avenue, Hesperia, CA 92345
3. **Contact Person:** Ryan Leonard, Senior Planner  
**Phone number:** (760) 947-1651
4. **Project Location:** On the west side of Caliente Road, approximately 400 feet north of Joshua Road (APN: 3039-321-08)
5. **Project Sponsor:** Thatcher Engineering and Associates  
**Address:** Attention: Vicky Valenzuela, Project Manager  
1461 Ford Street, Suite 105  
Redlands, CA 92373
6. **General Plan & zoning:** Commercial Industrial Business Park (CIBP) Zone of the Main Street and Freeway Corridor Specific Plan (Specific Plan).

The proposed project consists of a Conditional Use Permit (CUP20-00007) to develop a professional auto transport facility on approximately 10.7 gross acres. Proposed improvements include the construction of a 12,765 square foot service garage with related onsite paving, parking, landscaping, drainage and access improvements. The 12,765 square foot service garage will include 3 service bays and 5,130 square feet of office space. The northerly approximate 3.98 acres of the site is proposed to remain vacant, however it will be paved and fenced in the interim.

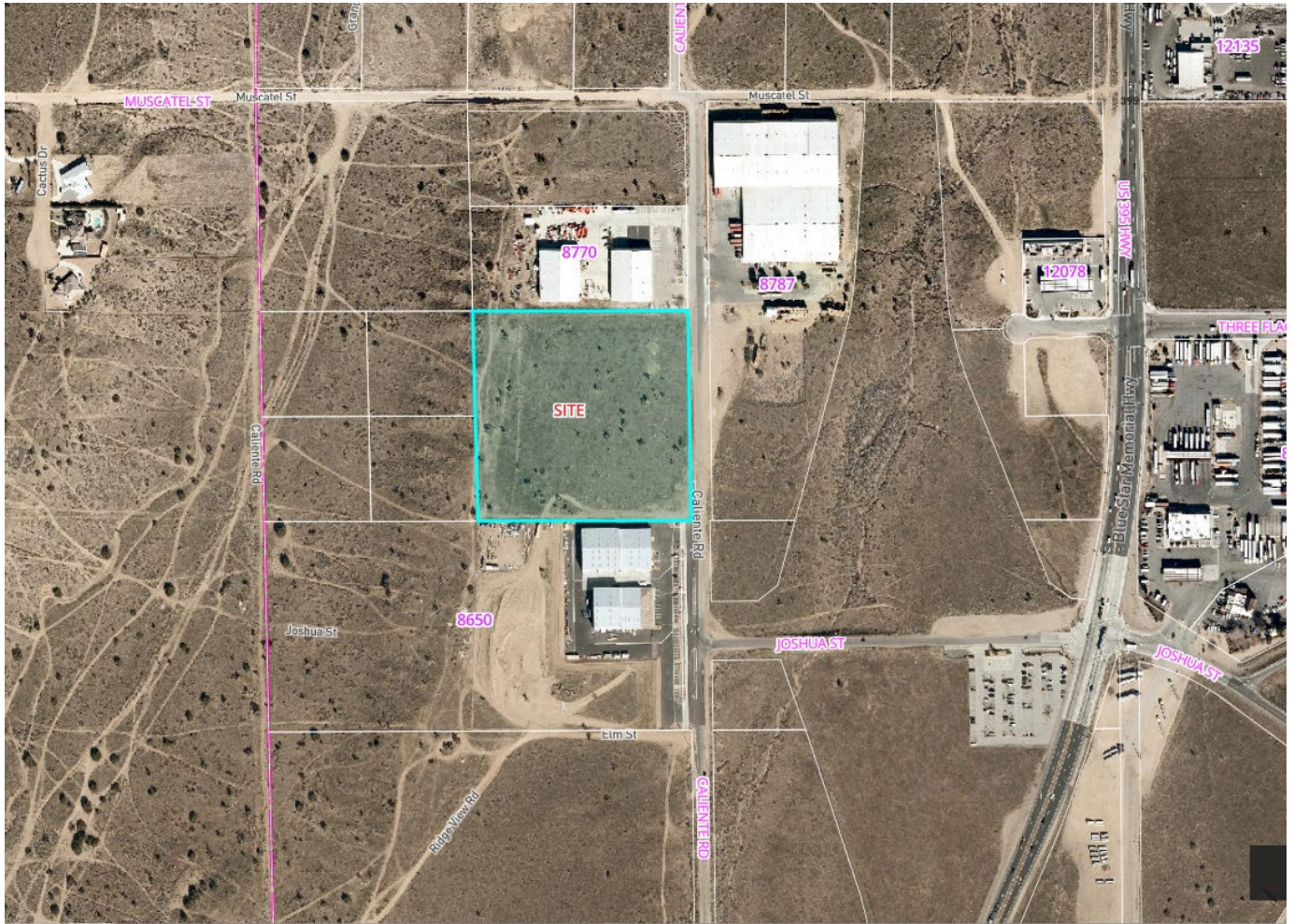
Off-site improvements for the project consist of new curb, gutter, sidewalk, parkway and street improvements across the project frontage along Caliente Road. Access to the site will be from two drive approaches located off of Caliente Road.

The auto transport facility will operate from 6:00 a.m. to 5:00 p.m. Monday through Friday, and 7:00 a.m. to 1:00 p.m. on Saturdays. Approximately 12 employees are anticipated to work at the facility each day, with a maximum of 40 truck drivers leaving and returning to the site each day.

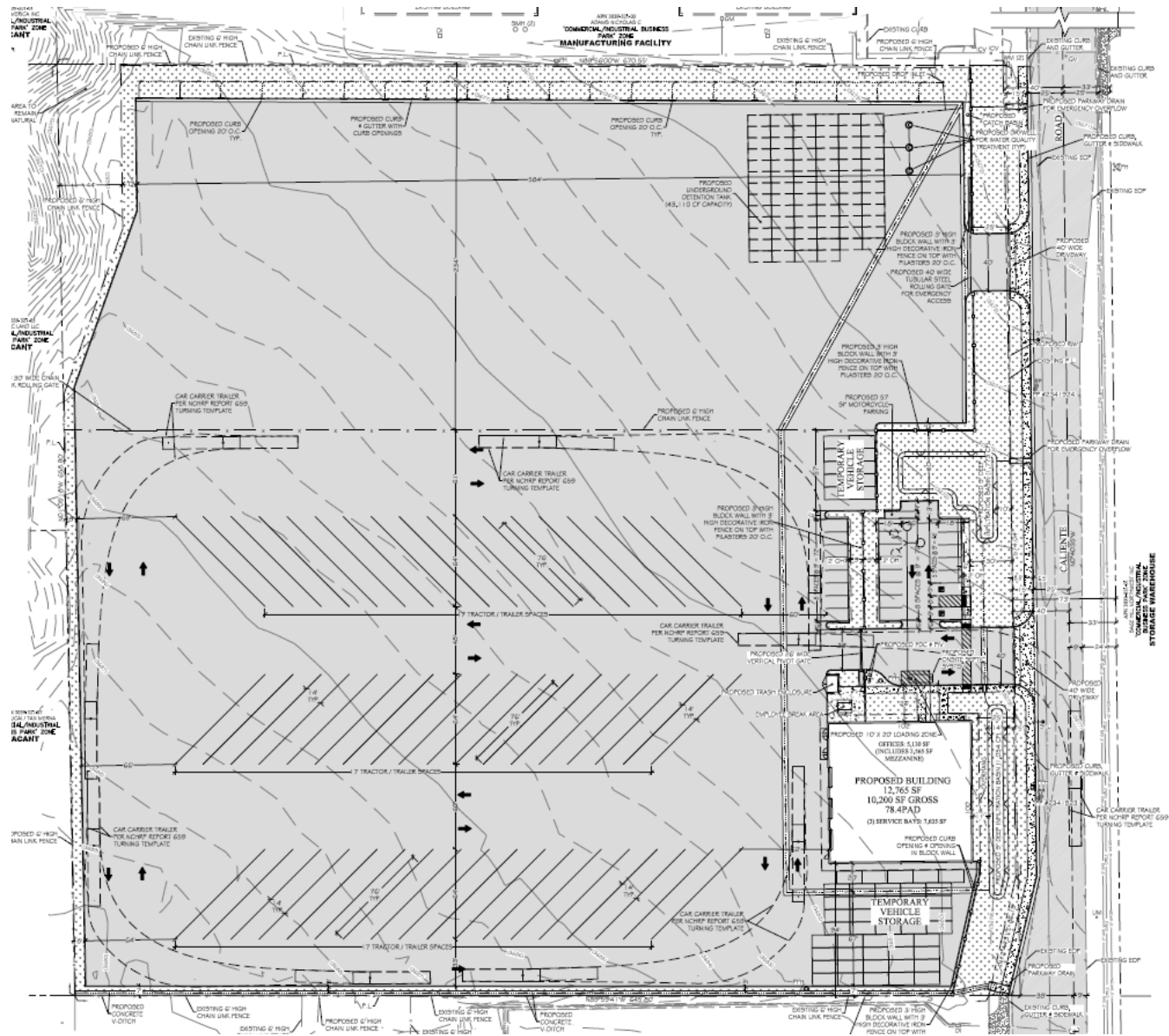
The project is within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan. The project is located on the west side of Caliente Road, 400 feet north of Joshua Road (APN: 3039-321-08).

7. **Surrounding land uses and setting:** (Briefly describe the project's surroundings.) The project site, as well as the properties to the east and west are currently vacant as shown on Attachment "A." Manufacturing and light industrial uses exist to the north and south.
8. **Other public agency whose approval is required** (e.g., permits, financing approval, or participation agreement.) Review and approval of the CUP is required from the City.

ATTACHMENT A-AERIAL



ATTACHMENT B-SITE PLAN



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture & Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation / Traffic	<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION:** (Completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature  
 Ryan Leonard, Senior Planner, Hesperia Planning Division

Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

I. AESTHETICS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista <b>(1)</b> ?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway <b>(1 &amp; 2)</b> ?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings <b>(1, 2, and 3)</b> ?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area <b>(4)</b> ?			X	

**Comments.**

The project site as well as the properties to the east and west are currently vacant. This property is within Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan (Specific Plan) and is adjacent to an existing manufacturing and light industrial uses to the north and south **(1)**. Therefore, this project is within an area that has been partially developed. The proposed use is permitted with approval of a CUP. The proposed development does not exceed the maximum allowable traffic impact for the site, based upon the maximum allowable Floor Area Ratio (FAR) permitted within the existing zoning. As such, the proposed development will not pose a greater impact upon aesthetics than what was analyzed by the General Plan Update Environmental Impact Report (GPUEIR).

The City contains many scenic views of the Mojave Desert, the Mojave River, the San Bernardino and San Gabriel mountains, as well as of the Summit Valley area. The GPUEIR addressed the scenic vistas and focuses on preservation of natural open space to protect sensitive environments and specific amenities like washes, bluffs, Joshua tree forests and juniper woodlands **(3)**. The City does not contain any registered historic buildings. In addition, the site is not adjacent to a state scenic highway **(2)**. State Highways 138 and 173 are eligible for being designated scenic highways within the southern portion of the City. Since the project site is not in proximity to this area, the project will not have a significant negative impact upon a scenic highway.

The proposed development is not adjacent to sensitive land uses, which are located to the west, on the opposite side of the Oro Grande Wash. The Development Code requires that any light created by the development not exceed 0.5 foot-candle illumination at the site boundary abutting a street or any property within a residential zone **(4)**. In addition, all exterior lighting within this development shall be hooded and directed downward to reduce the impact upon the nighttime sky in accordance with the General Plan Update **(5)**, which identifies the impact of development in accordance with the General Plan as less than significant. Based upon these regulations, the use will not adversely affect day or nighttime views in the area. Therefore, approval of the proposed project will not have a significant negative impact upon aesthetics.



<b>II. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and State Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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 <b>(6, 7 &amp; 8)</b>				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract <b>(8, 9 &amp; 10)?</b>				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)) <b>(10 &amp; 11)?</b>				X
d) Result in the loss of forest land or conversion of forest land to non-forest use <b>(10 &amp; 11)?</b>				X
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 <b>(9, 10 &amp; 11)?</b>				X

**Comments.**

As part of the evaluation of this land use entitlement, the potential impact upon prime farmland, unique farmland, or farmland of statewide importance has been evaluated **(9 & 10)**. Staff has reviewed the General Plan as well as those properties subject to the Williamson Act and the United States Soil Conservation Service Soil Survey of San Bernardino County, which identifies soils which are suitable for prime farmland, unique farmland, or farmland of statewide importance.

The soil at this location is identified as Cajon sand, zero to two percent slopes and Hesperia loamy fine sand, two to five percent slopes **(11)**. These soils are mainly used for homestead development, grazing, and wildlife habitat. These soils are limited by slightly to high soil blowing hazard, excessively drained and sloped, high water intake rate, low available water capacity, and low fertility. Further, the proximity of surrounding industrial uses does not make this site viable for agriculture. The U.S. Department of Agriculture, Soil Conservation Service (SCS) Soil Survey of San Bernardino County California Mojave River Area states that “Urban and built-up land and water areas cannot be considered prime farmland...” The City contains few sites currently in agricultural use and only two properties within a Williamson Act contract. This action will not change the zoning of any properties designated as prime or unique farmland and will not negate any Williamson Act contract as the site is currently within the Commercial Industrial Business Park (CIBP) zone of the Main Street and Freeway Corridor Specific Plan **(9)**. The site was also evaluated for past agricultural uses. There is no record of past agricultural activities on the site. Therefore, this project will not have an impact upon agricultural resources.

The City and its Sphere Of Influence (SOI) is located within the Mojave bioregion, primarily within the urban and desert land use classes **(12)**. The southernmost portions of the City and SOI contain a

narrow distribution of land within the shrub and conifer woodland bioregions. These bioregions do not contain sufficient forest land for viable timber production and are ranked as low priority landscapes (13). The project site is located in the northwest portion of the City within the Highway 395 corridor and adjacent to industrial uses (1,7,9). During the nineteenth century, juniper wood from Hesperia was harvested for use in fueling bakery kilns. Use of juniper wood was discontinued when oil replaced wood in the early twentieth century (14). Local timber production has not occurred since that time. Therefore, this project will not have an impact upon forest land or timberland.

<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan (15, 16 & 17)?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation (15, 16 & 17)?			X	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors) (15, 16 & 17)?			X	
d) Expose sensitive receptors to substandard pollutant concentrations (1, 7, 15, 16 & 17)?			X	
e) Create objectionable odors affecting a substantial number of people (1, 7, 15 & 16)?			X	

**Comments.**

The General Plan Update and its Environmental Impact Report (EIR) address the impact of build-out in accordance with the Land Use Plan, with emphasis upon the impact upon sensitive receptors (15 & 16). Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The closest sensitive receptors are the occupants of the single-family residential homes located approximately 1,300 feet to the west (1). The residences to the east are currently within the Rural Estate Residential (RER) zone and are outside of the City limits.

The Mojave Desert Air Quality Management District (MDAQMD) has published a number of studies that demonstrate that the Mojave Desert Air Basin (MDAB) can be brought into attainment for particulate matter and ozone, if the South Coast Air Basin (SCAB) achieves attainment under its adopted Air Quality Management Plan. The High Desert and most of the remainder of the desert has been in compliance with the federal particulate standards for the past 15 years (15). The ability of MDAQMD to comply with ozone ambient air quality standards will depend upon the ability of SCAQMD to bring the ozone concentrations and precursor emissions into compliance with ambient air quality standards (15 & 16).

All uses identified within the Hesperia General Plan are classified as area sources by the MDAQMD (17). Programs have been established in the Air Quality Attainment Plan which address emissions caused by area sources. Both short-term (construction) emissions and the long-term (operational) emissions associated with the development were considered. Short-term airborne emissions will occur during the construction phase related to site preparation, land clearance, grading, excavation, and building construction; which will result in fugitive dust emissions. Also, equipment emissions, associated with the use of construction equipment during site preparation and construction activities, will generate



emissions. Construction activities generally do not have the potential to generate a substantial amount of odors. The primary source of odors associated with construction activities are generated from the combustion of petroleum products by equipment. However, such odors are part of the ambient odor environment of urban areas. In addition, the contractor will be required to obtain all pertinent operating permits from the Mojave Desert Air Quality Management District (MDAQMD) for any equipment requiring AQMD permits.

The General Plan Update identifies large areas where future residential, commercial, industrial, and institutional development will occur. The GPUEIR analyzed the impact to air quality upon build-out of the General Plan. Based upon this analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with air quality impacts (18). As part of the General Plan Update Environmental Impact Report (GPUEIR), the impact of commercial, industrial, and residential development to the maximum allowable intensity permitted by the Land Use Plan was analyzed. The proposed project does not exceed the maximum allowable traffic impact for the 10.7 acre property, based upon the maximum allowable Floor Area Ratio (FAR) permitted within the existing zoning. Consequently, this project will not exceed the development intensity analyzed as part of the GPUEIR.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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 (19 & 69)?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service (1 & 19)?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (1 & 19)?				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 (1 & 19)?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (19, 20 & 69)?		X		
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 (21)?				X

**Comments.**

A General Biological Resources Assessment was conducted by RCA Associates, Inc. on February 5, 2020 to determine the presence of native habitats which may support populations of sensitive wildlife species. The property was also evaluated for the presence of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas. Focused surveys were also performed for both desert tortoise and burrowing owl, and a habitat assessment was performed for the Mohave ground squirrel (19). The biological report states that none of these nor any other threatened or endangered

species inhabit the site. Since the burrowing owl is not sensitive to development and may occupy the site in the future, RCA recommends the following mitigation measure: **“CDFW 30-day pre-construction survey be performed immediately prior (i.e. 30 days or less) to the start of any future construction activities to determine if any owls have moved onto the site since the February 4, 2020 surveys.”** The mitigation measure is also listed on page 25.

The site is not expected to support the Mohave ground squirrel, given the very low population levels of the species in the region and proximity to existing development. Further, the project site is outside the area considered suitable habitat for the species (22). The desert tortoise is also not expected to inhabit the site, given its proximity to major barriers such as roadways and developments in the immediate area.

The Biological Resources Assessment further determined that none of the following threatened or endangered species inhabit the site, nor are expected to occur on the site in the near future: yellow warbler, short-joint beavertail, coast horned lizard, Cooper’s hawk, pallid bat, long-eared owl, white pygmy-poppy, booth’s evening primrose, Mojave tui chub, Le Conte’s thrasher, and grey viero (19).

A protected plant plan was also prepared for the site as part of the Biological Resources Assessment (19, 69). The following plants are under the protection of the California Desert Native Plants Act: Dalea spinose (smoketree), all species of the genus Prosopis (mesquites), all species of the family Agavaceae (century plants, nolinas, yuccas), all species of Cactus, Creosote Rings, ten feet in diameter or bigger, and Joshua Trees. The property contains a total of eighty five (85) Joshua trees (69). As such, the project would be required to comply with the City’s Desert Native Plant Protection Ordinance which requires the project applicant to prepare and submit a Joshua Tree Protected Plant Plan prior to the issuance of any grading permits. The protected plant plan will ensure that the site’s Joshua Trees, which are protected under the City’s Native Plant Protection Ordinance, will be relocated or protected in place. The grading plan for the project shall stipulate that all transplantable protected plants identified within the report will be relocated or protected in place. While this is a standard condition of approval on any project with protected plants, the following mitigation measure will ensure a less than significant impact: **“Three copies of a protected plant plan shall be submitted to the Building and Safety Division showing the present location and proposed treatment of all smoke tree, species in the Agavacea family, mesquite, large creosote bushes, Joshua trees, and other plants protected by the State Desert Native Plant Act. Prior to issuance of a grading permit, the grading plan shall require transplanting of all protected plants as specified in the approved protected plant plan.”** The mitigation measure is also listed on page 25.

The project site is not within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The General Plan Background Technical Report identifies two sensitive vegetation communities. The Southern Sycamore Alder Woodland and Mojave Riparian Forest vegetation communities exist within the Rancho Las Flores Specific Plan and vicinity (24) which are located more than 5 miles to the south of the project. Consequently, approval of the proposed development will not have an impact upon biological resources, subject to the enclosed mitigation measures.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (25 & 70)?			X	

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 <b>(25 &amp; 70)</b> ?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature <b>(26)</b> ?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries <b>(27)</b> ?			X	

**Comments.**

A Historical/Archaeological Resources Survey Report was prepared for the project by CRM Tech on March 4, 2020 **(70)**. The purpose of the study is to identify any cultural resources within or adjacent to the project area and assist the City in determining whether such resources meet the official definition of “historical resources” or as provided in the California Public Resources Code, in particular CEQA. After a thorough field investigation, no buildings, structures, objects, sites, features, or artifacts or prehistoric or historic origin were found. The Sacred Lands file search yielded negative results for Native American cultural resources. However the Native American Heritage Commission recommended that local Native American groups be contacted as they may have knowledge of such resources in the area. Furthermore, the Historical research and records suggest that the project area is relatively low in sensitivity for cultural resources from the historic period **(70)**. Even though the Historical/Archaeological Survey Report did not recommend any mitigation measures, there is a possibility that resources may exist below the surface. Therefore, a mitigation measures are listed on page 25, which will be imposed should any cultural resources be unearthed during construction.

Since this project is not exempt from the California Environmental Quality Act (CEQA), and the proposed project requires that Native American tribes be contacted as per AB52, the City will send a letter giving all interested tribes the opportunity to consult pursuant to Section 21080.3.1 of the California Public Resources Code (AB 52). The City will also notify the tribes in writing of the Planning Commission meeting dates. In the event that human remains are discovered during grading activities, grading shall cease until the County Coroner has made the necessary findings in accordance with the California Environmental Quality Act (CEQA) **(27)**. Should the Coroner determine that the remains are Native American, the Native American Heritage Commission (NAHC) shall be contacted and the remains shall be handled in accordance with Public Resources Code Section 5097.98. Consequently, this project is not expected to have an impact upon cultural resources.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to 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 <b>(28, 29 &amp; 30)</b> .			X	
ii) Strong seismic ground shaking <b>(31 &amp; 32)</b> ?			X	
iii) Seismic-related ground failure, including liquefaction <b>(11 &amp; 31)</b> ?				X
iv) Landslides <b>(31)</b> ?				X
b) Result in substantial soil erosion or the loss of topsoil <b>(11)</b> ?			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 <b>(11 &amp; 31)</b> ?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property <b>(11)</b> ?				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 <b>(11)</b> ?			X	

**Comments.**

The project site contains generally flat topography with slopes of between two and five percent. Although the northwest corner of the site contains the Oro Grande Wash, the project is not being developed on that area of the site. According to Exhibit SF-1 of the General Plan Safety Element, no active faults are known or suspected to occur near or within the project site and the site is not within an Alquist-Priolo Special Studies Zone or Earthquake Fault Zone **(28)**. The City and Sphere of Influence (SOI) is near several major faults, including the San Andreas, North Frontal, Cleghorn, Cucamonga, Helendale, and San Jacinto faults **(28 & 32)**. The nearest fault to the site is the North Frontal fault, located approximately five miles to the east of the City. The Alquist-Priolo Earthquake Fault Zoning Act prohibits structures designed for human occupancy within 500 feet of a major active fault and 200 to 300 feet from minor active faults **(28)**. The project site is not located in an Alquist-Priolo Earthquake Fault Zone or within 500 feet of a fault **(28 & 29)**.

The soil at this location is identified as Hesperia loamy fine sand, two to five percent slopes **(11)**. This soil is limited by high soil blowing hazard, high water intake rate, and moderate to high available water capacity. The site’s shallow slope and moderately rapid permeability negates the potential for soil instability. During construction, soil erosion will be limited through compliance with an approved erosion control plan in accordance with National Pollution Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP) regulations. Although disturbance of the soil will result in significant soil loss due to wind erosion, the site will be fully developed with a building, paved parking, and landscaping **(7)**. These improvements will ensure that soil disturbance will not result in significant soil erosion.

As a function of obtaining a building final, the proposed development will be built in compliance with the Hesperia Municipal Code and the Building Code **(33)**, which ensures that the buildings will adequately resist the forces of an earthquake. In addition, prior to issuance of a grading permit, a soil study is required, which shall be used to determine the load bearing capacity of the native soil. Should the load bearing capacity be determined to be inadequate, compaction or other means of improving the load bearing capacity shall be performed in accordance with all development codes to assure that all structures will not be negatively affected by the soil. Consequently, the impact upon geology and soils associated with the proposed project is considered less than significant.

<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment <b>(34)</b> ?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases <b>(34)</b> ?			X	

**Comments.**

Assembly Bill 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions to 1990 levels by 2020. In addition, Senate Bill 97 requires that all local agencies analyze the impact of greenhouse gases under CEQA and task the Office of Planning and Research (OPR) to develop CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions...”

On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007). The Natural Resources Agency forwarded the adopted amendments and the entire rulemaking file to the Office of Administrative Law (OAL) on December 31, 2009. On February 16, 2010, OAL approved the Amendments, which became effective on March 18, 2010. This initial study has incorporated these March 18, 2010 Amendments.

Lead agencies may use the environmental documentation of a previously adopted Plan to determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements of the Plan or mitigation program under specified circumstances. As part of the General Plan Update, the City adopted a Climate Action Plan (CAP)(34). The CAP provides policies along with implementation and monitoring which will enable the City of Hesperia to reduce greenhouse emissions 28 percent below business as usual by 2020, consistent with AB 32.

Development of the proposed auto transport facility will not increase the greenhouse gas (GHG) emissions beyond that analyzed within the General Plan Update Environmental Impact Report (GPUEIR). In addition, the site is situated near the intersection of Interstate 15 and U. S. Highway 395 and is in an area that has trucking related uses (1). This project will provide around 50 jobs, which will reduce the number of residents commuting to other communities for work, reducing vehicle miles traveled and resulting in additional GHG reductions. The buildings will be equipped with energy efficient mechanical systems for heating and cooling. That, in combination with use of dual pane glass and insulation meeting current Building Code regulations (35) will cause a reduction in GHG emissions from use of less efficient systems, resulting in additional community emission reduction credits.

Although the proposed use will result in an additional number of vehicle trips, it will not exceed the maximum allowable Floor Area Ratio allowed by the Commercial Industrial Business Park (CIBP) District of the Specific Plan. The GPUEIR analyzed the impact to air quality upon build-out of the General Plan at this intensity. Based upon this analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with air quality impacts (19). As part of the General Plan Update Environmental Impact Report (GPUEIR), the impact of industrial development to the maximum allowable density permitted by the Land Use Plan was analyzed. The intensity of the proposed project is 0.02 and the CIBP Zone allows a maximum FAR of 0.35. In addition, this project does not meet any threshold which requires air quality analysis or mitigation under the Air Quality Attainment Plan (18). Therefore, the proposed development does not exceed the level of development anticipated by the GPUEIR. Consequently, the impact upon GHG emissions associated with the proposed project is less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (7 & 35)?				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 <b>(7 &amp; 35)</b> ?				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 <b>(1 &amp; 7)</b> ?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment <b>(1)</b> ?				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 for people residing or working in the project area <b>(9 &amp; 36)</b> ?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area <b>(36)</b> ?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan <b>(37)</b> ?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands <b>(1 &amp; 38)</b> ?				X

**Comments.**

The project includes the routine transport and storage of a few hazardous wastes, comprising mainly of fuels and oils that are associated with automobiles. All flammables will be transported on trucks with placards identifying the type of hazardous materials being shipped and the drivers are required to carry “detailed material data sheets,” allowing emergency responders the ability to quickly assess the hazard in the event of an incident **(42)**. These regulations have reduced the potential for release of hazardous substances to a significant level.

The project site is not listed in any of the following hazardous sites database systems, so it is unlikely that hazardous materials exist on-site:

- National Priorities List [www.epa.gov/superfund/sites/query/basic.htm](http://www.epa.gov/superfund/sites/query/basic.htm). List of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. There are no known National Priorities List sites in the City of Hesperia.
- Site Mitigation and Brownfields Reuse Program Database [www.dtsc.ca.gov/database/](http://www.dtsc.ca.gov/database/). This database (also known as CalSites) identifies sites that have known contamination or sites that may have reason for further investigation. There are no known Site Mitigation and Brownfields Reuse Program sites in the City of Hesperia.
- Resource Conservation and Recovery Information System <https://www.epa.gov/enviro/rcrainfo-overview>. Resource Conservation and Recovery Information System is a national program management and inventory system of hazardous waste handlers. There are 53 Resource Conservation and Recovery Act facilities in the City of Hesperia, however, the project site is not a listed site.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) (<http://cfpub.epa.gov/superfund/cursites/srchsites.cfm>). This database contains information on hazardous waste sites, potentially hazardous waste sites, and remedial activities across the nation. There is one Superfund site in the City of Hesperia, however, the project site is not located within or adjacent to the Superfund site.



- Solid Waste Information System (SWIS) (<http://www.ciwmb.ca.gov/SWIS/Search.asp>). The SWIS database contains information on solid waste facilities, operations, and disposal sites throughout the State of California. There are three solid waste facilities in the City of Hesperia, however the project site is not listed.
- Leaking Underground Storage Tanks (LUST)/ Spills, Leaks, Investigations and Cleanups (SLIC) (<http://geotracker.waterboards.ca.gov/>). This site tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies. There are twelve LUST sites in the City of Hesperia, all of which are closed cases. The project site is not listed as a LUST site and there are no SLIC sites in the City of Hesperia.
- There are no known Formerly Used Defense Sites within the limits of the City of Hesperia.  
Formerly Used Defense Sites  
<http://hq.environmental.usace.army.mil/programs/fuds/fudsinv/fudsinv.html>.

The proposed project will not conflict with air traffic nor emergency evacuation plans. The site is approximately five miles from the Hesperia Airport to the southeast and is therefore not within a restricted use zone associated with air operations (38). Consequently, implementation of the project will not cause safety hazards to air operations. The site is also not along an emergency evacuation route or near a potential emergency shelter (37) and will not interfere with emergency evacuation plans.

The project’s potential for exposing people and property to fire and other hazards was also examined. The site is located within an urbanized area and is not in an area susceptible to wildland fires. The areas primarily in close proximity to the San Bernardino National Forest are most susceptible to wildland fires (39). All new structures associated with this project will be constructed to the latest building standards including applicable fire codes. Consequently, approval of the project will not have any impact upon or be affected by hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements (40 & 41)?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) (42 & 43)?			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, in a manner which would result in substantial erosion or siltation on- or off-site (38 & 71)?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (7, 38 & 71)?			X	
e) 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 (44)?			X	
f) Otherwise substantially degrade water quality (44)?			X	

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map (7, 45 & 46)?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows (7, 38 & 46)?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (7, 45 & 46)?				X
j) Inundation by seiche, tsunami, or mudflow (7, 28)?				X

**Comments.**

Development of the site will disturb more than one-acre of land area. Consequently, the project will be required to file a Notice of Intent (NOI) and obtain a general construction National Pollution Discharge Elimination System (NPDES) permit prior to land disturbance (47). Issuance of a Storm Water Pollution Prevention Plan (SWPPP) will also be required, which specifies the Best Management Practices (BMPs) that will be implemented to prevent construction pollutants from contacting storm water. Obtaining the NPDES permit and implementing the SWPPP is required by the State Water Resources Control Board (WRCB) and the California Regional Water Quality Control Board (RWQCB). These are mandatory and NPDES and SWPPP have been deemed adequate by these agencies to mitigate potential impacts to water quality during project construction.

The development may change absorption rates and potential drainage patterns, as well as affect the amount of surface water runoff (48). Therefore, the project shall retain the drainage created on-site beyond that which has occurred historically within an approved drainage system in accordance with City of Hesperia Resolution 89-16. While the site is adjacent to and contains a slope of the Oro Grande wash, the development will avoid that portion of the site impacted by the wash. The site is not within a Flood Zone, based upon the latest Flood Insurance Rate Maps (61). The retention facilities required by the City will ensure that no additional storm water runoff impacts the area and that any contaminants will be filtered from storm water runoff prior to any release into a street. The release will be no greater than the amount of runoff which currently leaves the site prior to development.

The existing site drains as sheet flow from the southwest corner to the northeast corner of the site at an approximate grade of 2.1%. The majority of the flows from the site enter the parcel to the north and Caliente Road right-of-way. Combined flows at Caliente Road are directed north along an existing curb and gutter on Caliente Road, then east toward Highway 395, then north before entering the Oro Grande Wash and ultimately the Mojave River.

The proposed development of the site includes the construction of a proposed professional auto transport facility with related parking, paved access and landscaping. The majority of post development flows will be directed via ribbon gutter or curb and gutter to a proposed catch basin located at the northeast corner of the site. Flows will then be directed via storm drain to a detention tank. The tank will be connected to a dry well system, which will allow flows to infiltrate for water quality treatment. Uninfiltrated flows from back to back 100-year storm events will leave the site via an overflow pipe to the Caliente Road gutter via an under sidewalk drain near the northerly property line. The southeasterly portion of the site, which contains the proposed building and parking, will drain to two proposed under sidewalk drains located between the two proposed driveways on Caliente Road (71).

The City is downstream of three dams. These are the Mojave Forks, Cedar Springs, and Lake Arrowhead Dams. In the event of a catastrophic failure of one or more of the dams, the project site would not be inundated by floodwater (38). The areas most affected by a dam failure are located in the low lying areas of southern Rancho Las Flores, most of the Antelope Valley Wash, and properties near the Mojave River.

The City of Hesperia is located just north of the Cajon Pass at an elevation of over 2,500 feet above sea level, which is over 60 miles from the Pacific Ocean. As such, the City is not under threat of a tsunami, otherwise known as a seismic sea wave. Similarly, the potential for a seiche to occur is remote, given the limited number of large water bodies within the City and its sphere. A seiche would potentially occur only in proximity to Silverwood Lake, Hesperia Lake and at recharge basins **(48)**. The subject property exhibits a two to five percent slope and the water table is significantly more than 50 feet from the surface. Therefore, the mechanisms necessary to create a mudflow; a steep hillside with groundwater near the surface, does not exist at this location.

The Mojave Water Agency (MWA) has adopted a regional water management plan for the Mojave River basin. The Plan references a physical solution that forms part of the Judgment in City of Barstow, et. al. vs. City of Adelanto, et. al., Riverside Superior Court Case No. 208548, an adjudication of water rights in the Mojave River Basin Area (Judgment). Pursuant to the Judgment and its physical solution, the overdraft in the Mojave River Basin is addressed, in part, by creating financial mechanisms to import necessary supplemental water supplies. The MWA has obligated itself under the Judgment “to secure supplemental water as necessary to fully implement the provisions of this Judgment.” Based upon this information the project will not have a significant impact on water resources not already addressed in the Judgment or the City’s Urban Water Management Plan (UWMP) adopted in 1998. Furthermore, a letter dated May 21, 1997 from the MWA’s legal counsel confirmed for the City that the physical solution stipulated to by the Hesperia Water District provides the mechanism to import additional water supplies into the basin **(42)**.

The Hesperia Water District (HWD) is the water purveyor for the City and much of its Sphere Of Influence (SOI). The UWMP indicates that the City has adequate water supply and is projected to exceed demand beyond the year 2030 **(42)**. The HWD has maintained a water surplus through purchase of water transfers, allocations carried over from previous years, and recharge efforts. Therefore, the impact upon hydrology and water quality associated with this project is considered less than significant.

<b>X. LAND USE AND PLANNING.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community <b>(1)</b> ?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect <b>(11 &amp; 34)</b> ?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan <b>(24)</b> ?				X

**Comments.**

The site is currently vacant and within an existing area with truck related uses consistent with the proposed Commercial Industrial Business Park (CIBP) zoning **(1)**. This project is in conformity with the existing zoning as well as the adjacent area and will therefore not physically divide an established community.

The project site is not within the boundary of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The General Plan Background Technical Report identifies two sensitive vegetation communities. These vegetation

communities, the Southern Sycamore Alder Woodland and Mojave Riparian Forest community, exist within the Tapestry (Rancho Las Flores) Specific Plan and vicinity (24). The project site is located approximately five miles northwest of this specific plan within the developed portion of the City. Therefore, the proposed project will have a less than significant impact upon land use and planning.

XI. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (49)?				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 (49)?				X

**Comments.**

According to data in the Conservation Element of the City’s General Plan, no naturally occurring important mineral resources occur within the project site (49). Known mineral resources within the City and sphere include sand and gravel, which are prevalent within wash areas and active stream channels. Sand and gravel is common within the Victor Valley. The mineral resources within the property are not unique locally or regionally and need not be preserved. Consequently, the proposed project would not have an impact upon mineral resources.

XII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (1, 7 & 50)?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (50)?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (7 & 9)?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (50 & 51)?			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 expose people residing or working in the project area to excessive noise levels (1 & 9)?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels (1 & 9)?				X

**Comments.**

Approval of the proposed site plan review will result in both construction noise and operational noise, mostly associated with trucks and vehicular traffic to and from the site. According to the General Plan, the majority of noise sources within the City are mobile sources, which include motor vehicles and aircraft (50). Freeways, major arterials, railroads, airports, industrial, commercial, and other human

activities contribute to noise levels. Noises associated with this type of project will be mostly from traffic caused by arriving and departing vehicles, especially semi-trucks (employees, customers, vehicle service, and deliveries).

Construction noise levels associated with any future construction activities will be slightly higher than the existing ambient noise levels in the vicinity of the project site. Noise generated by construction equipment, including trucks, graders, backhoes, well drilling equipment, bull-dozers, concrete mixers and portable generators can reach high levels and is typically one of the sources for the highest potential noise impact of a project. However, the construction noise would subside once construction is completed. The proposed project must adhere to the requirements of the City of Hesperia Noise Ordinance **(51)**. The Noise Ordinance contains an exemption from the noise level regulations during grading and construction activities occurring between 7:00 A.M. and 7:00 P.M., Monday through Saturday, except federal holidays.

The project site will be subjected to higher levels of noise, due to its proximity to Joshua Street and U.S. Highway 395. However, industrial uses are not sensitive to noise and may be subjected to up to 70 dB (A) all day and night **(51)**. According to the General Plan EIR, the project site currently receives 60 dB (A) from Caliente Road. A noise level of 69 dB (A) is expected upon build-out in accordance with the General Plan, based upon a 50-foot distance from Caliente Road **(52)**. Since industrial activities are not sensitive to excessive noise and vibration and U.S. Highway 395 is exempt from noise and vibration standards, the impact of noise and vibration upon the proposed use is not significant.

Certain activities particularly sensitive to noise include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration, which will not be impacted. Hospitals and convalescent homes, churches, libraries, and childcare facilities are also considered noise-sensitive uses as are residential and school uses. The nearest sensitive uses to the site are the single-family residences 1,330 feet to the west **(1)**. At this distance, the proposed manufacturing facility will not pose any increase in the noise level in proximity to the residences.

Operation of the proposed project will create additional noise associated with operations as well as due to truck and passenger vehicle traffic. The General Plan Update Environmental Impact Report (GPUEIR) accounts for the usual truck traffic in this area caused by industrial activities. Caliente Road is classified as a Major Arterial road south of Joshua Street, and Joshua Street is classified as a Secondary Arterial roadway, which is designed to link Collector roadways with Arterial and Major Arterials **(67)**. Although the use will generate an increase in vehicular traffic, the impact of noise from U.S. Highway 395 will have a greater impact than the proposed use. Therefore, noise mitigation is unnecessary.

The project site is approximately five miles north of the Hesperia Airport. At this distance, the project is not impacted by any airport related noise associated with this private airport **(9)**. The project site is even farther from the Southern California Logistics Airport (SCLA) and the Apple Valley Airport and will not be affected by any airport related noise for these airports. Occasional overflights of airplanes from these local airports do not generate a significant noise source.

The General Plan Update identifies areas where future residential, commercial, industrial, and institutional development will occur. The GPUEIR analyzed the noise impact upon build-out of the General Plan to the maximum allowable development intensity permitted by the Land Use Plan. Based upon the analysis, the City Council adopted a finding of a Statement of Overriding Considerations dealing with noise impacts **(18)**. Inasmuch as this project is consistent with the adjacent land uses and the Commercial Industrial Business Park (CIBP) zoning designation, the difference in noise impact from the project is not significant.

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) <b>(7)</b> ?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere <b>(1)</b> ?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere <b>(1)</b> ?				X

**Comments.**

The proposed project is consistent with the Commercial Industrial Business Park (CIBP) zoning designation and the adjacent properties, with approval of a Conditional Use Permit. Establishment of the proposed professional auto transport facility will not create a direct increase in the demand for housing. Since the proposed project will employ approximately 50 persons, its indirect impact upon population growth is very small. As per the Transportation/Traffic Section, this project does not exceed the level of traffic which was analyzed as part of the General Plan Update Environmental Impact Report (GPUEIR) **(62)**. Further, the site is in close proximity to water and other utility systems **(63)**. As a result, development of the project would not require significant extension of major improvements. The site is vacant and is zoned to allow for development of industrial land uses **(1 & 10)**. Therefore, the project will not displace any existing housing, necessitating the construction of replacement housing elsewhere.

The population in Hesperia has increased mainly because of the availability of affordable housing in the High Desert and its proximity to the job-rich areas of the Inland Empire. There is currently more demand for industrial uses and jobs than there are jobs available in Hesperia. As a result, the proposed development will not induce substantial population growth, as the development will provide much needed higher paying jobs for the current population in the High Desert. Based upon the limited size and specialization of the use proposed, development of the project would have a less than significant impact upon population and housing.

XIV. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services <b>(53)</b> :			X	
Fire protection? <b>(53)</b>			X	
Police protection? <b>(53)</b>			X	
Schools? <b>(53)</b>				X
Parks? <b>(53)</b>				X



Other public facilities? (53)			X	
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**Comments.**

Although the proposed project will create an increase in demand for public services (7), that increase is consistent with that anticipated as part of the General Plan Update Environmental Impact Report (GPUEIR). The site is adjacent to water lines that are adequate to serve the development (63). In addition, the site can accommodate an on-site septic system. Full street improvements comprised of curb, gutter, and sidewalk will be constructed along the project frontage as part of development of the use (65). Additionally, development impact fees will be assessed at the time that building permits are issued for construction of the site (66). These fees are designed to ensure that appropriate levels of capital resources will be available to serve future development. Therefore, the impact of the project upon public services is less than significant.

<b>XV. RECREATION.</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (7)?				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 (7)?				X

**Comments.**

As evaluated previously, approval of the project will induce population growth indirectly, as the facility will employ about 50 persons, most of whom reside within the High Desert. A modest demand for new employees will result from its development and the proposed use will not include any recreational facilities (7). Therefore, the proposed project will have a small indirect impact upon recreation.

<b>XVI. TRANSPORTATION / TRAFFIC.</b> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (56)?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (57, 58, 59, 72 & 73)?			X	
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (58 thru 62)?				X
d) Result in inadequate emergency access (7)?				X

**Comments.**

The General Plan Traffic Circulation Plan identifies the arterial road network (67). The proposed project fronts Caliente Road. Caliente Road is designated a 80-foot wide Secondary Arterial north of Joshua Street. As part of development of this project, Caliente Road will be constructed to City standards,

including curb, gutter, and sidewalk across the project frontage and pavement tapers will be constructed beyond the frontage **(65)**. These improvements will not conflict with the Traffic Circulation Plan, nor will they be inconsistent with an ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The City's General Plan includes a non-motorized transportation network **(72)**. Neither Caliente Road nor Joshua Street is part of the Bikeway System Plan. The site is not adjacent to a bus route either. Therefore, a bus stop is not warranted at this location. Access to and within the site has been evaluated by both the City and the San Bernardino County Fire Department. The project provides two driveways accessing Caliente Road, which is sufficient for the development.

The City's Circulation Plan is consistent with the Congestion Management Program (CMP) for San Bernardino County **(73)**. The CMP requires a minimum Level Of Service (LOS) standard of "E." When a jurisdiction requires mitigation to a higher LOS, then the jurisdiction's standard takes precedence. The Circulation Element requires a minimum LOS of D for street segments instead of LOS E. The Element also strives to maintain a LOS of C or better on roadways which exhibit an LOS better than D. The intersection of Caliente Road and Joshua Street is currently operating at LOS A **(69)**. The LOS of Caliente Road will meet or exceed LOS D at build-out of the City consistent with the General Plan **(68)**.

In 2018 the State Legislature adopted CEQA Guidelines Section 15064.3 which identified vehicle miles traveled (VMT), meaning the amount and distance of automobile travel attributable to a project-as the most appropriate metric to evaluate a project's transportation impacts. On July 21 2020 the City of Hesperia adopted VMT thresholds of significance for determining the significance of transportation impacts. The thresholds were derived from studies that were conducted by the San Bernardino County Transportation Authority on behalf of its member jurisdictions. In addition, the City adopted Traffic Impact Assessment Guidelines (TIA Guidelines) which have been designed to comply with Section 15064.3 of the CEQA guidelines **(72)**.

According to the TIA Guidelines, a VMT analysis should be conducted for land use projects that have the potential to increase the average VMT per service population (e.g. population plus employment) compared to the County of San Bernardino VMT average of 32.7%. Pursuant to the TIA Guidelines, there are three types of screening that can be applied to effectively screen projects from project level assessment. One method of screening that is applicable to the proposed project is vehicle trip generation. The TIA Guidelines state that projects that generate less than 110 vehicle trips per day may be presumed to have a less than significant impact and are not required to complete a VMT analysis **(73)**.

With regard to vehicle trip generation the proposed project includes the construction of a 12,765 square foot service garage for an auto transport facility. The facility proposes to operate 6:00 a.m. to 5:00 p.m. Monday through Friday, and 7:00 a.m. to 1:00 p.m. on Saturdays. Approximately 12 employees are anticipated to work at the facility each day, with a maximum of 40 truck drivers leaving and returning to the site each day. As such, the proposed project is not anticipated to generate more than 110 vehicle trips per day and a VMT analysis is not required.

The General Plan Update identifies areas where future residential, commercial, industrial, and institutional development will occur. The GPUEIR analyzed the impact upon transportation at build-out of the General Plan to the maximum allowable density permitted by the Land Use Plan. The development of the site into a professional auto transport facility that is anticipated to generate less than 110 daily vehicle trips is less than that planned for in the General Plan. Therefore, the impact of the proposed project upon transportation/ traffic will not exceed that which was analyzed by the GPEIR. Consequently, the impact of this project upon transportation/traffic is not significant.

XVII. TRIBAL CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

**Comments.**

The questions related to impacts to tribal cultural resources required as part of Assembly Bill 52 approved by the Office of Administrative Law on September 27, 2016 were included in this checklist. All California Native American tribes that requested to be informed pursuant to Public Resources Code 21080.3.1(a) were notified prior to release of this environmental document. As of the date of preparation of this document, staff has not received a consultation request. An Archaeological Survey Report was prepared for the project by CRM Tech on October 2, 2019 (28). After a thorough field investigation, no evidence of tribal cultural resources, historic resources, or prehistoric resources were observed during the field investigation (28). Consequently, approval of the project will not have an impact upon cultural resources.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact		Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (64)?					X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (54)?				X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (45)?				X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed (42 & 43)?				X	

e) 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 <b>(42)</b> ?					X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs <b>(65 &amp; 66)</b> ?				X	
g) Comply with federal, state, and local statutes and regulations related to solid waste <b>(67)</b> ?				X	

**Comments.**

Hesperia is a member of the Victor Valley Wastewater Reclamation Authority, who is responsible for the treatment of wastewater from the cities of Apple Valley, Victorville and Hesperia. Their facility can accept up to 18 million gallons a day, however, they currently only receive about 10.7 million gallons per day, therefore, the proposed project will not exceed their requirements or require new facilities to be constructed.

The proposed development will increase the amount of storm water runoff due to increased impervious surface area. As part of construction of the project, the City requires installation of an on-site retention facility which will retain any additional storm water created by the impervious surfaces. Based upon a 100-year storm event, development of this project will not increase the amount of drainage impacting downstream properties beyond that which would occur prior to its development. Additionally, the retention facility will contain a filtration system, preventing contamination of the environment. Incorporation of this required on-site retention facility will ensure that the use will not have a negative impact upon water quality.

The Mojave Water Agency (MWA) has adopted a regional water management plan for the Mojave River basin. The Plan references a physical solution that forms part of the Judgment in City of Barstow, et. al. vs. City of Adelanto, et. al., Riverside Superior Court Case No. 208548, an adjudication of water rights in the Mojave River Basin Area (Judgment). Pursuant to the Judgment and its physical solution, the overdraft in the Mojave River Basin is addressed, in part, by creating financial mechanisms to import necessary supplemental water supplies. The MWA has obligated itself under the Judgment "to secure supplemental water as necessary to fully implement the provisions of this Judgment." Based upon this information the project will not have a significant impact on water resources not already addressed in the Judgment or the City's Urban Water Management Plan (UWMP) adopted in 1998. Furthermore, in a letter dated May 21, 1997 from the MWA's legal counsel confirmed for the City that the physical solution stipulated to by the Hesperia Water District provides the mechanism to import additional water supplies into the basin **(43)**.

The Hesperia Water District (HWD) is the water purveyor for the City and much of its Sphere of Influence (SOI). The UWMP evidences that the City is projected to exceed demand beyond the year 2030 **(68)**. The HWD has maintained a surplus water supply through purchase of water transfers, allocations carried over from previous years, and recharge efforts. There is currently an 8-inch water main line in the frontage along Caliente Road which will provide adequate water for the proposed project.

The City is in compliance with the California Integrated Waste Management Act of 1989, which requires that 50 percent of the solid waste within the City be recycled **(67)**. Currently, approximately 63 percent of the solid waste within the City is being recycled **(65)**. About 168 tons of solid waste is disposed at the landfill and 243 tons are recycled of the total solid waste produced by the City per day. The waste disposal hauler for the City has increased the capacity of its Materials Recovery Facility (MRF) to 600 tons per day in order to accommodate future development. Therefore, the proposed project will not cause a significant negative impact upon utilities and service systems.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are significant 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	

**Comments.**

Based upon the analysis in this initial study, a Negative Declaration may be adopted. Development of this project will have a minor effect upon the environment. These impacts are only significant to the degree that mitigation measures are necessary.

XIV. EARLIER ANALYSES.
Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case a discussion identifies the following:
The Certified General Plan Environmental Impact Report.
a) <b>Earlier analyses used.</b> Earlier analyses are identified and stated where they are available for review.
b) <b>Impacts adequately addressed.</b> Effects from the above checklist that were identified to be within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards are noted with a statement whether such effects were addressed by mitigation measures based on the earlier analysis.
a) <b>Mitigation measures.</b> For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project are described.

**The following mitigation measures are recommended as a function of this project.**

1. Three copies of a protected plant plan shall be submitted to the Building and Safety Division showing the present location and proposed treatment of all smoke tree, species in the Agavacea family, mesquite, large creosote bushes, Joshua trees, and other plants protected by the State Desert Native Plant Act. Prior to issuance of a grading permit, the grading plan shall require transplanting of all protected plants as specified in the approved protected plant plan.

2. A pre-construction survey for the burrowing owl shall be conducted by a City approved and licensed biologist, no more than 30 days prior to ground disturbance to determine if any owls have moved onto the site since the February 4, 2020 surveys.
3. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
4. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted by the Lead Agency if any such find occurs and be provided, by the Lead Agency, the information collected by the archaeologist, and be permitted/invited to perform a site visit prior to treatment and disposition, so as to provide Tribal input.
5. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
  - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
  - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

**Authority:** Public Resources Code Sections 21103 and 21107.

## REFERENCES

- (1) Aerial photos of the City of Hesperia taken February, 2019.
- (2) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-7.
- (3) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-8.
- (4) Section 16.20.085 (O) of the Hesperia Municipal Code.
- (5) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Page 3.1-9.
- (6) Section E of Chapter 7 and Section G of Chapter 9 of the Main Street and Freeway Corridor Specific Plan, 100 thru 106 and pages 199 thru 204
- (7) Conditional Use Permit CUP20-00007 application and related materials.
- (8) Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Exhibit 3.2-1



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- (9) Official Maps showing the General Plan Land Use and zoning of the City of Hesperia and its sphere of influence.
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- (10) Williamson Act map within Section 3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), Exhibit 3.2-2
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- (11) United States Soil Conservation Service Soil Survey of San Bernardino County, California, Mojave River Area Map 134, page 44.
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- (12) 2010 Fire and Resource Assessment Program (FRAP), prepared by the California Department of Forestry and Fire Protection, Figure 1.5.
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- (13) 2010 Fire and Resource Assessment Program (FRAP), prepared by the California Department of Forestry and Fire Protection, Figure 1.1.4.
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- (14) Conservation Element of the 2010 City of Hesperia General Plan Update, Page CN-34.
- 
- (15) Air Quality Section of the 2010 City of Hesperia General Plan Update, pages CN-47 thru CN-50.
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- (16) Section 3.3 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.3-1 thru 3.3-30.
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- (17) Mojave Desert Air Quality Management District, Federal Particulate Matter (PM10) Attainment Plan, July 31, 1995.
- 
- (18) Statement of overriding considerations for the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR).
- 
- (19) General Biological Resources Assessment prepared by RCA Associates, Inc. on February 5, 2020 **(INCLUDED AS APPENDIX)**.
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- (20) Chapter 16.24 of the City of Hesperia Municipal Code, Article II. Desert Native Plant Protection.
- 
- (21) Section 3.4 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.4-30.
- 
- (22) Exhibit CN-5 of the 2010 City of Hesperia General Plan Conservation Element, page CN-27.
- 
- (23) Exhibit OS-2 of the 2010 City of Hesperia General Plan Update, page OS-9.
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- (24) Exhibit CN-3 of the 2010 City of Hesperia General Plan Conservation Element, page CN-17.
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- (25) Appendix C of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, pages C-1 thru C-34.
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- (26) Section 5 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, Exhibits 5b and 5e.
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- (27) Section 7 of the 2010 City of Hesperia General Plan Update Cultural Resource Element background technical report, pages 61 and 62.
- 
- (28) Section 3.0 of the 2010 City of Hesperia General Plan Safety Element, Exhibit SF-1, page SF-9.
- 
- (29) Section 1.2.2 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, Figure 1-2, page 1-5.
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- (30) Chapter 1 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, page 1-12.
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- (31) Section 3.0 of the 2010 City of Hesperia General Plan Safety Element, pages SF-5 thru SF-11.
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- (32) Chapter 1 of the 2010 City of Hesperia General Plan Update Safety Element background technical report, pages 1-23 thru 1-36.
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- (33) 2010 California Building Code.
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- (34) 2019 City of Hesperia General Plan Update Climate Action Plan.
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- (35) Hazardous Materials Section of the 2010 Hesperia General Plan Safety Element, pages SF-31 thru SF-33.
- 
- (36) Section 3 of the 2010 City of Hesperia General Plan Update Land Use Element, pages LU-60 and LU-61.
- 
- (37) Potential Emergency Shelters and Evacuation Routes shown within the 2010 Hesperia General Plan Safety Element, Exhibit SF-4.
- 
- (38) Map showing very high fire hazard areas, flood zones, and significant hazardous materials sites of the 2010 City of Hesperia General Plan Update Safety Element, Exhibit SF-2.
- 
- (39) Fire Hazard Section of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.7-9.
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- (40) Section 3.8.2 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.8-13.
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- (41) Section 3.8.5 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.8-20 thru 3.8-22.
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- (42) Section 3.0 of the 2010 City of Hesperia General Plan Update Conservation Element, pages CN-7 thru CN-10.
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- (43) Mojave Water Agency letter dated March 27, 1996.
- 
- (44) Section 4.3.8 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 4-9.
- 
- (45) 1992 Victorville Master Plan of Drainage Volume II, identifying future drainage improvements for the area.
- 
- (46) FEMA flood map Panel 6490, City of Hesperia General Plan Update Safety Element background technical report, page 3-9.
- 
- (47) Section 3.8.3 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.8-15.
- 
- (48) Flooding Hazards Section of the 2010 City of Hesperia General Plan Update Safety Element, pages SF-16 thru SF-18.
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- (49) Section 3.0 of the 2010 City of Hesperia General Plan Update Conservation Element, page CN-20.
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- (50) Section 2.0 of the 2010 City of Hesperia General Plan Update Noise Element, page NS-4 thru NS-12.
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- (51) Section 16.20.125 of the Hesperia Municipal Code, pages 464 thru 467.
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- (52) Table 3.11-9 of the 2010 Hesperia General Plan Update Environmental Impact Report (GPUEIR), page 3.11-34.
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- (53) Section 4 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 4-13 thru 4-18.
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- (54) Current Hesperia water and sewer line atlas, page L4.
- 
- (55) 1991 City of Hesperia Ordinance 180 entitled "An Ordinance of the City Council of the City of Hesperia, California, Establishing a Development Impact Fee for all New Residential, Commercial, and Industrial Structures" and Resolution No. 2007-110 on November 20, 2007.
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- (56) Traffic Circulation Plan within Section 3.0 of the 2010 City of Hesperia General Plan Update Circulation Element, page CI-27.
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- (57) Institute of Transportation Engineers Trip Generation Manual, Sixth Edition, Volume 3.
- 
- (58) Exhibit CI-22 showing the Urban Design Framework within the 2010 City of Hesperia General Plan Update Circulation Element, page CI-55.
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- (59) Table 4-4 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, page 41.
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- (60) Section 2 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, pages 2-19.
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- (61) Section 2.2 of the 2010 City of Hesperia General Plan Update Circulation Element background technical report, pages 4 thru 6.
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- (62) Exhibit CI-1 showing the General Plan Traffic Circulation Plan within the 2010 City of Hesperia General Plan Update Circulation Element.
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- (63) Exhibit CI-23 showing the Non-Motorized Transportation Plan General Plan within the 2010 City of Hesperia General Plan Update Circulation Element, Page CI-57.
- 
- (64) Section 3.8 of the 2010 City of Hesperia General Plan Update Environmental Impact Report (GPUEIR), pages 3.8-8 thru 3.8-14.
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- (65) Quarterly data of the San Bernardino County Disposal Reporting System for the 3<sup>rd</sup> quarter 2014.
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- (66) 2009 California Department of Resources, Recycling and Recovery Annual AB939 Report.
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- (67) California Integrated Waste Management Act (AB 939).
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- (68) City of Hesperia Urban Water Management Plan.
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- (69) Protected Plant Preservation Plan, prepared by RCA Associates, LLC, October 27, 2017 **(INCLUDED AS APPENDIX)**.
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- (70) Historical/Archaeological Resources Survey Report, prepared by CRM Tech, March 4, 2020. **(INCLUDED AS APPENDIX)**
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- (71) Preliminary Drainage Study, prepared by Thatcher Engineering and Associates, Inc., July 27, 2020. **(INCLUDED AS APPENDIX)**
- 
- (72) City of Hesperia Resolution No. 2020-036 Adopting Vehicle Miles Traveled Thresholds of Significance For Purposes of Analyzing Transportation Impacts Under CEQA, July 21, 2020
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- (73) City of Hesperia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS), July 2020.
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