

SAN BERNARDINO COUNTY

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	3128-481-10 & 11	USGS Quad:	Adelanto
APPLICANT:	Lilac Development, LLC and Wellspring Development, LLC	T, R, Section:	T5N, R5W, Sec.8 SE1/4
COMMUNITY:	Adelanto/1st Supervisorial District	Thomas Bros.:	Page 4294 Grid: J-6
LOCATION:	Northside of Mojave Drive, approximately 640 feet west of Bellflower Street	Community Plan:	None
PROJECT NO:	2010000117/CF	OLUD:	Rural Living (RL)
STAFF:	Jim Morrissey, Contract Planner	Overlays:	Biological Resources
REP('S):	Steen Design		
PROPOSAL:	General Plan Land Use District Zoning Map Amendment from RL (Rural Living) to CG (General Commercial); Tentative Parcel Map 19261 to create 11 commercial parcels; Conditional Use Permit to establish 149,928 sq. ft. of speculative office/retail/restaurant space on an approximately 18 acre site		

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department –Planning
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Initial Study Contact Person: Ernest Perea, Contract Planner

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E-mail: ernestperea@ymail.com

Project Sponsor: Lilac Development, LLC and Wellspring Development, LLC
162 E. Longden Avenue
Arcadia, CA 91006

Phone No: (626) 821-1855

PROJECT DESCRIPTION:

The proposed project is for a General Plan Land Use Zoning District Amendment from Rural Living (RL) to General Commercial (CG); Tentative Parcel Map 19261 to create 11 commercial lots; and a Conditional Use Permit to establish a total of 142,928 square feet of speculative commercial uses in shown in Table 1 below.

Table 1. Proposed Land Uses

Land Use	Square Feet
Retail/Office	51,928
Retail	60,200
Sit Down Restaurant	5,000
Fast Food Restaurants (2)	5,300
Bank	6,000
Drug Store	14,500
TOTAL	142,928

Lilac Development & Wellspring Development
 Project No: P201000117/CF
 December, 2013

The project is approximately 18 acres in size and is located approximately 1.25 miles west of Highway 395 at the intersection of Lilac Road and Mojave Drive, just east of Bellflower Street, in the unincorporated area of the County, in the community of Adelanto (See Exhibit 1).

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is vacant and consists of vacant desert land which supports a disturbed creosote bush community. The site abuts Mojave Drive on the south which is designated as a 4 lane arterial roadway. The site contains a natural drainage channel which bisects the site in a north-south direction and based on the project plans, will not be disturbed. The project site is relatively flat with an elevation of approximately 3,050 to 3,060 feet above mean sea level. (See Exhibit 2, Aerial Photo).

Table 2 describes the existing land use and zoning for the project site and its surroundings.

Table 2. Existing Land Use and Zoning

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant	RL (Rural Living) 2.5 acre min. lot size
North	Vacant	RL (Rural Living) 2.5 acre min. lot size
South	Residential Tract Homes	City of Adelanto (R-1) ¼ acre min. lot size
East	Vacant	RL (Rural Living) 2.5 acre min. lot size
West	Vacant	RL (Rural Living) 2.5 acre min. lot size

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

Federal: None

State of California: California Department of Fish & Wildlife (review of biology reports)

County of San Bernardino: Land Use Services- Building and Safety, Land Use Services-Planning, Public Works, Environmental Health Services, Land Development, Fire

Local: City of Adelanto Public Utility Authority

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

1. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

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 Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <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: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ 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.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ 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 proposed project, nothing further is required.


Signature (prepared by): Ernest Perea, Contract Planner

12/19/13
Date

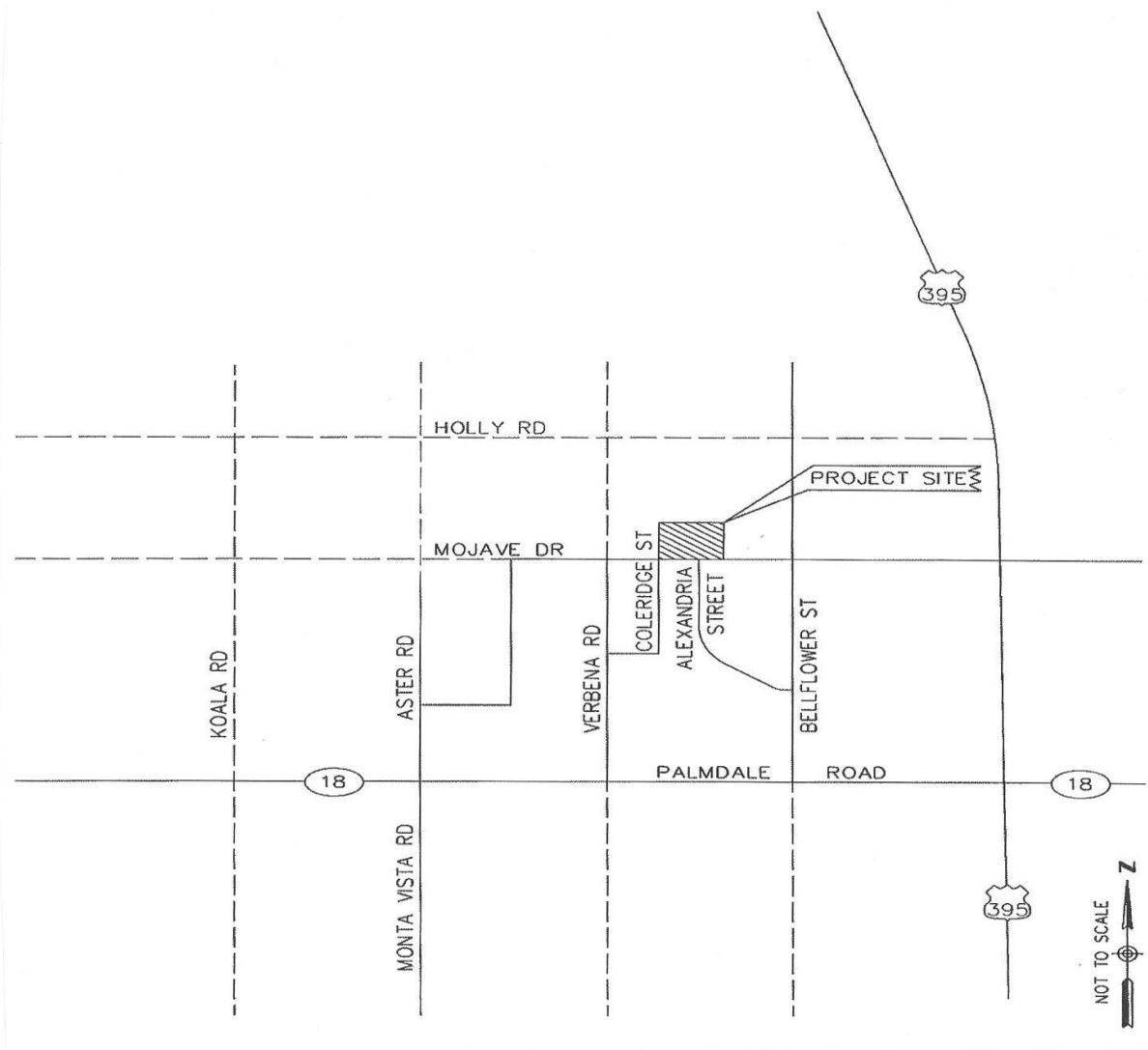

Signature: Heidi Duron, Supervising Planner

12/19/2013
Date

Lilac Development & Wellspring Development
Project No: P201000117/CF
December, 2013

APPENDICES (On Compact Disk)

- A.** RCA Associates, LLC: *Focused Desert Tortoise Survey* dated September 6, 2013.
- B.** RCA Associates, LLC: *Habitat Assessment for Mojave Ground Squirrel* dated September 6, 2013
- C.** Hall & Foreman, Inc. *Traffic Impact Analysis*, dated October 1, 2012.



	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):

I a) **No Impact.** The County General Plan Open Space Element, Policy OS 5.1. states that a feature or vista can be considered scenic if it:

- Provides a vista of undisturbed natural areas;
- Includes a unique or unusual feature that comprises an important or dominant portion of the viewshed; or,
- Offers a distant vista that provides relief from less attractive views of nearby features such as views of mountain backdrops from urban areas).

The project site is located in an area characterized by sparsely developed desert land. To the north, east, and west of the site are parcels with vacant desert land. To the south of the site across Mojave Drive are single-family tract homes located in the City of Adelanto. Developing the site with commercial buildings and related improvements will not impact any scenic vistas as none exist in the immediate area. Therefore, the project will have no impact on a scenic vista.

I b) **No Impact.** The proposed project will have no impact on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, because the site is not adjacent to a state scenic highway and there are no rock outcroppings or historic buildings on the project site.

I c) **Less Than Significant Impact.** A project is generally considered to have a significant impact on visual character if it substantially changes the character of the project site such that it becomes visually incompatible or visually unexpected when viewed in the context of its surroundings. The project site is located in an area along Mojave Drive between Calendula Street to the west and Bellflower Street to the east. Within this corridor there

currently exists single-family tract homes located adjacent to the southside of Mojave Drive in the City of Adelanto and Adelanto High School located on the northeast corner of Mojave Drive and Calendula Street. According to the City of Adelanto General Plan, there is also a commercial node proposed at the northwest corner of Bellflower Street and Mojave Drive which is located approximately 640 feet east of the project site. Because of the type of development existing and proposed along Mojave Drive, which also serves as a major arterial roadway providing access to Interstate 15 to the east, the development of the project site with commercial uses is not expected to substantially change the character of the project site such that it becomes visually incompatible or visually unexpected when viewed in the context of its surroundings. Therefore, impacts are considered less than significant.

- I d) **Less Than Significant Impact.** The proposed project will create a new source of light or glare. The lighting for the proposed uses will consist of outdoor lighting sources typically associated with commercial development (e.g. signage, security lighting, landscape accent lighting etc.). However, outdoor lighting will be required to comply with the *County Development Code Glare & Outdoor Lighting Standards*. In addition, the building materials proposed for the project consist of primarily non-reflective surfaces and will be limited to one story in height. For the reasons stated above, the project will not create new sources of light or glare which will adversely affect day or nighttime views in the area.

Potentially
Significant
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Impact**II. AGRICULTURE and FORESTRY RESOURCES -**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?
- d) Result in the loss of forest land or conversion of rest forest land to non-forest use?
- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to nonforest use.

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SUBSTANTIATION (Check ☐ if project is located in the Important Farmlands Overlay):

- II a) **No Impact.** The project site is not identified or designated as Farmland on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is not being used for agricultural purposes. Therefore, there will be no impact to farmland.
- II b) **No Impact.** The project is located within the RL (Rural Living) General Plan Land Use/Zoning District. This land use district is not considered an agricultural zone. The project is proposing to change the existing General Plan Land Use/Zoning District from RL (Rural Living) to CG (General Commercial). The CG Land Use /Zoning District does not allow agricultural uses. Because agricultural zoning does not exist on the project site, either under existing conditions or proposed conditions, the project is not in conflict with agricultural zoning. In addition, there is no Williamson Act contract that affects the project site according to the County Assessor's Office.
- II c) **No Impact.** The project site is located within the RL (Rural Living) General Plan Zoning District and there is no timberland located on the project site. Therefore, the project is not in conflict with Forest or Timberland zoning. The project does not propose a zone change that would convert existing forest or timberland zoning.
- II d) **No Impact.** There are no forest lands within the project site so the loss of forest land or conversion of forest land to non-forest use would not occur as a result of the project.
- II e) **No Impact.** The project site is not located in close proximity to forest land. The project site is not designated as Farmland as shown on the maps prepared by the California Department of Conservation. The site is not being used for agricultural purposes. Therefore the project will not disrupt or damage of the existing environment that would result in the loss of farmland to nonagricultural use.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
III. AIR QUALITY - 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

(Discuss conformity with the Mojave Desert Air Quality Management District Plan, if applicable):

- III a) **Less Than Significant Impact.** The project is within the Mojave Desert Air Basin and under the jurisdiction of the Mojave Desert Air Quality Management District. Under the Federal Clean Air Act the Mojave Desert Air Quality Management District has adopted a variety of attainment plans (i.e. "Air Quality Management Plans") for a variety of non-attainment pollutants. The Air Quality Management Plans applicable to the Project area are:

Final Mojave Desert Planning Area Federal Particulate Matter (PM 10) Attainment Plan July 31, 1995 and the MDAQMD Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Non-attainment Area), June 9, 2008.

The Mojave Desert Air Quality Management District is responsible for maintaining and ensuring compliance with the above described Air Quality Management Plans. A project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project may also be non-conforming if it increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area (relative to the applicable land use plan).

Lilac Development & Wellspring Development
Project No: P201000117/CF
December, 2013

A project is conforming if it complies with all applicable Mojave Desert Air Quality Management District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

The *Final Mojave Desert Planning Area Federal Particulate Matter (PM 10) Attainment Plan* PM₁₀ emission inventory for the Mojave Desert Planning Area is an estimate using planning area-wide assumptions, such as a single value for silt content, average vehicle speed, number of trips per mile, etc. The MDAQMD believes these assumptions are justified based on the large number of sources within each category; which allows individual differences to average out. These categories include: City and County Unpaved Road Travel: BLM Land Activity: City and County Unpaved Road Wind Erosion: Construction: Road Dust Entrainment: City and County Disturbed Areas: BLM Unpaved Road Wind Erosion: Stationary (Industrial) Sources.

The *MDAQMD Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Non-attainment Area)* includes the latest planning assumptions regarding population, vehicle activity and industrial activity. The plan addresses all existing and forecast ozone precursor producing activities within the MDAQMD through the year 2020.

The project must comply with all applicable Mojave Desert Air Quality Management District rules and regulations and all proposed control measures identified in both plans because these are mandatory requirements. The project is proposing to change the existing General Plan Land Use Zoning District from RL (Rural Living) to CG (General Commercial). This change will result in a direct increase in the number of vehicle trips generated by the project site, however, the project site will provide commercial uses to serve the surrounding residential areas and thus reduce vehicle miles traveled overall.

In addition, the project site encompasses approximately 18 acres and in the context of the Mojave Desert Planning Area The MDAQMD covers more than 20,000 square miles and a general plan/zoning district change of this small magnitude is not anticipated to change the land use assumptions used to prepare the Mojave Desert Air Quality Management Plans. Based on the consistency analysis presented above, the proposed project will not conflict with the applicable Mojave Desert Air Quality Management Plans described above.

- III b) **Less Than Significant Impact With Mitigation Incorporated.** A project has a significant impact if it generates total emissions (direct and indirect) in excess of the thresholds shown in Table 3 below.

Table 3. MDAQMD Significant Emission Thresholds

Criteria Pollutant	Daily Threshold (pounds)
Carbon Monoxide (CO)	548
Oxides of Nitrogen (NOx)	137
Volatile Organic Compounds (VOC)	137
Oxides of Sulphur (SOx)	137
Particulate Matter (PM10)	82
Particulate Matter (PM2.5)	82
Source: Mojave Desert Air Quality Management District	

Construction and operational emissions in this analysis were modeled using the 2013 version of the *California Emissions Estimator Model* (CalEEMod) which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

The model was developed in collaboration with the air districts of California. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as California Environmental Quality Act (CEQA) documents. The project's unmitigated construction and operational emissions for summer (worst case scenario) as compared to the Significant Emission Thresholds established by the Mojave Desert Air Quality Management District are shown in Tables 4 and 5.

Table 4. Project Construction Emissions (Unmitigated)

Pollutant	Maximum Unmitigated (lbs/day)	Mojave Desert Air Quality Management District Threshold	Exceeds Threshold?
Carbon Monoxide (CO)	102.44	548	NO
Oxides of Nitrogen (NOx)	120.69	137	NO
Volatile Organic Compounds (VOC/ROG)	119.36	137	NO
Oxides of Sulphur (SOx)	0.14	137	NO
Particulate Matter (PM10)	26.04	82	NO
Particulate Matter (PM2.5)	15.69	82	NO
Source: Mojave Desert Air Quality Management District			

Table 5. Project Operational Emissions (Unmitigated)

Pollutant	Maximum Unmitigated (lbs/day)	Mojave Desert Air Quality Management District Threshold	Exceeds Threshold?
Carbon Monoxide (CO)	466.13	548	NO
Oxides of Nitrogen (NOx)	92.89	137	NO
Volatile Organic Compounds (VOC/ROG)	92.61	137	NO
Oxides of Sulphur (SOx)	0.47	137	NO
Particulate Matter (PM10)	29.34	82	NO
Particulate Matter (PM2.5)	8.76	82	NO
Source: Mojave Desert Air Quality Management District			

As shown in Tables 4 and 5, project emissions will not exceed Mojave Desert Air Quality Management District thresholds even without implementing mitigation measures.

Although project-related emissions would be less than significant, the following mitigation measures are recommended to ensure compliance with the Mojave Desert Air Quality Management District Rules 402 (Nuisance) and 403 (Fugitive dust).

AQ-1 Dust Control.

- a) *The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.*
- b) *The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered at least 3 times per day.*
- c) *The project proponent shall ensure that all disturbed areas are treated to prevent erosion.*
- d) *The project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour.*

AQ-2 Construction Emissions Control.

- a) *All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.*
- b) *The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.*

c) *The operator shall comply with all existing and future California Air Resources Board and Mojave Desert Air Quality Management District regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. Mojave Desert Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.*

d) *Use low VOC paints/coatings.*

III c) **Less Than Significant Impact.** A project's air pollution emissions although individually limited, may be cumulatively considerable when taken in combination with past, present, and future development projects. In order to be considered significant, a project's air pollutant emissions must exceed the emission thresholds established by the Mojave Desert Air Quality Management District and be inconsistent with growth associated with regional projections.

The results of the CalEEMod computer model prepared for the project determined that the thresholds for criteria pollutants will not be exceeded as a result of the project. (See Tables 4 and 5). Therefore, impacts from the project are not cumulatively considerable when included with other past, present, and future probable projects.

III d) **Less Than Significant Impact.** According to the Mojave Desert Air Quality Management District, residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor must not expose sensitive receptors to substantial pollutant concentrations.

- Any industrial project within 1000 feet;
- A distribution center (40 or more trucks per day) within 1000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1000 feet;
- A dry cleaner using perchloroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.

The project does not propose any of the above described uses. In addition, The project's air pollutant emissions will not exceed construction or operational emission thresholds. (See Tables 4 and 5). Therefore, the project's emissions are in compliance with the thresholds established by the Mojave Desert Air Quality Management District and the project will not expose sensitive receptors to substantial pollutant concentrations.

III e) **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment

Lilac Development & Wellspring Development

Project No: P201000117/CF

December, 2013

plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed use is a commercial center within enclosed buildings. This type of use does not produce odors that would affect a substantial number of people.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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IV. BIOLOGICAL RESOURCES - Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> |

SUBSTANTIATION (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☒)

The information contained in this section is based in part on the *Focused Desert Tortoise Survey* dated September 6, 2013 and the *Habitat Assessment for Mojave Ground Squirrel* dated September 6, 2013 both prepared by RCA Associates.

IV a) **Less Than Significant Impact With Mitigation Incorporated.**

Based on the *Biological Reports* no candidate, sensitive or special status species were observed on the site and none are expected to inhabit the site in the future. However, the project site does contain suitable habitat for the Desert Tortoise and the Mojave Ground Squirrel.

Desert Tortoise

Based on the *Focused Desert Tortoise Survey*, the site contains suitable habitat for Desert Tortoise, however, no tortoises or tortoise sign (burrows, scats, carcasses, etc.) were observed on the site. The nearest population of Desert Tortoise has been documented approximately 3.5 miles east of the site. Based on the above, the likelihood of encounters with Desert Tortoise is not expected. However, the applicant shall implement the following Mitigation Measure in order to avoid potential impacts to the Desert Tortoise.

BIO-1 Worker Environmental Awareness Program. *Prior to any construction activities on the project site the Applicant will implement a Worker Environmental Awareness Program (WEAP) to educate on-site workers about sensitive environmental issues associated with the Project. The program will be administered to all on-site personnel, including the Applicant's personnel, contractors, and all subcontractors, on the first day of work prior to the employee's commencing work on the site. The WEAP will place special emphasis on the protected species that have potential to occur within the site, including the Mojave desert tortoise.*

The program will include the following elements:

- A Worker Environmental Awareness program (WEAP), developed by or in consultation with a qualified biologist, discussing the sensitive biological resources with potential to occur on-site, and explaining the reasons for protecting these resources and penalties for non-compliance;*
- Brochures or booklets, containing written descriptions and photographs of protected species as well as a list of site rules pertaining to biological resources, to be provided to all WEAP participants;*
- Contact information for the project biological monitor, and instructions to contact the monitor with any questions regarding the WEAP presentation or booklets;*
- An acknowledgement form, to be signed by each worker indicating that they received WEAP training and will abide by the site rules protecting biological resources; and,*
- A training log, to be signed by all on-site personnel immediately following WEAP training, will be maintained on the project site during construction to document compliance with this measure.*

BIO-2 Pre-construction Mojave Desert Tortoise Surveys and Avoidance. *Within 14*

days prior to construction-related ground clearing and/or grading, the Applicant shall retain a qualified biologist to conduct surveys for signs of occupancy by the Mojave desert tortoise. Surveys shall cover the entire area proposed for disturbance, shall be conducted by walking parallel transects spaced no more than 10 meters apart, and shall focus on detecting any live tortoises or their sign, including carcasses, burrows, palates, tracks, and scat. Should any sign indicating the presence of Mojave desert tortoise be detected, the Applicant shall not proceed with ground clearing and/or grading activities in the area of the find, and shall instead contact the USFWS and CDFW to develop an avoidance strategy and/or seek authorization for incidental take of Mojave desert tortoise. The results of the pre-construction surveys, including graphics showing the locations of any tortoise sign detected, and documentation of any avoidance measures taken, shall be submitted to the USFWS, CDFW, and the County of San Bernardino within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable federal and state laws pertaining to the protection of Mojave desert tortoise.

BIO-3 Pre-construction Mojave Ground Squirrel Survey. *Prior to the issuance of a grading permit as a standard operating procedure for projects located in native habitat for the Mojave ground Squirrel, a qualified biologist shall conduct a 30-day preconstruction survey to determine if Mojave ground squirrel have migrated onto the site. If the biologist encounters any of the species during the pre-construction survey, then the project proponent must contact the appropriate regulatory authority (USFWS and/or CDFW) to obtain the required take authorization for the project and provide evidence of the permit to the County of San Bernardino.*

- IV b-c) **Less Than Significant Impact With Mitigation Incorporated.** A natural drainage course bisects the site in a north-south direction. The drainage course is currently not occupied by any structures and will remain undisturbed. Therefore, the project will not have a substantial adverse effect on riparian habitat or 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 with implementation of the following mitigation measure.

BIO-4 Avoidance of Natural Drainage Course. *The Site Plan for the project prepared by Steeno Design Studio identifies a natural drainage course which bisects the site in a north-south direction and is part of a San Bernardino County Drainage Easement. No impacts to this drainage course and/or easement are allowed through direct removal, filling, hydrological interruption, or other means unless the project applicant obtains a Section 404 Permit from the USACE, a Section 1602 Streambed Alteration Agreement from the CDFW, and a Section 401 Water Quality Certification from the RWQCB for permanent impacts of any jurisdictional area that are regulated by the USACE, CDFW, and the RWQCB. Impacts shall be mitigated at a 2:1 ratio through an off-site mitigation bank or the contribution of in-lieu fee program acceptable to the County of San Bernardino and the USACE, CDFW, and RWQCB. The 2:1 ratio maybe reduced to 1:1 by the regulatory agencies as part of the permitting process.*

- IV d) **Less Than Significant Impact.** According to the Open Space Overlay Map for the County of San Bernardino, the project site is not located within a Wildlife Corridor. In addition, the

Biological Reports determined that there were no distinct wildlife corridors located on the project site or in the immediate vicinity. Therefore, the project would not result in obstruction or elimination of important wildlife movement routes. Impacts to wildlife movement would be less than significant.

- IV e) **Less Than Significant Impact.** The site contains Joshua Trees. The Joshua Tree receives protection under Sections 88.01.050 and 88.01.060 of the San Bernardino County Development Code. These Code Sections prohibit the destruction of Joshua trees without a County-issued permit and require that Joshua trees within lands proposed for development be transplanted. Further, where removal of “specimen” size trees is proposed, the Development Code requires a finding that no reasonable alternative means of developing the land exists.

In the event that future development may impact Joshua Trees, any development would have to be consistent with the mandatory requirements of Sections 88.01.050 and 88.01.060 of the San Bernardino County Development Code. These are mandatory requirements and not considered mitigation measures.

- IV f) **Less Than Significant Impact.** In 2006, the Bureau of Land Management (BLM) adopted the West Mojave Plan, a habitat conservation plan and federal land use plan amendment that presents a comprehensive strategy to conserve and protect sensitive biological resources within approximately 6.2 million acres in the western Mojave Desert while also providing a streamlined program for complying with state and federal endangered species laws. The two species of primary importance covered in the West Mojave Plan are the Mojave Desert Tortoise and Mohave Ground Squirrel. As noted in the response to Question IVa above, with implementation of Mitigation Measures BIO-1 through BIO- 4 the project will have no impact relative to conservation plans.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Cultural ☐ or Paleontologic ☐ Resources overlays or cite results of cultural resource review):

- V a) **No Impact.** The project will not impact an above ground historical resource because the site is not listed on the California Historic Resources Inventory; California Historical Landmarks; California Points of Historic Interest; and/or National Register of Historic Places. In addition, there are no historic structures on the site.
- V b) **No Impact.** The project site is not identified on the Cultural Resources Sensitivity Overlay Maps contained in the County of San Bernardino General Plan. However, the project is subject to the County's standard condition of approval regarding cultural resources that requires the developer to halt work and to retain a qualified archaeologist approved by the County to assess the significance of the resource(s) and to identify appropriate management recommendations. This is a mandatory requirement and not considered a Mitigation Measure.
- V c) **No Impact.** The project site is not identified on the Cultural Resources Sensitivity Overlay Maps contained in the County of San Bernardino General Plan. However, the project is subject to the County's standard condition of approval regarding paleontological resources that requires the developer to halt work and to retain a qualified paleontologist approved by the County to assess the significance of the resource(s) and to identify appropriate management recommendations. This is a mandatory requirement and not considered a Mitigation Measure.

- V d) **Less Than Significant Impact.** In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 dictates that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5 which stipulates the process to be followed when human remains are encountered, no mitigation measures are necessary.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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VI. GEOLOGY AND SOILS - Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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SUBSTANTIATION (Check ☐ if project is located in the Geologic Hazards Overlay District):

VI a) **No Impact.** The following responses are based in part on a review of the *Geologic Hazards Overlay Map* contained in the County of San Bernardino General Plan:

i) *Alquist-Priolo Zone:* The site is not located within an identified Alquist-Priolo

Earthquake Hazard Zone.

ii) *Seismic Ground Shaking*: Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. An earthquake produced from a fault located within the could result in ground shaking; however, the project will be reviewed and approved by County Building and Safety Department with appropriate seismic standards implemented. Adherence to standards and requirements contained in the Building Code for the design of the proposed structures will ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

iii) *Seismic Ground Failure (Liquefaction)*: The site is not located within an area mapped as being susceptible to liquefaction.

iv) *Landslide*: The site is not located within an area mapped as being susceptible to landslides. The site is relatively flat and contains no slopes that could result in landslides.

VI b) **No Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped after it is developed. To control soil erosion during construction the project proponent is required to comply with the National Pollutant Discharge Elimination System permit applicable to the Project area and prepare a Storm Water Pollution Prevention Plan. In addition, a Water Quality Management Plan is required which addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.

VI c) **No Impact.** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Question Via (iv) above, the site is not susceptible to landslides thus the impacts from lateral spreading are considered less than significant.

According to the *Geologic Hazards Overlay Map* contained in the County of San Bernardino General Plan, the project is not located in an area that is susceptible to liquefaction or subsidence.

Adherence to standards and requirements contained in the Building Code for the design of any future structures will ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

VI d) **No Impact.** The project site is not located in an area that has been identified as having the potential for expansive soils.

VI e) **No Impact.** The project will be served by the City of Adelanto sewer system so no septic tanks or alternative wastewater disposal systems are proposed.

VII. GREENHOUSE GAS EMISSIONS - Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- VII a) **Less Than Significant Impact With Mitigation Incorporated.** In December 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan" ("GHG Plan"). Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related greenhouse gas emissions or otherwise comply with the Plan pursuant to Section 15183.5 of the State CEQA Guidelines.

The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further GHG emissions analysis, but must comply with mandatory Performance Standards contained in the GHG Plan

According to the GHG Plan, a commercial project that is less than 160,000 square feet in size does not emit more than 3,000 MTCO₂e per year and is thus considered as having a less than significant impact for GHG emissions. The project is proposing 141,590 square feet of commercial uses and is thus below the threshold.

The GHG reducing performance standards were developed by the County to improve the energy efficiency, water conservation, vehicle trip reduction potential, and other GHG reducing impacts from all new development approved within the unincorporated portions of San Bernardino County. As such, the following Performance Standards establish the minimum level of compliance that development must meet to assist in meeting the 2020 GHG reduction target identified in the in the *San Bernardino County Greenhouse Gas Emissions Reduction Plan*. Although project-related impacts from GHG emissions would be less than significant, the following mitigation measures are recommended to ensure compliance with the *San Bernardino County Greenhouse Gas Emissions Reduction Plan*.

GHG-1 Construction Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:

The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:

a) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.

b) All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.

c) All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.

GHG-2 Operational Standards. *The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:*

a) Waste Stream Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.

b) Vehicle Trip Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

c) Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval.

d) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

VII b) **Less Than Significant Impact.** As analyzed and discussed in Section VII a), the project will not exceed the 3,000 MTC2OE/YR screening threshold identified in the GHG Plan; therefore, the project is consistent with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines and is therefore consistent with adopted plans, policies, and regulations.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- VIII a) **No Impact.** Hazardous Material means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to hazardous substances and hazardous waste. The project involves the development of a commercial center. Small quantities of hazardous materials in the form of cleaning solvents and agents will be on the premises for maintenance and may be sold by retail outlets in packages or containers suitable for use in households by individuals. The type and quantity of these materials is not considered a significant hazard.
- VIII b) **No Impact.** The project will not 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, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the County Fire Department.
- VIII c) **No Impact.** Adelanto High School Athletics Campus is located approximately $\frac{3}{4}$ of a mile west of the site and Don Bradach Elementary School is located less than $\frac{1}{4}$ of a mile north of the project site. As discussed in the responses to Questions VIIIa and VIIIb above, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste because the project does not propose the use of hazardous materials in large quantities.
- VIII d) **No Impact.** Based on the *Cortese List Data Resources* webpage maintained by the California Environmental Protection Agency accessed on December 5, 2013, the project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.
- VIII e) **Less Than Significant Impact.** Based on the Hazards Overlay Maps contained in the County of San Bernardino General Plan, the project site is not located within an area requiring airport safety review.
- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **No Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via Mojave Drive.
- VIII h) **Less Than Significant Impact.** The project site is not located in a Fire Safety Overlay District based on the *Hazards Overlay Maps* contained in the County of San Bernardino General Plan. Therefore, the project will not result in any safety hazard impacts from wild fires.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structure, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?

☐☐☒☐

j) Inundation by seiche, tsunami, or mudflow?

☐☐☐☒

SUBSTANTIATION The information contained in this section is based in part on the Site Plan prepared by Steeno Design Studio and the *City of Adelanto 2010 Urban Water Management Plan*, June 11, 2011.

IX a) **No Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project's design is required to incorporate design features to diminish impacts to water quality from surface runoff to an acceptable level as required by state and federal regulations. In addition, the project is required to submit and obtain approval of a *Final Water Quality Management Plan* before the issuance of grading or building permits. This is a mandatory requirement and not considered a mitigation measure.

Potable water will be provided to the site by the City of Adelanto which is required to meet water quality standards.

IX b) **Less Than Significant Impact.** The project will be served by the City of Adelanto Public Utility Authority for water. According to the *City of Adelanto 2010 Urban Water Management Plan*, Adelanto obtains all of its water from the Mojave River Groundwater Basin. The basin covers an area of approximately 1,400 square miles and has an estimated total water storage capacity of nearly 5 million acre-feet. 100 percent of the City's water supply comes from groundwater pumping from the Alto Subarea of the Mojave Basin. It is anticipated that Adelanto will continue to rely on groundwater pumping to meet 100 percent of its supply for the foreseeable future.

The Mojave Water Agency was founded July 21, 1960. It was created to address concerns over declining regional groundwater levels and to ensure that sufficient water may be available to the people and land within its jurisdiction. The Mojave Water Agency has jurisdiction over the Alto Subarea of the Mojave Basin in which the City of Adelanto's water supply is obtained. The Mojave Water Agency estimates that the demands will increase by 10 percent during single-dry year and multi-year periods. The Mojave Water Agency plans on meeting 100 percent of their service area demands through 2035 in single-dry years and multiple-dry year periods with consistent local sources, State Water Project banking, and supply enhancement projects. Therefore, the project will not 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.

IX c) **Less Than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including 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, because the project does not propose any substantial alteration to a drainage pattern, stream or river as the natural drainage course that traverses the site will not be disturbed.

In addition, the project is required to submit and implement a Water Quality Management Plan and a Storm Water Pollution Prevention Plan as discussed in Subsection IXa above.

- IX d-f) **Less Than Significant Impact.** Storm water from the site is conveyed by means of surface flow and there are no drainage structures on the site. The County Public Works Department will require that adequate provisions will be made to intercept and conduct the tributary off site - on site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties prior to the issuance of grading or building permits. This is a mandatory requirement and not considered a mitigation measure.

In addition, the project is required to submit and implement a *Water Quality Management Plan* and a *Storm Water Pollution Prevention Plan* as discussed in the response to Question IXa above.

- IX g-h) **Less Than Significant Impact.** The project site is located within Flood Zone D as identified by FEMA Flood Insurance Rate Map Community Panel Number 0671C5790H dated August 28, 2008 and flood hazards are undetermined but possible. This is not a 100 year flood hazard area. The Project is a commercial center and does not include any housing so no housing will be placed within a 100 year flood hazard area. The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area.

- IX i) **Less Than Significant Impact.** See response to Questions IX d-f above. In addition, according to the *County of San Bernardino Hazards Overlay Map*, the project site is not located within an inundation area. Therefore, future development on the site would not expose people or structures to a significant hazard as a result of the failure of a levee or dam.

- VIII j) **No Impact.** The project area does not appear on the Tsunami Inundation Maps prepared by the California Department of Conservation, therefore there are no impacts from tsunamis forecasted to occur.

Based on the Hazards Overlay Maps contained in the County of San Bernardino General Plan, the project site is not located in an area prone to seiche, landslides, soil slips, or slumps. Therefore, the proposed project would have no impact from mudflow.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- X a) **No Impact.** The project site abuts a major roadway (Mojave Drive) and is adjacent to vacant land on the north, east, and west. A residential tract is located south of the site across Mojave Drive. As such, the project will not physically divide an established community.
- X b) **Less Than Significant Impact With Mitigation Incorporated.** The analysis contained in this Initial Study Checklist addresses the potential conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Based on this analysis, it is determined that the project will not have a significant impact on any of the environmental resources described in this Initial Study Checklist. Based on the above, it can be determined that the project is not in conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect with implementation of Mitigation Measures BIO-1 through BIO-4 and GHG- 1 through GHG-2.

Although the proposed project would be inconsistent with the existing General Plan Land Use Zoning District designation of Rural Living (RL) for the project site, such an inconsistency would only be significant if it were to result in significant, adverse physical effects to the environment. As disclosed in this Initial Study, implementation of the proposed project would develop the subject property at a greater intensity than allowed under the RL General Plan and Zoning District. However, in all instances where significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels. Therefore, because the project is processing a General Plan Amendment to modify the

site's underlying land use regulations to be consistent with those proposed by the project and because implementation of the project would not result in significant impacts to the environment, the project's inconsistency with the site's existing underlying General Plan Land Use Zoning designation represents a less-than significant impact for which no mitigation would be required for this specific impact.

- X c) **Less Than Significant Impact With Mitigation Incorporated.** In 2006, the Bureau of Land Management (BLM) adopted the West Mojave Plan, a habitat conservation plan and federal land use plan amendment that presents a comprehensive strategy to conserve and protect sensitive biological resources within approximately 6.2 million acres in the western Mojave Desert while also providing a streamlined program for complying with state and federal endangered species laws. The two species of primary importance covered in the West Mojave Plan are the desert tortoise and Mojave ground squirrel. With implementation of Mitigation Measures BIO-1 through BIO-4, the project will have a less than significant impact relative to the West Mojave Plan.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check ☐ if project is located within the Mineral Resource Zone Overlay):

- XI a-b) **No Impact.** The project site is located within an area designated as Mineral Resource Zone 4 (MRZ-4) according to maps prepared by the State Geologist. The MRZ-4 Zone are areas of unknown mineral resource potential,

Section 82.17.020 of the Development Code states: *"The MR Overlay shall be applied on the following areas:*

(a) Areas with existing major surface mining activities;

(b) Areas where mining activity is expected to take place in the future; and

(c) Areas adjacent to current or proposed mining activity to prohibit the intrusion of incompatible uses."

The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no major mining activities being conducted on the site; the location and size of the site precludes future mining; and there are no current or proposed mining activities that are located adjacent to the site. In addition, the site is not within a Mineral Resource Zone Overlay as described above.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. NOISE - Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):

- XIIa) **Less Than Significant Impact.** Development Code Table 83-2 (*Noise Standards for Stationary Noise Sources*) describes the noise standard for emanations from a stationary noise source, as it affects adjacent properties. The project is required to maintain noise levels at or below County Standards identified in Table 83-2. This is a mandatory requirement and not considered a Mitigation Measure.
- XIIb) **Less Than Significant Impact.** The project is required to maintain vibration and groundborne levels at or below County Standards identified in Development Code Section 83.01.090. This is a mandatory requirement and not considered a Mitigation Measure
- XII c) **Less Than Significant Impact.** Typically a 5 dBA noise increase is a substantial change in noise levels. Although the project would result in an increase in the number of vehicle trips and increase noise, it is not projected that the increased noise levels would create a continuous increase in noise levels that would equal or exceed a 5 dBA level. Therefore, the project would not result in a substantial permanent increase in ambient noise levels.
- XII d) **Less Than Significant Impact.** Construction of the project will temporarily increase ambient noise levels primarily due to construction activities. Construction noise is exempt from County Noise Standards between 7:00am and 7:00pm except Sundays and federal holidays. Thus, temporary construction noise impacts will be less than significant.
- XII e) **No Impact.** The project site is located approximately 4.5 miles southwest of the Southern California Logistics Airport. According to the *Comprehensive Land Use Plan, Southern California Logistics Airport* dated September 2008, the project site is not located in noise impacted area (i.e. greater than 65 CNEL). Therefore the project will not expose people residing or working in the project area to excessive noise levels.
- XII f) **No Impact.** The project site is not located within two miles of a private airstrip. Therefore, the project will not expose people residing or working in the project area to excessive noise levels.

XIII. POPULATION AND HOUSING - Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XIII a) **Less Than Significant Impact.** The project will not induce substantial population growth in the area directly (because it does not propose any housing) or indirectly (because it does not create a significant number of new jobs). Although the project will generate new jobs and employment opportunities, it is anticipated that employees will most likely live in the area and the existing housing stock should accommodate the housing needs for those employed by the jobs generated by the project. Therefore, the potential for the project to generate substantial population growth in the area is less than significant.
- XIII b) **No Impact.** The project will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the project site is currently vacant.
- XIII c) **No Impact.** The project will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project site is currently vacant.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIV. PUBLIC SERVICES

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

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION**XIV a) Less Than Significant Impact.**

The project will not 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, including fire and police protection, schools, parks or other public facilities as discussed below.

Fire Protection

The project will be served by Station 322 which is located approximately 2 miles north of the project site at 10370 Rancho Road in Adelanto. Station 322 works closely with Station 321 to protect the City of Adelanto including three large commercial industrial zones in their first due area. They also respond to the City of Victorville, US Highway 395, and surrounding unincorporated County areas as needed. San Bernardino County Fire Department has reviewed the project and has provided conditions of approval for building construction and operation. The construction and operation of the project will not significantly impact fire protection services.

Police Protection

The project site is served by the Victor Valley Station located at 11613 Bartlett Street in the City of Adelanto and has a substation located at 4050 Phelan Road which provides adequate police protection to the project site.

Schools

The project site is located within the Adelanto School District. The District is authorized by State law (Government Code § 65995-6) to levy a new commercial construction fee per square foot of commercial construction for the purpose of funding the reconstruction or construction of new school facilities. Pursuant to Section 65995(3) (h) of the California Government Code, the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities.” Therefore, the payment of school impact fees for future commercial development would offset the potential impacts of increased student enrollment related to the implementation of the project.

Parks

The payment of mandatory “In lieu” park fees will be required for park and recreation facilities to serve the project. Therefore, the project is not expected to result in the substantial physical deterioration of existing neighborhood and regional parks or recreational facilities

Other Public Facilities

The project site is located adjacent to Mojave Road which is a major east-west arterial roadway. Infrastructure is available in the immediate area to serve the project site. Therefore, the project would not induce new growth by extending infrastructure and locating a development into an outlying undeveloped area, thus affecting the ability of local service providers to provide service within acceptable service times or provide other public services.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XV a) **Less Than Significant Impact.** This project will not 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, because the project does not directly contribute to a population increase because it is a commercial center proposed to serve existing residents in the area.
- XV b) **Less Than Significant Impact.** The project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, because the project is a commercial center that does not directly result in a substantially increased demand for recreational facilities.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVI. TRANSPORTATION/TRAFFIC - Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy Establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass Transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION The information contained in this section is based in part on the Traffic Impact Analysis prepared by Hall & Foreman, Inc. dated October 1, 2012.

- XV a) **Less Than Significant Impact Withy Mitigation Incorporated.** The project is proposed to generate 6,465 daily vehicle trips with 641 A.M. peak hour trips and 663 P.M. Peak Hour trips. The *Traffic Impact Analysis* addressed impacts directly caused by the project as well as cumulative impacts and traffic estimated for development up to Year 2035. In order to ensure that acceptable Levels of Service are maintained, the following Mitigation Measures are required:

TR-1 Regional Transportation Facilities Mitigation Fee. The project falls within the Adelanto Subarea. This fee shall be paid by a cashier's check due to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change, however, the current Regional Transportation Fee can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

TR-2 Fair Share Contribution. The total fair share contribution for this project, based on the Traffic Impact Analysis dated October 1, 2012 from Hall & Foreman, Inc., is described as follows:

Mojave Drive at Verbena Road: The Traffic Impact Analysis states by the horizon year 2035 conditions, this intersection will require an additional right turn lane in the westbound direction and two through lanes for the northbound and southbound directions. The project's fair share percentage for these improvements is 30.3%. This is a joint jurisdictional intersection where the City of Adelanto maintains the south half and the County maintains the north half of the intersection. Therefore, the percentage due to the County is 15.5%. The estimated construction cost is \$1,208,880. The total fair share contribution will be based on 15.5% and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works-Traffic Division. At the present time, the total estimated fair share is \$183,145. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

TR-3 Project Specific Improvements (Prior to the issuance of a Building Permit). The project proponent shall **design** the following improvements to the satisfaction of the County Traffic Engineer:

- a) Mojave Drive and Coleridge Street (Main Project Entrance, West Project Site/Driveway A): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through and right turn lane in all directions.
- b) Mojave Drive and Alexandria Street (Main Project Entrance, East Project Site, Driveway C): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through/ right turn lane in the eastbound, westbound, and southbound directions. A single all direction lane is required in the northbound direction at the intersection.
- c) Mojave Drive and Verbena Road: Install a traffic signal and provide an exclusive left turn lane, one through lane, and an exclusive right turn lane in the northbound direction. In the southbound direction provide an exclusive left turn lane and a shared through/ right turn lane. In the eastbound direction provide an exclusive left turn lane, two (2) through lanes, and an exclusive right turn lane. In the westbound direction provide an exclusive left turn lane, a through lane, and a shared through/ right turn lane.
- d) Construct half width street improvements along project frontages.

- e) *Based on the analysis of the vertical Sight Distance constraints, that portion of Mojave Drive east of the existing Drainage Easement will be required to be reconstructed to meet vertical Stopping Sight Distance for a 45 mph design speed.*
- f) *The secondary driveways (Driveways B and D), shall be restricted to right turn in and right turn out movements. This can be accomplished by constructing a “pork chop” diverter island in the driveway approach with signage, or the construction of a raised median in Mojave Drive.*

TR-4 Project Specific Improvements (Prior to Occupancy). The project proponent shall **construct** the following improvements to the satisfaction of the County Traffic Engineer:

- a) Mojave Drive and Coleridge Street (Main Project Entrance, West Project Site/Driveway A): *Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through and right turn lane in all directions.*
- b) Mojave Drive and Alexandria Street (Main Project Entrance, East Project Site, Driveway C): *Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through/ right turn lane in the eastbound, westbound, and southbound directions. A single all direction lane is required in the northbound direction at the intersection.*
- c) Mojave Drive and Verbena Road: *Install a traffic signal and provide an exclusive left turn lane, one through lane, and an exclusive right turn lane in the northbound direction. In the southbound direction provide an exclusive left turn lane and a shared through/ right turn lane. In the eastbound direction provide an exclusive left turn lane, two (2) through lanes, and an exclusive right turn lane. In the westbound direction provide an exclusive left turn lane, a through lane, and a shared through/ right turn lane.*
- d) *Construct half width street improvements along project frontages.*
- e) *Based on the analysis of the vertical Sight Distance constraints, that portion of Mojave Drive east of the existing Drainage Easement will be required to be reconstructed to meet vertical Stopping Sight Distance for a 45 mph design speed.*
- f) *The secondary driveways (Driveways B and D), shall be restricted to right turn in and right turn out movements. This can be accomplished by constructing a “pork chop” diverter island in the driveway approach with signage, or the construction of a raised median in Mojave Drive.*

With implementation of Mitigation Measures TR-1 through TR-4, impacts will be less than significant.

XV b) **Less Than Significant Impact.** Within San Bernardino County, the San Bernardino Associated Governments (SANBAG) was designated as the Congestion Management

Agency (CMA). Through this program SANBAG can monitor regional transportation facilities and catalog their daily operating Levels of Service in an effort to identify existing travel patterns and better plan for future transportation improvements in response to shifting travel patterns. According to the Congestion Management Program (CMP), the nearest CMP roadway is Highway 395 located approximately 1.75 east of the project site. The Project is forecast to generate less than 55 Peak Hour Trips at the intersection of Mojave Drive and Highway 395. As such, it is not forecast to reduce the Level of Service on this segment of the CMP roadway system.

- XV c) **Less Than Significant Impact.** The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks because the project is not within the area of influence for the Southern California Logistics Airport which is located approximately 4.5 miles northeast of the project site.
- XV d) **Less Than Significant Impact.** The project will not substantially increase hazards due to a design feature other than to add turn and through lanes to the existing street system in order to improve traffic flow and safety.
- XV e) **Less Than Significant Impact.** The project will not result in inadequate emergency access, because the project will have sufficient access point from two or more directions.
- XV f) **No Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., public transit, bicycle, or pedestrian facilities) because the project pedestrians, bicycles, and other modes of travel will be able to use the existing and proposed roadways for access.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XVI a) **Less Than Significant Impact.** Wastewater treatment and collection services would be provided to the project site by the City of Adelanto Public Utility Authority. Adelanto is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the project would have no potential to exceed the applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.

- XVI b) **Less Than Significant Impact.** The proposed project would construct an on-site network of water and sewer pipes that will connect to existing water and sewer lines in adjacent or nearby streets. The installation of water and sewer lines as proposed by the project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of water and sewer lines as necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.
- XVI c) **No Impact.** Storm water from the site is conveyed by means of surface flow and there are no drainage structures on the site. The County Public Works Department will require that adequate provisions will be made to intercept and conduct the tributary off site - on site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties prior to the issuance of grading or building permits. This is a mandatory requirement and not considered a mitigation measure.
- XVI d) **Less Than Significant Impact With Mitigation Incorporated.** The project will be served by the City of Adelanto Public Utility Authority for water. According to the *City of Adelanto 2010 Urban Water Management Plan*, Adelanto obtains all of its water from the Mojave River Groundwater Basin. The basin covers an area of approximately 1,400 square miles and has an estimated total water storage capacity of nearly 5 million acre-feet. 100 percent of the City's water supply comes from groundwater pumping from the Alto Subarea of the Mojave Basin. It is anticipated that Adelanto will continue to rely on groundwater pumping to meet 100 percent of its supply for the foreseeable future.

As calculated using information from the City of Adelanto, the project is proposed to result in a demand of 21,600 gallons per day (gpd) of water. (General Commercial = 2 EDU/AC x 18 acres = 36 EDU x 600 gpd/EDU = 21,600 gpd). In comparison, under the existing General Plan Land Use Zoning District designation of Rural Living (RL), the water demand would be 4,320 gpd. (Desert Living 2.5 = 0.4 EDU/AC x 18 acres = 7.2 EDU x 600 gpd/EDU = 4,320 gpd)

The Mojave Water Agency was founded July 21, 1960. It was created to address concerns over declining regional groundwater levels and to ensure that sufficient water may be available to the people and land within its jurisdiction. The Mojave Water Agency has jurisdiction over the Alto Subarea of the Mojave Basin in which the City of Adelanto's water supply is obtained. The Mojave Water Agency estimates that the demands will increase by 10 percent during single-dry year and multi-year periods. The Mojave Water Agency plans on meeting 100 percent of their service area demands through 2035 in single-dry years and multiple-dry year periods with consistent local sources, State Water Project banking, and supply enhancement projects. However, because the project will result in a higher demand

for water as a result of the project as compared to existing conditions, the following Mitigation Measure is required to confirm that adequate water supplies will be available to serve the project.

UTL-1 Water Will Serve Letter. Prior to issuance of the first building permit, the project proponent shall submit evidence to the County of San Bernardino Planning Division that the property will be served by adequate water supplies in the form of a Will-Serve Letter or other written commitment to provide water from the City of Adelanto Public Utility Authority.

- XVI e) **Less Than Significant Impact With Mitigation Incorporated.** Sanitary sewer service to the project site would be provided by the City of Adelanto. As calculated using information from the City of Adelanto, the project is proposed to generate 7,200 gallons per day (gpd) of wastewater. (General Commercial = 2 EDU/AC x 18 acres = 36 EDU x 200 gpd/EDU = 7,200 gpd). In comparison, under the existing General Plan Land Use Zoning District designation of Rural Living (RL), the wastewater demand would be 1,440 gpd. (Desert Living 2.5 = 0.4 EDU/AC x 18 acres = 7.2 EDU x 200 gpd/EDU = 1,440 gpd)

According to the City's website accessed on December 10, 2013, the City operates 1.5 million gallons per day activated sludge wastewater treatment facility through an operations and maintenance contract with PERC Water Corporation. The City is currently constructing a 2.5 million gallons per day upgrade that will increase the wastewater treatment capabilities to 4.0 million gallons per day. In order to ensure that adequate sewer capacity exists to serve the project, the following Mitigation Measure is required.

UTL-2 Sewer Will Serve Letter. Prior to issuance of the first building permit, the project proponent shall submit evidence to the County of San Bernardino Planning Division that the property will be served by sewer in the form of a Will-Serve Letter or other written commitment to provide sewer service from the City of Adelanto Public Utility Authority.

- XVI f) **Less Than Significant Impact.** The California Department of Resources Recovery and Recycling has identified waste disposal rates for various commercial uses on their webpage. Disposal rates vary based on the type of commercial use (e.g. office vs. restaurant etc.). Since the project has no identified tenants, a general disposal rate of 13.25 pounds per day per gross 1,000 square foot of commercial space was used. Based on this formula, the project is estimated to generate 2,014 pounds per day x 365 days = 738,395 pounds per year or 367.5 tons per year. (149,928 sf/1000 = 149.2 x 13.25 = 2,014 x 365 days = 735,110 lbs/year = 367.5 tons per year).

The Landfills most likely to be used to dispose of the project's solid waste are used are the Victorville Sanitary Landfill and the Barstow Sanitary Landfill. Information obtained from the CalRecycle webpage, operated by the California Department of Resources Recovery and Recycling, indicates each facility has the following capacity and closure dates:

Table 3. Landfill Capacity

Landfill	Daily Permitted Maximum Capacity	Remaining Capacity	Estimated Closure Date
Victorville	3,000 tons	765,096 cubic yards	Year 2047
Barstow	1,500 tons	924,401 cubic yards	Year 2071

Source; CalRecycle webpage accessed 12/10/2013

The amount of waste generated by the project in comparison to available landfill capacity would not be significant for both daily and yearly periods. Therefore, the project would not adversely affect the ability of existing landfills to meet projected demands.

- XVI g) **Less Than Significant Impact.** The project is required to comply with mandatory federal, state, and local statutes and regulations related to solid waste, therefore any impact will be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- XVII a) **Less Than Significant Impact With Mitigation Incorporated:** The project does not have the potential to significantly degrade the overall quality of the region's environment, or 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. With the implementation of Mitigation Measures BIO-1 through BIO-4, impacts will be less than significant.
- XVII b) **Less Than Significant impact:** The analysis in this Initial Study Checklist demonstrates that the project is in compliance with all applicable regional plans including but not limited to, water quality control plan, air quality maintenance plan, and plans or regulations for the reduction of greenhouse gas emissions. Compliance with these regional plans serves to reduce impacts on a regional basis so that the project will not produce impacts, that

considered with the effects of other past, present, and probable future projects, will be cumulatively considerable.

- XVII c) **Less Than Significant Impact With Mitigation incorporated:** As discussed this Initial Study Checklist, the project would not expose persons to adverse impacts related to Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, or Population and Housing. These impacts were identified to have no impact or a less than significant impact.

The results of the Initial Study show that there are potentially significant impacts related to Transportation/Traffic, Utilities and Service systems. These impacts will be reduced to less than significant after incorporation of Mitigation Measures GHG -1, GHG-2, TR1, TR-2, UTL-1 and UTL-2.

XVIII. MITIGATION MEASURES

(Any mitigation measures, which are not 'self-monitoring', shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

SELF MONITORING MITIGATION MEASURES: (Condition compliance will be verified by existing procedure): None

Mitigation Measures

AQ-1 Dust Control.

- a) *The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.*
- b) *The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered at least 3 times per day.*
- c) *The project proponent shall ensure that all disturbed areas are treated to prevent erosion.*
- d) *The project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour.*

AQ-2 Construction Emissions Control.

- a) *All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.*
- b) *The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.*
- c) *The operator shall comply with all existing and future California Air Resources Board and Mojave Desert Air Quality Management District regulations related to diesel-fueled trucks,*

which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. Mojave Desert Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.

d) Use Low VOC paints/coatings.

BIO-1 Worker Environmental Awareness Program. *Prior to any construction activities on the project site the Applicant will implement a Worker Environmental Awareness Program (WEAP) to educate on-site workers about sensitive environmental issues associated with the Project. The program will be administered to all on-site personnel, including the Applicant's personnel, contractors, and all subcontractors, on the first day of work prior to the employee's commencing work on the site. The WEAP will place special emphasis on the protected species that have potential to occur within the site, including the Mojave desert tortoise.*

The program will include the following elements:

- A Worker Environmental Awareness Program (WEAP), developed by or in consultation with a qualified biologist, discussing the sensitive biological resources with potential to occur on-site, and explaining the reasons for protecting these resources and penalties for non-compliance;*
- Brochures or booklets, containing written descriptions and photographs of protected species as well as a list of site rules pertaining to biological resources, to be provided to all WEAP participants;*
- Contact information for the project biological monitor, and instructions to contact the monitor with any questions regarding the WEAP presentation or booklets;*
- An acknowledgement form, to be signed by each worker indicating that they received WEAP training and will abide by the site rules protecting biological resources; and,*
- A training log, to be signed by all on-site personnel immediately following WEAP training, will be maintained on the project site during construction to document compliance with this measure.*

BIO-2 Pre-construction Mojave Desert Tortoise Surveys and Avoidance. *Within 14 days prior to construction-related ground clearing and/or grading, the Applicant shall retain a qualified biologist to conduct surveys for signs of occupancy by the Mojave desert tortoise. Surveys shall cover the entire area proposed for disturbance, shall be conducted by walking parallel transects spaced no more than 10 meters apart, and shall focus on detecting any live tortoises or their sign, including carcasses, burrows, palates, tracks, and scat. Should any sign indicating the presence of Mojave desert tortoise be detected, the Applicant shall not proceed with ground clearing and/or grading activities in the area of the find, and shall instead contact the USFWS and CDFW to develop an avoidance strategy and/or seek authorization for incidental take of Mojave desert tortoise. The results of the pre-construction surveys, including graphics showing the locations of any tortoise sign detected, and documentation of*

Lilac Development & Wellspring Development

Project No: P201000117/CF

December, 2013

any avoidance measures taken, shall be submitted to the USFWS, CDFW, and the County of San Bernardino within 14 days of completion of the pre-construction surveys or construction monitoring to document compliance with applicable federal and state laws pertaining to the protection of Mojave desert tortoise.

BIO-3 Pre-construction Mojave Ground Squirrel Survey. Prior to the issuance of a grading permit as a standard operating procedure for projects located in native habitat for the Mojave ground Squirrel, a qualified biologist shall conduct a 30-day preconstruction survey to determine if Mojave ground squirrel have migrated onto the site. If the biologist encounters any of the species during the pre-construction survey, then the project proponent must contact the appropriate regulatory authority (USFWS and/or CDFW) to obtain the required take authorization for the project and provide evidence of the permit to the County of San Bernardino.

Less Than Significant Impact With Mitigation Incorporated. A natural drainage course bisects the site in a north-south direction. The drainage course is currently not occupied by any structures and will remain undisturbed. Therefore, the project will not have a substantial adverse effect on riparian habitat or 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 with implementation of the following mitigation measure.

BIO-4 Avoidance of Natural Drainage Course. The Site Plan for the project prepared by Steeno Design Studio identifies a natural drainage course which bisects the site in a north-south direction and is part of a San Bernardino County Drainage Easement. No impacts to this drainage course and/or easement are allowed through direct removal, filling, hydrological interruption, or other means unless the project applicant obtains a Section 404 Permit from the USACE, a Section 1602 Streambed Alteration Agreement from the CDFW, and a Section 401 Water Quality Certification from the RWQCB for permanent impacts of any jurisdictional area that are regulated by the USACE, CDFW, and the RWQCB. Impacts shall be mitigated at a 2:1 ratio through an off-site mitigation bank or the contribution of in-lieu fee program acceptable to the County of San Bernardino and the USACE, CDFW, and RWQCB. The 2:1 ratio maybe reduced to 1:1 by the regulatory agencies as part of the permitting process.

GHG-1 Construction Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:

The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:

a) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.

b) All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.

c) All construction equipment (including electric generators) shall be shut off by work crews when not

Lilac Development & Wellspring Development

Project No: P201000117/CF

December, 2013

in use and shall not idle for more than 5 minutes.

GHG-2 Operational Standards. *The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:*

a) Waste Stream Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.

b) Vehicle Trip Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

c) Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval.

d) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

TR-1 Regional Transportation Facilities Mitigation Fee. *The project falls within the Adelanto Subarea. This fee shall be paid by a cashier’s check due to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change, however, the current Regional Transportation Fee can be found at the following website:*

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

TR-2 Fair Share Contribution. *The total fair share contribution for this project, based on the Traffic Impact Analysis dated October 1, 2012 from Hall & Foreman, Inc., is described as follows:*

Mojave Drive at Verbena Road: *The Traffic Impact Analysis states by the horizon year 2035 conditions, this intersection will require an additional right turn lane in the westbound direction and two through lanes for the northbound and southbound directions. The project’s fair share percentage for these improvements is 30.3%. This is a joint jurisdictional intersection where the City of Adelanto maintains the south half and the County maintains the north half of the intersection. Therefore, the percentage due to the County is 15.5%. The estimated construction cost is \$1,208,880. The total fair share contribution will be based on 15.5% and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works-Traffic Division. At the present time, the total estimated fair share is \$183,145. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.*

TR-3 Project Specific Improvements (Prior to the issuance of a Building Permit). The project proponent shall **design** the following improvements to the satisfaction of the County Traffic Engineer:

- a) Mojave Drive and Coleridge Street (Main Project Entrance, West Project Site/Driveway A): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through and right turn lane in all directions.
- b) Mojave Drive and Alexandria Street (Main Project Entrance, East Project Site, Driveway C): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through/ right turn lane in the eastbound, westbound, and southbound directions. A single all direction lane is required in the northbound direction at the intersection.
- c) Mojave Drive and Verbena Road: Install a traffic signal and provide an exclusive left turn lane, one through lane, and an exclusive right turn lane in the northbound direction. In the southbound direction provide an exclusive left turn lane and a shared through/ right turn lane. In the eastbound direction provide an exclusive left turn lane, two (2) through lanes, and an exclusive right turn lane. In the westbound direction provide an exclusive left turn lane, a through lane, and a shared through/ right turn lane.
- d) Construct half width street improvements along project frontages.
- e) Based on the analysis of the vertical Sight Distance constraints, that portion of Mojave Drive east of the existing Drainage Easement will be required to be reconstructed to meet vertical Stopping Sight Distance for a 45 mph design speed.
- f) The secondary driveways (Driveways B and D), shall be restricted to right turn in and right turn out movements. This can be accomplished by constructing a "pork chop" diverter island in the driveway approach with signage, or the construction of a raised median in Mojave Drive.

TR-4 Project Specific Improvements (Prior to Occupancy). The project proponent shall **construct** the following improvements to the satisfaction of the County Traffic Engineer:

- a) Mojave Drive and Coleridge Street (Main Project Entrance, West Project Site/Driveway A): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through and right turn lane in all directions.
- b) Mojave Drive and Alexandria Street (Main Project Entrance, East Project Site, Driveway C): Install a traffic signal at the main project entrance. Make lane modifications to provide one (1) left turn lane and a shared through/ right turn lane in the eastbound, westbound, and southbound directions. A single all direction lane is required in the northbound direction at the intersection.
- c) Mojave Drive and Verbena Road: Install a traffic signal and provide an exclusive left turn lane, one through lane, and an exclusive right turn lane in the northbound direction. In the southbound direction provide an exclusive left turn lane and a shared through/ right turn lane.

In the eastbound direction provide an exclusive left turn lane, two (2) through lanes, and an exclusive right turn lane. In the westbound direction provide an exclusive left turn lane, a through lane, and a shared through/ right turn lane.

- d) Construct half width street improvements along project frontages.*
- e) Based on the analysis of the vertical Sight Distance constraints, that portion of Mojave Drive east of the existing Drainage Easement will be required to be reconstructed to meet vertical Stopping Sight Distance for a 45 mph design speed.*
- f) The secondary driveways (Driveways B and D), shall be restricted to right turn in and right turn out movements. This can be accomplished by constructing a “pork chop” diverter island in the driveway approach with signage, or the construction of a raised median in Mojave Drive.*

UTL-1 Water Will Serve Letter. *Prior to issuance of the first building permit, the project proponent shall submit evidence to the County of San Bernardino Planning Department that the property will be served by adequate water supplies in the form of a Will-Serve Letter or other written commitment to provide water from the City of Adelanto Public Utility Authority.*

UTL-2 Sewer Will Serve Letter. *Prior to issuance of the first building permit, the project proponent shall submit evidence to the County of San Bernardino Planning Department that the property will be served by sewer in the form of a Will-Serve Letter or other written commitment to provide sewer service from the City of Adelanto Public Utility Authority.*

Lilac Development & Wellspring Development
Project No: P201000117/CF
December, 2013

GENERAL REFERENCES:

CEQA Guidelines, Appendix G

County of San Bernardino Development Code, 2007.

County of San Bernardino General Plan, 2007.

County of San Bernardino Greenhouse Gas Emissions Reduction Plan, September 2011.

County of San Bernardino Hazard Overlay Maps.

Department of Toxic Substances Control ENVIRSTOR website accessed February, 2013.

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.

State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.

PROJECT SPECIFIC REFERENCES:

RCA Associates, LLC: *Focused Desert Tortoise Survey* dated September 6, 2013.

RCA Associates, LLC: *Habitat Assessment for Mojave Ground Squirrel* dated September 6, 2013

Steen Design Studio, *Site Plan*

Hall & Foreman, Inc. *Traffic Impact Analysis*, dated October 1, 2012.