

Victorville CarMax Auto Superstore Project (PLAN 18-00052)

Initial Study



July 2019

INITIAL STUDY

for the

Victorville CarMax Auto Superstore Project
(PLAN18-00052)

Prepared for:

City of Victorville
14343 Civic Drive
Victorville, California 92393

Prepared by:

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July 2019

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1.0 INTRODUCTION

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1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study (IS) addresses the potential environmental impacts associated with construction and operation of an auto dealership and supporting auto service uses totaling approximately 7,590 square feet within an approximately 4.76-acre Project site.

This Initial Study is an informational document, providing the City of Victorville decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the Project. This IS was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines.

Although this IS was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS fully represent the independent judgment and position of the City of Victorville, acting as Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, as the Lead Agency, the City of Victorville is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

1.2 DISPOSITION OF THIS DOCUMENT

This Initial Study has been prepared to determine the appropriate scope and focus of environmental analysis for the Project. Based on the findings and conclusions of this IS, potential environmental impacts of the Project will be evaluated within an Environmental Impact Report (EIR).

The Initial Study (IS) and accompanying Notice of Preparation (NOP) for the EIR will be available for review for a total of 30 days, and can be reviewed at:

City of Victorville
14343 Civic Drive
Victorville, California 92393

The public is encouraged to contact the City of Victorville for information regarding the Project and related CEQA processes.

1.3 DOCUMENT ORGANIZATION

This IS includes the following sections:

Introduction: Section 1.0 describes the IS CEQA context and format, and summarizes findings of the IS.

Project Description: Section 2.0 describes the Project and its objectives.

Environmental Evaluation: Section 3.0 provides background information regarding the Project and Lead Agency, and presents responses to each of the IS Checklist topics regarding potential environmental impacts of the Project. Answers provided in the Checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate.

Determination: Section 4.0 summarizes the IS results and presents the determination regarding the appropriate CEQA environmental documentation for the Project.

Source information cited within this IS is available through, or by contacting, the City of Victorville Development Department.

1.4 POTENTIAL ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the Project may result in or cause potentially significant effects related to:

- Air Quality;
- Greenhouse gas (GHG) emissions impacts, including Energy;
- Land Use and Planning;
- Noise; and
- Transportation.

Consistent with the conclusion and findings of this IS, an EIR will be prepared for the Project. At a minimum, the EIR will evaluate the Project's potential environmental impacts under the topical areas identified above. Additional issues or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

2.0 PROJECT DESCRIPTION

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2.1 OVERVIEW

The proposed Victorville CarMax Auto Superstore (Project), including all proposed facilities, on- and off-site supporting improvements, and associated discretionary actions comprise the Project considered in this Initial Study (IS). In summary, the Project proposes construction of an auto dealership and supporting auto service uses totaling approximately 7,590 square feet within an approximately 4.76-acre Project site.

2.2 PROJECT LOCATION

The Project is located in the City of Victorville in San Bernardino County. As illustrated at Figure 2.2-1, the site is located along the east side of Civic Drive, south of the intersection of Roy Rogers Drive and Civic Drive. The street address of the Project site is 14901 Civic Drive.

2.3 EXISTING LAND USES

The Project site is a vacant graded property. Properties to the north are currently vacant, beyond which are fast food restaurants. Immediately west of the site is a vacant graded pad. Farther west, across Civic Drive, are commercial uses. Southerly adjacent to the site are auto dealership uses. The easterly boundary of the site is defined by the Roy Rogers/Interstate 15 on-ramp and Interstate 15. Existing land uses in proximity to the Project site are identified at Figure 2.2-1, *Project Vicinity and Existing Land Uses*.



NOT TO SCALE
Source: Google Earth; Applied Planning, Inc.

2.4 EXISTING LAND USE DESIGNATIONS

The existing Project site General Plan Land Use designation is Commercial. The Zoning designation for the Project site is Specific Plan. The site is located within the Civic Center Community Sustainability Specific Plan (Specific Plan).

The Specific Plan, adopted in 2016, encompasses 473 acres located in the central portion of the City of Victorville. The Specific Plan contains four district types: Commercial, Business, Government/Service, and Mixed-Use.

The Commercial District includes three land use designations: Community Commercial (CC-1), Civic Commercial (CC-2), and Auto Park (AP). The Project site is located within the CC-2 designation.

The sites existing CC-2 designation does not permit used vehicle sales. As adopted, the Specific Plan only allows used vehicle sales as a conditionally permitted use within the CC-1 designation. New vehicle sales are only permitted within the AP designation. The CC-2 land use designation does not permit vehicle sales as a permitted or conditionally permitted use.

To implement the Project, the Applicant has requested a Specific Plan Amendment (SPA) to conditionally allow used vehicle sales within the CC-2 designation. The Project site is located immediately adjacent to AP designated properties, and represents a logical continuation of vehicle sales type uses. Design and development of the Project would be regulated by the Specific Plan as amended under the Project.

2.5 PROJECT ELEMENTS

2.5.1 Development Concept

Table 2.5-1 summarizes the land uses and the maximum potential Project development scope evaluated in this IS. Future variations or revisions to the Project described herein, or any other substantive change to the Project evaluated in this IS would, at the discretion of the Lead Agency, be subject to subsequent environmental analysis.

Table 2.5-1
Project Development Summary

Main Dealership Sales and Service/Repair Buildings	Size
• Sales	4,312 SF
• Presentation	635 SF
• Retail Service	2,643 SF
TOTAL	7,590 SF

2.5.2 Project Facilities

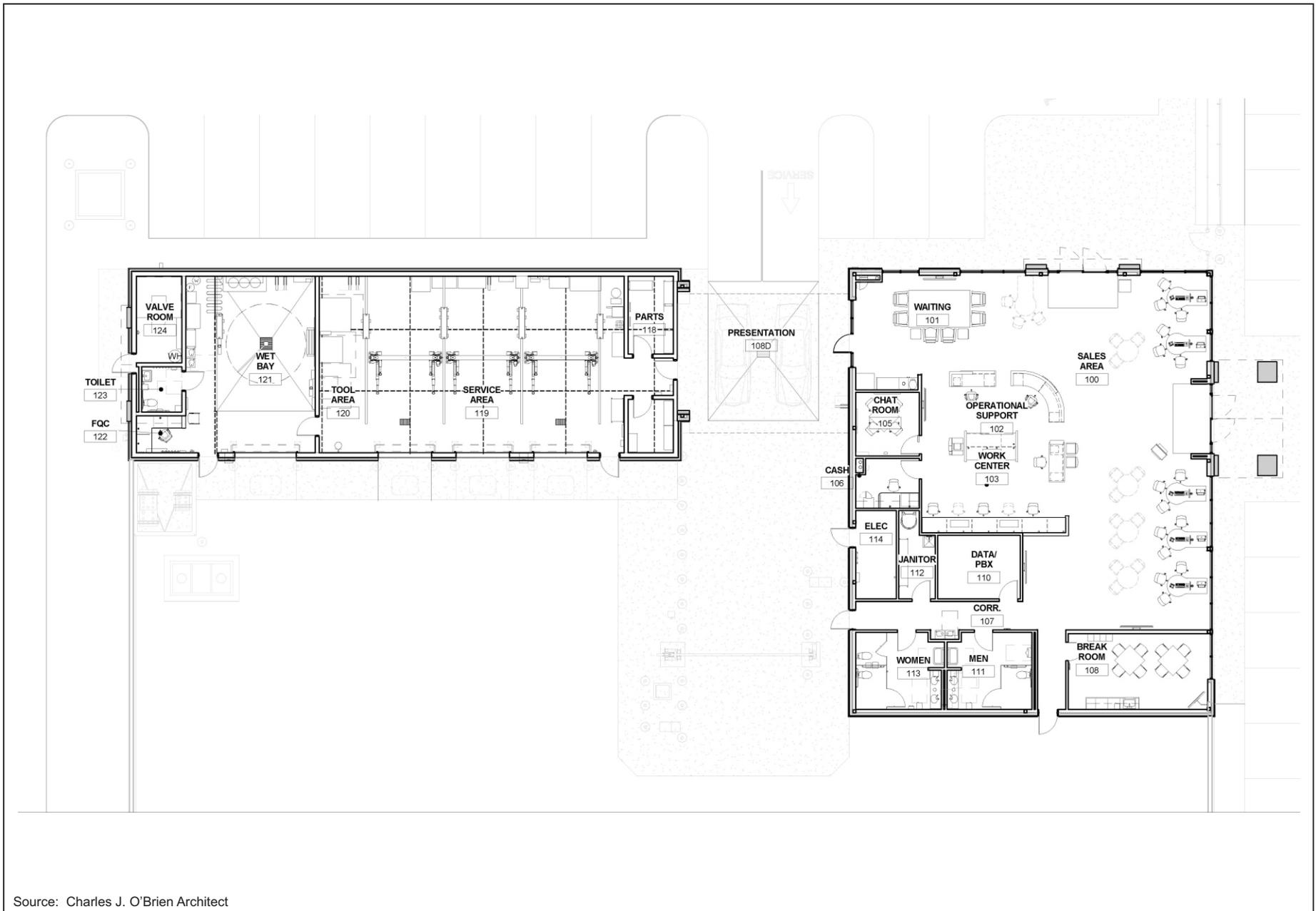
The Project building areas would comprise approximately 7,590 square feet and would accommodate sales and supporting auto service/repair facilities. The main dealership sales and service/repair building would be centrally located within the Project site.

Vehicle inventory areas would be located along the Project site's easterly I-15 frontage. Customer and employee parking areas would be located in the northwesterly portions of the Project site.

A private above-ground storage tank (AST) for fuel and associated fuel dispensing would be located within the vehicle sales staging area, in the south-central portion of the site. ASTs for oil and antifreeze would also be located adjacent to the service portion of the sales/service building. ASTs implemented by the Project would be double-walled and include an advanced monitoring system for leak detection. ASTs would be serviced and maintained by professional third-parties.¹

Please refer also to Figure 2.5-1, *Conceptual Site Plan*, and 2.5-2, *Building Floor Plan*.

¹ The storage, use, and disposal/recycling of fuel, oil, antifreeze and other hazardous or potentially hazardous materials are common activities within most urbanized communities. A stringent regulatory system has evolved around the gasoline dispensing and vehicle maintenance and repair facilities. The Applicant would comply with all local, regional, and state regulations addressing Project storage, use, and disposal/recycling of hazardous or potentially hazardous materials.



Source: Charles J. O'Brien Architect

Figure 2.5-2
Building Floor Plan

2.5.3 Project Operations

2.5.3.1 Hours of Operation

CarMax management would establish the actual Project store operating hours. Showroom sales areas of similar stores are typically open to the public Monday through Saturday from 9:00 AM to 9:00 PM with limited hours on Sundays, subject to market factors and local law. Store retail service areas are typically open to the public Monday through Friday from 7:30 AM to 6:00 PM. Associates would be present at the store before and after the public operating hours. Within this analysis, Project operations are assumed to be limited to between the hours of 7:00 AM and 10:00 PM.

2.5.3.2 Vehicle Deliveries

Vehicle carriers would enter the Project site via the proposed southern Project driveway access to Civic Drive. Vehicles would be loaded and unloaded within a designated on-site area located in the southwesterly portion of the customer/employee parking lot. Unloaded vehicles would be driven from the parking lot into the adjacent staging area to await vehicle preparation.

2.5.3.3 Sales & Marketing

CarMax dealerships physically separate inventory areas from customer and employee parking areas. This design is intended to reduce loss and improve operational efficiency and safety. All inventory display areas would be separated from the general public by means of guardrails, gates, and fencing. Ornamental wrought-iron fencing or other means acceptable to the City would be used to separate customer and employee parking areas from vehicle display areas.

Vehicular access to display areas would be controlled by security gates. Prospective customers are most commonly accompanied by an employee while inspecting vehicles for sale within the display area. Only employees would be permitted to drive cars within the display area. Emergency access would be provided to and within staging and display areas as required by the Victorville Fire Department.

2.5.3.4 Service Operations

CarMax currently offers retail routine vehicle maintenance services, as well as vehicle repairs covered under service plans. All service work would be performed inside fully air-conditioned buildings equipped with rollup doors, eliminating the need to conduct operations with open bay doors.

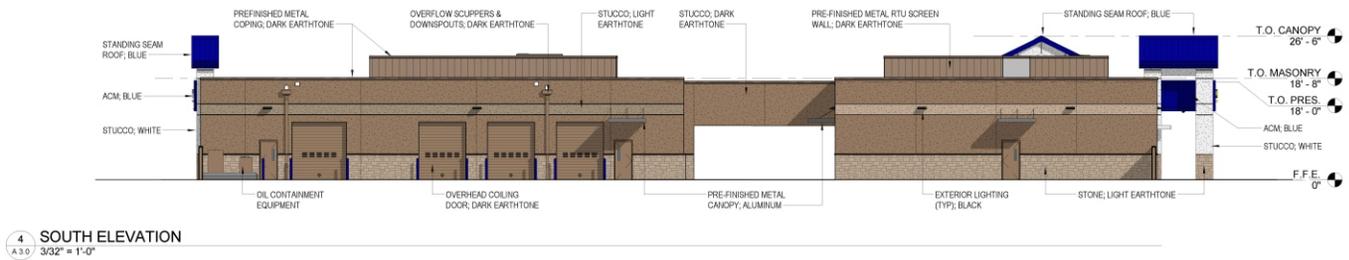
Retail service vehicles and vehicles awaiting disposition off-site would be stored in a secured non-public staging area on a temporary basis. The staging area would be secured and screened by a masonry wall, or other screening/security features considered appropriate by the City. Vehicular access to the staging area would be controlled by security gates through the use of a secured key-card.

2.5.4 Project Opening Year

Under Opening Year Conditions, all Project facilities are assumed to be occupied and fully operational. For analytic purposes, the assumed Project Opening Year is 2021.

2.5.5 CarMax Superstore Architectural Concepts

Project Architectural Concepts are presented at Figure 2.5-3. CarMax Superstore architectural concepts design elements evidence split-face block with accents of smooth earth-toned painted surfaces, and clear anodized aluminum storefront framing with blue-tinted glazing. All customer entries are pronounced with a covered tower feature constructed of white Exterior Insulation and Finish Systems (EIFS) columns and a blue standing seam gable roof. The towers feature an Aluminum Composite Material (ACM) band with the CarMax logo mounted above the entry doors. Roof-mounted equipment would be screened by a pre-finished earth-tone metal Rooftop Unit (RTU) screening and parapet walls.



Source: Charles J. O'Brien Architect

2.5.6 Vehicular Access and Circulation

Vehicular access to the Project site would be provided by two STOP-controlled driveways along Civic Drive. The Project does not require access alteration(s) or any site adjacent roadway improvements.

2.5.7 Parking

The current Project concept provides separate customer/employee (67, plus 4 handicap), staging (73), and sales display (221) parking areas. In total, 365 spaces would be provided. Within the sales display area only, and consistent with CarMax standard designs, 9' x 17' spaces and 20' drive aisles are proposed. Only employees would be permitted to drive cars within the display area. All other parking facilities, including parking stalls and drive aisles configurations, would be designed and constructed pursuant to applicable provisions of the Specific Plan and City requirements.

2.5.8 Landscape/Hardscape/Streetscape

Perimeter and internal landscape/hardscape features would be provided consistent with applicable provisions of the Specific Plan or as otherwise required by the City. The implemented landscape/hardscape concept would enhance the appearance of parking areas, provide shade and visual interest, define entry/access points, accentuate site and architectural features, and provide screening. The Project Landscape Concept is presented at Figure 2.5-4.

2.5.9 Other Design/Operational Elements

2.5.9.1 Lighting

CarMax employs full cutoff LED lighting fixtures, typically mounted on 26-foot tall light standards. LED fixtures would be directed and shielded to preclude substantive light overspill onto adjacent properties. Exterior lighting intensities would be reduced after dealership operating hours. Lighting in total would conform to applicable provisions of the Specific Plan and City of Victorville Zoning Ordinance, subject to review and approval by the City.

2.5.9.2 Signs

CarMax does not use flags, balloons, inflatables (animals or other), placards in open car hoods, painted window lettering or the like in its marketing. Project signage would conform to current provisions of Section 6.13, *Signage*, of the Specific Plan, subject to review and approval by the City.

2.5.9.3 Security

CarMax employs interior and exterior security cameras for asset protection.

2.5.9.4 Employee Communications

CarMax does not require or use outdoor loudspeakers to page associates. Instead, employees use cell phones to communicate with each other. Speakers would only be employed in an effort to address after-hours trespassers, should the need arise.

2.5.10 Infrastructure/Utilities

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

2.5.10.1 Water/Sewer Services

Water service to the Project would be provided by Victorville Water District (VWD) via connections to existing water facilities located within adjacent roadways. City water and sanitary sewer lines exist within Civic Drive. All Project service lines would be designed, constructed, and maintained consistent with City and VWD requirements.

Wastewater generated by the Project would be conveyed for treatment by facilities operated by the Victor Valley Wastewater Reclamation Authority (VWVRA) which owns and operates regional wastewater reclamation facilities serving Apple Valley, Hesperia, Victorville, Spring Valley Lake and Oro Grande.

2.5.10.2 Storm Water Management

Construction Storm Water Management

During Project construction, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented, consistent with the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit and water quality requirements and storm water management programs specified by the Lahontan Regional Water Quality Control Board (LRWQCB).

Post-Construction Storm Water Management

The Project storm water management system comprehensively includes proposed drainage improvements, and facilities and programs which act to control and treat storm water pollutants. Parking areas within the site would be designed to capture and direct flows to catch basins placed throughout the Project site. Storm flows will confluence while traveling towards the west side of the property, and ultimately join at a proposed diversion structure.

Low flows entering the diversion structure would be directed to a proposed Continuous Deflective Separation (CDS)² unit located downstream of the diversion structure to filter and treat the first flush storm water. This treated storm water will then be stored in proposed underground chambers leading towards a proposed Drywell. High flows will bypass the diversion structure and travel towards the existing 54-inch storm drain main located along Civic Drive. All flows entering the underground chambers will be sized to satisfy the Water Quality Management Plan (WQMP) requirements for Design Capture Volume or the difference in volume between Pre- and Post- Development condition, whichever is greater. The WQMP requires a minimum design capture volume of 10,418.60 cubic feet. The Project would provide an underground storage chamber to satisfy the WQMP conditions by providing a minimum storage capacity of 10,500 cubic

² The CDS is a swirl concentrator hybrid technology that uses continuous deflective separation – a combination of swirl concentration and indirect screening to screen, separate and trap debris, sediment, and hydrocarbons from storm water runoff. The indirect screening capability of the system allows for 100% removal of floatables and neutrally buoyant material debris 2.4mm or larger, without binding. CDS retains all captured pollutants, even at high flow rates, and provides easy access for maintenance.

feet of volume. This proposed underground storage will lead into a proposed Drywell onsite. Therefore, storm water runoff from the Project site would not increase under post-development conditions.

2.5.10.3 Solid Waste Management

It is anticipated that Project-generated solid waste would be collected and conveyed by existing service providers to the Victorville Landfill, which is located northerly of the City, at 18600 Stoddard Wells Road. Additionally, a Materials Recycling Facility (MRF) is located within the City. The MRF provides processing of residential and mixed commercial recyclables generated within the City of Victorville and the Town of Apple Valley.

2.5.10.4 Electricity

Electrical service to the Project would be provided by Southern California Edison (SCE). New lines installed pursuant to the Project would be placed underground. Alignment of service lines and connection to existing services would be as required by SCE. Surface-mounted equipment, such as transformers, meters, and service cabinets would conform to building setback requirements outlined in the Specific Plan, or as otherwise required by the City and SCE.

To allow for, and facilitate, Project construction activities, provision of temporary SCE electrical services improvements would be required. The scope of such temporary improvements is considered to be consistent with and reflected within the total scope of development proposed by the Project.

2.5.10.5 Natural Gas

Natural gas service would be provided by the Southwest Gas Corporation. Existing service lines would be extended to the Project uses. Alignment of service lines and connection to existing services would be as required by the Southwest Gas Corporation.

2.5.10.6 Communications Services

Communications services, including wired and wireless telephone and internet services are available through numerous private providers and would be provided on an as-needed basis. As with electrical service lines, all existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to building setback requirements outlined in the Specific Plan, or as otherwise required by the City.

2.5.11 Fire Protection and Police Protection Services

Police and fire protection services are currently available to the Project site and are described below.

- **Fire Protection Services:** Fire protection and emergency response services for the Project and the City of Victorville are provided by the Victorville Fire Department. The City also participates in the Regional Fire Protection Authority (RFPA), which ensures provision of fire protection and emergency services under mutual aid agreements with San Bernardino County.
- **Police Protection Services:** Police protection for the Project site and vicinity properties is currently provided by the Victorville Police Department, as a contract service of the San Bernardino County Sheriff Department.

2.5.12 Schools, Parks and Other Public Services

The City also provides or facilitates provision of a range of other services that would be generally available to the Project patrons and employees. These services include, but are not limited to: educational services, library services, arts and entertainment, and human services. These services and associated facilities are generally programmed and implemented in response to residential development and demands of resident populations. The Project commercial uses would not substantively affect the City's

resident population. As such, facilities proposed by the Project would not affect schools, parks, or other public services or their availability.

2.5.13 Energy Efficiency/Sustainability

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

2.5.14 Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the City. Typical elements and information incorporated in the Plan would include, but would not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other

public right-of way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

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

2.6 PROJECT OBJECTIVES

The primary goal of the Project is the redevelopment of the subject site with a car dealership use that responds to local and regional car sales market demands. Supporting objectives of the Project include the following:

- Transition and repurpose the subject site to a useful productive commercial auto dealership and services facility. Benefits would include new sales tax revenues and increased property tax revenues.
- Preserve and enhance visual attributes of the Project site.
- Provide car dealership sales and service facilities that are responsive to community needs and that are compatible with proximate land uses.
- Take advantage of access and visual recognition provided by the Project site's adjacency to the I-15 freeway.

- Implement employment-generating land uses that would create new jobs available to City residents.
- Take advantage of available infrastructure.

2.7 DISCRETIONARY APPROVALS AND PERMITS

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

2.7.1 Lead Agency Discretionary Actions and Permits

- **CEQA Compliance.** The City must certify the Environmental Impact Report prior to, or concurrent with, any approval of the Project.
- **Specific Plan Amendment.** To implement the Project uses, the Applicant has requested approval of an amendment to the Civic Center Community Sustainability Plan to conditionally allow the proposed uses.
- **Site Plan Review and Approval.** The Project uses, and their proposed configurations are subject to review and approval by the City.
- **Parcel Map Approval.**
- **Conditional Use Permit.** The Project would require a Conditional Use Permit to allow a used vehicle sales operation within the CC-2 zone of the Specific Plan.
- **Architectural Review and Approval.** Architectural designs of the Project facilities are subject to review and approval by the City.
- **Other City Permits.** Various other City of Victorville such as construction, grading, and encroachment permits are required to allow implementation of the Project facilities.

2.7.2 Other Agency Consultation and Permits

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

- Consultation with requesting Tribes as provided for under *AB 52, Gatto. Native Americans: California Environmental Quality Act*; and *SB 18, Burton. Traditional tribal cultural places*.
- Permitting may be required by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit;
- Permitting may be required by/through the Mojave Desert Air Quality Management District (MDAQMD) for certain equipment or land uses that may be implemented within the Project area; and
- Various construction, grading, and encroachment permits allowing implementation of the Project facilities.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 PROJECT TITLE

Victorville CarMax Auto Superstore Project

3.2 LEAD AGENCY NAME AND ADDRESS

City of Victorville

Development Department

Attn: Travis Clark, Associate Planner

14343 Civic Drive

Victorville, California 92393

3.3 PROJECT APPLICANT

Centerpoint Integrated Solutions

Brad Lauth, Development Manager

355 Union Boulevard, Suite 301

Lakewood, CO 80228

3.4 PROJECT LOCATION

The 4.76-acre Project site is located just west of Interstate 15 (I-15), on the east side of Civic Drive, south of Roy Rogers Drive in the City of Victorville. The site is currently vacant, graded property. Please refer also to Section 2.0, *Project Description*, Figure 2.2-1.

3.5 EXISTING AND PROPOSED GENERAL PLAN, ZONING DESIGNATIONS

The existing General Plan Land Use designation of the site is Commercial. The Zoning designation for the site is Specific Plan. The site is located within the Civic Center Community Sustainability Specific Plan (Specific Plan).

Within the Specific Plan, the site is designated as Civic Commercial (CC-2). The site's existing land use designation does not permit vehicle sales as a permitted or conditionally permitted use. To implement the Project, the Applicant has requested a Specific Plan Amendment (SPA) to conditionally allow used vehicle sales within the CC-2 designation. The Project site is located immediately adjacent to Auto Park (AP) designated properties, and represents a logical continuation of auto dealership uses. Design and development of the Project would be regulated by the Specific Plan as amended under the Project.

3.6 PREVIOUS ENVIRONMENTAL DOCUMENTATION, DOCUMENTS INCORPORATED BY REFERENCE

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

- **Victorville General Plan and Zoning Code.** The City of Victorville General Plan (General Plan) establishes Goals and Policies and provides guidance for future development of the City. The General Plan provides the guidance necessary for successful implementation of General Plan Policies.

The Victorville General Plan was developed consistent with State of California General Plan Guidelines and contains the following state-mandated elements: Land Use, Circulation, Housing, Resource, Noise, and Safety. All proposed development projects within the City are evaluated for consistency with the intent and purpose of the applicable General Plan land use designation(s) and related General Plan Policies.

3.7 EXPLANATION OF CHECKLIST CATEGORIES

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

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

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

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

3.8 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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 the day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *No Impact.* The Project site is not located within a scenic vista or along a scenic highway; nor does the Project propose elements that would affect scenic vistas or scenic resources within a designated scenic highway. Development of the Project would result in no impacts to scenic vistas.
- b) *No Impact.* There are no existing or proposed State scenic highways located within the City of Victorville. As such, the Project does not have the potential to damage

scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway.

- c) *Less-Than-Significant Impact.* Design and development of the Project would be regulated by the Specific Plan as amended under the Project. The proposed Civic Center Community Sustainability Specific Plan Amendment (SPA) is provided at IS Appendix A. In instances where the Specific Plan is silent, the Project would comply with Municipal Code standards determined applicable by the City. Additionally, the Project uses and their proposed configurations and architectural designs would be subject to review and approval by the City.

Project compliance with the Specific Plan and requirements articulated through the City Site Plan Review and Architectural Review processes would preclude the potential for the Project to substantially degrade the existing visual character or quality of public views of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Impacts in this regard are considered less-than-significant.

- d) *Less-Than-Significant Impact.* As mentioned in Section 2.0, *Project Description*, CarMax employs full cutoff LED lighting fixtures, typically mounted on 26-foot tall light standards. LED fixtures would be directed and shielded to preclude substantive light spill onto adjacent properties. Exterior lighting intensities would be reduced after dealership operating hours.

All Project lighting would conform to applicable provisions of the Specific Plan and City of Victorville Zoning Ordinance, subject to review and approval by the City. Compliance with the Specific Plan and City Municipal Code standards would ensure that any potential light and glare impacts would be less-than-significant.

Sources: City of Victorville General Plan 2030; Draft Program Environmental Impact Report, City of Victorville General Plan 2030 (SCH NO. 2008021086); Civic Center Community Sustainability Specific Plan; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

- a) *No Impact.* No Farmlands of Statewide Importance, Unique Farmlands or Farmlands of Local Importance occur within the City. The Project site is not designated as Prime Farmland, and no portions of the Project site are currently under active cultivation. Based on the preceding, the Project would have no potential to convert Farmland to non-agricultural uses.

- b) *No Impact.* The subject site is not zoned for agricultural uses, nor designated for agricultural purposes by the City's General Plan. Further, no Williamson Act contracts are in place for the proposed Project site. Based on the preceding, the Project would have no potential to conflict with existing zoning for agricultural uses, or conflict with Williamson Act contracts.

- c, d) *No Impact.* No timberland or forest land uses, or properties zoned for timberland or forest land use are located on the Project site or its the vicinity. The Project does not propose or require facilities or uses that would otherwise potentially affect timberland or forest lands.

Based on the preceding, the Project would have no potential to conflict with existing zoning for, or cause rezoning of, forest land; or result in the loss of forest land or conversion of forest land to non-forest use.

- e) *No Impact.* Please refer to discussions at Items II. a – c).

Sources: City of Victorville General Plan 2030; Draft Program Environmental Impact Report, City of Victorville General Plan 2030 (SCH NO. 2008021086); Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

- a) *Potentially Significant Impact.* The Project site is located within the Mojave Desert Air Basin (MDAB), under the jurisdiction of Mojave Desert Air Quality Management District (MDAQMD, District). The District has jurisdiction over the desert portion of San Bernardino County and the far eastern end of Riverside County. This region includes the incorporated communities of Adelanto, Apple Valley, Barstow, Blythe, Hesperia, Needles, Twentynine Palms, Victorville, and Yucca Valley. The District has primary responsibility for regulating stationary sources of air pollution located within its jurisdictional boundaries. To this end, the District implements air quality programs required by state and federal mandates, enforces rules and regulations based on air pollution laws and educates businesses and residents about their role in protecting air quality. Development of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, the

District's implementation of the Air Quality Management Plan. These potential impacts will be addressed in the EIR, and mitigation measures will be developed to address any potentially significant impacts.

- b,c) *Potentially Significant Impact.* Construction activities associated with Project implementation are temporary sources of fugitive dust and construction vehicle emissions. Additionally, implementation of the Project would result in land uses that will generate vehicular trips and associated vehicular-source air pollutant emissions. Ongoing occupation and use of Project facilities would also result in energy consumption, primarily associated with heating and air conditioning, which will also generate air pollutant emissions. Construction-source and operational-source emissions resulting from the Project may contribute to existing and projected exceedances of criteria pollutants within the basin. Air quality impacts of the Project, and mitigation measures addressing those impacts will be discussed in the EIR. The EIR will also evaluate potential impacts of increased air pollution levels on sensitive receptors, and propose mitigation measures, or alternatives to the Project, to reduce or avoid any potentially significant impacts.
- d) *Less-Than-Significant Impact.* The Project is not expected to result in emissions not identified in the preceding discussions. Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors include but are not limited to: asphalt/paving materials, glues, paint, and other architectural coatings. Construction-related odor impacts are mitigated by established requirements for a material handling and procedure plan, which identifies odor sources, odor-generating materials and quantities permitted on site, and isolation/containment devices or mechanisms to prevent significant release of odors.

Long-term operations of the Project would include uses that are not anticipated to create significant objectionable odors. However, the Project will generate solid waste, which must be disposed of in a timely manner. Therefore, in accordance with current best management practices, and applicable Victorville Municipal Code

requirements, all wastes are to be disposed of in covered receptacles and routinely removed, thereby limiting the escape of odors to the open air. It is expected that odors associated with the proposed land uses would quickly dissipate and would not adversely affect adjacent properties. Based on the preceding discussion, the potential for the Project to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people is considered less-than-significant.

Sources: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
migratory wildlife corridors, or impede the use of wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant With Mitigation Incorporated.* To assess the potential for the Project to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species, a Project-specific Biological Resources Assessment was conducted (Biological Resources Assessment for APNs: 3106-261-26 (Parcel 3), 3106-261-27 (Parcel 4), 3106-261-28 (Parcel 5), and 3106-261-29 (Parcel 6) in the City of Victorville, San Bernardino County, California [Rincon Consultants, Inc.] May 18, 2018). The Assessment is presented as IS Appendix B, and is summarized in the following discussions.

Vegetation

The Project site consists of a patchy, ruderal vegetation community dominated by non-native Russian thistle (*Salsola tragus*), with lower abundances of the following non-native, weedy plant species: red brome (*Bromus madritensis*), cheatgrass (*Bromus tectorum*), redstem filaree (*Erodium cicutarium*), short podded mustard (*Hirschfeldia incana*), foxtail barley (*Hordeum murinum*), and Mediterranean grass species (*Schismus* ssp.). Sparse occurrences of native plants include freckled milk vetch (*Astragalus lentiginosus* var. *varibilis*), rubber rabbitbrush (*Ericameria nauseosa*), and little-leaved Mojave indigo bush (*Psoralea argophylla* var. *minutifolia*).

No special-status plant species were observed during the reconnaissance survey. In addition, the California Natural Diversity Database (CNDDDB) contained no records of any special-status plant species occurring on the Project site. The Biological Resources Assessment concluded that no special-status species have potential to occur on-site due to a lack of habitat, soil requirements, and/or known distribution/elevation ranges. In addition, the habitat present on-site is highly disturbed as evidenced by scattered trash, low vegetative cover, and presence of invasive plant species which further reduces the potential for special-status species to occur on-site.

Wildlife

Only four species of wildlife were observed during the survey: rock pigeon (*Columba livia*), common raven (*Corvus corax*), horned lark (*Eremophila alpestris*), and house sparrow (*Passer domesticus*). Due to the site's high levels of existing disturbance, the site is likely subject to high levels of noise and human activity which would likely deter most wildlife from long-term use of the Project site. In addition, the site is surrounded by development and completely isolated from larger expanses of habitat to the west and north which would further inhibit use of the Project site by transient wildlife. No special-status wildlife species were observed on-site, nor are any expected to occur.

Sparse herbaceous desert vegetation on-site and ornamental trees located on adjacent properties could provide suitable nesting habitat for at least one common avian species that occurs within the Project site. Common species such as horned larks, which are ground nesters, have the potential to nest in habitats containing sparse vegetation, even in highly disturbed urban settings. Impacts to nesting birds generally is considered a potentially significant impact. The following mitigation is incorporated as protection for nesting birds that may be affected by Project construction activities.

BIO-1 If Project activities must occur during the avian nesting season (February to September), a survey for active nests must be conducted by a qualified biologist, one to two weeks prior to the activities. If active nests are identified and present onsite, clearing and construction within 50-250 feet of the nest, depending on the species involved (50 feet for common urban-adapted native birds and up to 250 feet for raptors), shall be postponed until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field by a qualified biologist with flagging and stakes or construction fencing. Construction personnel shall be instructed regarding the ecological sensitivity of the fenced area. If construction must occur within this buffer, it shall be conducted at the discretion of a qualified biological monitor to assure that indirect impacts to nesting birds are avoided.

With the incorporation of Mitigation Measure BIO-1, the potential for the Project to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service is considered less-than-significant.

b,c) *No Impact.* To assess the potential for the Project to have a substantial adverse effect on any riparian habitat or wetlands areas, a Project-specific Surface Water and Wetlands Evaluation was conducted (*Surface Water and Wetlands Evaluation for APNs: 3106-261-26 (Parcel 3), 3106-261-27 (Parcel 4), 3106-261-28 (Parcel 5), and 3106-261-29 (Parcel 6) in the City of Victorville, San Bernardino County, California [Rincon Consultants, Inc.] May 18, 2018*). The evaluation concluded that, based on review of aerial imagery, online data, and the reconnaissance survey, no surface wetland or water features, including riparian vegetation community, are present on-site. As such, development of the Project would have no impact on any riparian habitat or wetlands areas. The Surface Water and Wetlands Evaluation is included within Appendix B.

- d) *Less-Than-Significant Impact*. This site is not located within a mapped wildlife movement corridor. The Project site is located adjacent to existing development and heavily traveled transportation corridors, including Interstate 15. Due to the disturbed nature of the Project site and surrounding roadways and development, the potential for native wildlife species to use the Project site as a migratory corridor is unlikely. On this basis, the potential for the Project to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites is considered less-than-significant.
- e,f) *No Impact*. No resources protected by local ordinances or policies are present on-site. The Project site is located within the West Mojave Plan (WMP) Area; however, the City of Victorville is not a signatory to the WMP. The Project site is also located within the area covered under the Desert Renewable Energy Conservation Plan (DRECP). The Project proposes commercial uses and does not comprise a renewable energy project. The DRECP is not applicable to this Project. Based on the preceding, the Project does not have the potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sources: *Biological Resources Assessment for APNs: 3106-261-26 (Parcel 3), 3106-261-27 (Parcel 4), 3106-261-28 (Parcel 5), and 3106-261-29 (Parcel 6) in the City of Victorville, San Bernardino County, California* [Rincon Consultants, Inc.] May 18, 2018; *Surface Water and Wetlands Evaluation for APNs: 3106-261-26 (Parcel 3), 3106-261-27 (Parcel 4), 3106-261-28 (Parcel 5), and 3106-261-29 (Parcel 6) in the City of Victorville, San Bernardino County, California* [Rincon Consultants, Inc.] May 18, 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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:

a,b) *Less-Than-Significant With Mitigation Incorporated.* To assess potential impacts to cultural resources, a Phase I Cultural Resources Assessment (*Phase I Cultural Resource Assessment for the CarMax Victorville Project, City of Victorville, San Bernardino County, California* (Applied EarthWorks, Inc.) June 2018) has been conducted. The Assessment included a records search and literature review, communication with Native American tribal representatives, and an archaeological field survey of the Project area.

Based on research conducted as part of the Cultural Resources Assessment, no prehistoric resources and only four historical archaeological resources have been documented previously within a 1-mile radius of the Project area. The field survey identified no archaeological or built-environmental resources within the Project area. Because the terrain throughout the entire Project area has been disturbed extensively by modern grading and other activities, it is unlikely that buried archaeological remains are present.

Although the Cultural Resources Assessment concluded that no further cultural resource management of the property was required, the following mitigation is included in the event that archaeological materials are encountered during construction. Please refer also to Mitigation Measures TR-1 through TR-3, presented at checklist item XVIII, *Tribal Cultural Resources*.

CR-1 In the event that archaeological materials are encountered during Project-related ground disturbing activities, all work must be halted in the vicinity of the find until a qualified archaeologist can visit the site of discovery and assess the significance of the find. If significant archaeological remains are encountered, the impacts of the Project must be mitigated pursuant to CEQA. Any such discoveries, and subsequent evaluation and treatment, should be documented in a cultural resource monitoring and treatment report, which should be submitted to the South Central Coastal Information Center (SCCIC) for archival purposes.

With the incorporation of Mitigation Measure CR-1, the potential for the Project to cause a substantial adverse change in the significance of a historical or archaeological resource is considered less-than-significant.

- c) *Less-Than-Significant Impact.* The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law. Based on compliance with these existing regulations, the Project's potential to disturb human remains including those interred outside of formal cemeteries is considered less-than-significant.

Sources: *Phase I Cultural Resource Assessment for the CarMax Victorville Project, City of Victorville, San Bernardino County, California* (Applied EarthWorks, Inc.) June 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a,b) *Potentially Significant Impact.* The proposed Victorville CarMax Auto Superstore proposes construction of an auto dealership and supporting auto service uses totaling approximately 7,590 square feet. The EIR will analyze the potential for the wasteful, inefficient, or unnecessary consumption of energy resources during short-term construction or long-term operations of the Project. The Project’s compliance with any state or local energy plans will also be assessed.

Sources: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

To evaluate potential impacts in this regard, a site-specific Geotechnical Study has been completed for the Project site. The report (*Revised Report of Geotechnical Study, Proposed Automotive Dealership, 3 Parcel Lot East of Civic Drive, Victorville, California* [Kleinfelder] August 30, 2018) is provided at Appendix C to this IS.

a,i) *Less-Than-Significant Impact.* According to the Resource Element of the Victorville General Plan, five fault systems have the potential to affect the City including the San Andreas, Helendale, North Frontal, Landers, and San Jacinto faults. However, there are no known active or potentially active faults, with known surface traces, traversing the City of Victorville. The site is not located within an Alquist-Priolo Special Study Zone. Additionally, the Geotechnical Study concluded that based on the distance to known active faults, surface rupture at the site is considered low. As such, the potential for the Project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault is therefore considered less-than-significant.

a,ii) *Less-Than-Significant Impact.* The Project site is located in a region known to be seismically active and strong seismic ground-shaking is anticipated during an earthquake. However, because the site is not located in an Alquist-Priolo Fault Study Zone, potential impacts would not be higher at the Project site than elsewhere in the region.

As part of the City’s standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the City Engineer, and comply with the requirements of the approved geotechnical

report and Uniform Building Code (UBC) or California Building Code (CBC), as appropriate. The Geotechnical Study prepared for the Project presents site-specific design and construction requirements, and concludes that "...the proposed project is geotechnically feasible, provided the recommendations presented in this report are incorporated into the project design and construction." (Geotechnical Study, p. 9). Compliance with these requirements would reduce potential risks in this regard to acceptable levels. The Project does not propose uses or activities that would contribute to or exacerbate any existing strong seismic groundshaking hazard conditions. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic groundshaking is considered less-than-significant.

a,iii) *Less-Than-Significant Impact.* Liquefaction and seismically induced settlement or ground failure are generally associated with strong seismic shaking in areas where ground water tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong groundshaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like.

Groundwater was not encountered within the exploratory borings (maximum depth of 50 feet below ground surface) performed as part of the Geotechnical Study. The Study determined that the potential for liquefaction on the site is considered remote. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving liquefaction is considered less-than-significant.

a,iv) *Less-Than-Significant Impact.* Landslides and other forms of mass wasting, including mud flows, debris flows, soil slips, and rock falls occur as soil or rock moves down slope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. The site is not located within a State or county designated

landslide hazard zone. The Geotechnical Study concluded that risk at the site from landslides is very low. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides is considered less-than-significant.

- b) *Less-Than-Significant Impact.* Construction activities associated with the proposed Project would temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP). Further, the proposal involves the redevelopment of a portion of an already-developed site; as such, the Project does not propose to significantly alter existing topography and would not substantively affect existing erosion conditions. As supported by the preceding discussions, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.
- c) *Less-Than-Significant With Mitigation Incorporated.* The Geotechnical Study provides recommendations regarding grading, site preparation, and building foundations; and concludes that development of the site is feasible from a geotechnical standpoint, provided that the recommendations of the Study are included within the Project design and construction processes. As such, the following mitigation is required.

GEO-1 Prior to the issuance of grading permits, and to the satisfaction of the City, the Project Applicant shall ensure that the recommendations, performance standards and requirements established within the Final Project Geotechnical Study are incorporated into the Project design and construction plans. A qualified geotechnical engineer shall be retained on site to ensure that Project implementation is realized in conformance with specifications and requirements identified in the Study.

With the incorporation of Mitigation Measure GEO-1, potential impacts due to geological instability are considered less-than-significant.

- d) *Less-Than-Significant Impact.* Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. The upper soils on-site generally consisted of sandy silts and silty sands. Based on the granular nature of these soils, the Geotechnical Study concluded that the expansion potential at the site is considered low.
- e) *No Impact.* Sewer service currently exists at the site. No septic tanks or other alternative wastewater disposal systems are proposed. Thus, there is no potential for adverse impacts to result from inadequate soils in this regard.
- f) *Less-Than-Significant With Mitigation Incorporated.* Based on research conducted as part of the Cultural Resources Assessment, it was concluded that shallow excavations in the younger Quaternary alluvium found at the surface of the site are unlikely to uncover significant fossilized vertebrate remains. However, any deeper excavations that extend down into the older Quaternary sediments found in the north-central portion of the proposed Project area may well yield significant vertebrate fossils. As such, Mitigation Measure GEO-2 is also required.

GEO-2 A paleontological monitoring program shall be required during for all excavations reaching beyond the depth of nine (9) feet. The monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010).

Sources: City of Victorville General Plan; *Revised Report of Geotechnical Study, Proposed Automotive Dealership, 3 Parcel Lot East of Civic Drive, Victorville, California* (Kleinfelder) August 30, 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

a,b) *Potentially Significant Impact.* The Project’s contribution to greenhouse gas emissions may be potentially significant, and will be evaluated as part of the EIR Air Quality Analysis. The Project’s consistency with the City of Victorville’s Climate Action Plan will also be assessed. Potential impacts, together with any necessary mitigation measures, will be presented in the Project EIR.

Source: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
likely release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or excessive noise for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

Hazards and hazardous conditions that may affect, or be exacerbated by, development of the Project are evaluated in *Phase I Environmental Site Assessment, Proposed Automotive Dealership, APNS 3106-261-26, 3106-261-27, 3106-261-28 and 3106-261-29, Victorville, California* (Kleinfelder) June 19, 2018 (Phase I ESA). Findings and conclusions of the Phase I ESA provide the basis for the discussions presented here. The Phase I ESA in its entirety is provided at Appendix D.

a,b) *Less-Than-Significant Impact*. The Phase I ESA revealed no evidence of recognized environmental conditions (RECs),¹ controlled RECs (CRECs), historical RECs (HRECs), or de minimis conditions affecting the Project site. Based on the results of the Phase I ESA, the risk of environmental impairment at Project site is low (Phase I ESA, p. 2).

Project construction activities may result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, and other construction-related materials on-site. Additionally, the Project proposes above ground storage tanks (ASTs) for fuel, used oil, and used antifreeze. Any ASTs implemented by the Project would be double-walled and include an advanced monitoring system for leak detection. ASTs would be serviced and maintained by professional third-parties. A variety of vehicle repair and maintenance products would also be stored on-site.

Among other hazardous wastes, used oil and used antifreeze generated by vehicle service operations would require on-site management and off-site disposal/recycling. The storage, use, and disposal/recycling of these materials are a common activity within most urbanized communities. A stringent regulatory system has evolved around the supply of gasoline and vehicle maintenance and repair facilities. The Project would comply with applicable regulations addressing storage, use, and disposal/recycling of hazardous or potentially hazardous materials.

More specifically, under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally through the Certified Unified Program Agency (CUPA). The

¹ RECs are defined, according to ASTM E1527-13 as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis conditions are not RECs.*”

CUPA is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities within its jurisdiction. The CUPA for the City of Victorville is the San Bernardino County Fire Department.

Mandated compliance with regulations governing hazardous materials would minimize or preclude potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As supported by the preceding discussions, the potential for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment is considered less-than-significant.

- c) *Less-Than-Significant Impact.* The Project site is not located within one-quarter mile of an existing or proposed school. The school nearest the site is Imogene Garner Hook Junior High School, located just over one-half mile westerly of the Project site. The Project does not include elements or aspects that would create or otherwise result in hazardous emissions. On this basis, the potential for the Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is considered less-than-significant.

- d) *No Impact.* As part of the Phase I ESA conducted for the Project site, Federal, State, and local databases were reviewed to determine if the site has been identified as having environmental concerns. Based on the research conducted, the Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. It is also noted that the Phase I ESA concluded that off-site properties would not pose substantive hazardous risk(s) to the Project site (Phase I ESA, p. 12, et al.). On this basis, there is no potential for the Project to 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, create a significant hazard to the public or the environment.

- e) *Less-Than-Significant Impact.* The Southern California Logistics Airport and Osbourne Airport (private) are both located over 5 miles northwesterly and northeasterly, respectively, of the Project site. No other public airstrips exist, or are proposed proximate to the Project. Due to physical separation between the Project site and the closest airport facilities, as well as land use regulations which preclude or restrict development within airport approach/departure zones, potential air safety impacts are considered less-than-significant.
- f) *Less-Than-Significant Impact.* Development of the Project would not cause permanent alteration to vehicle circulation routes, and would not interfere with any identified emergency response or emergency evacuation plan. In accordance with City policies, coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. Further, potential temporary traffic/access disruption that may during Project construction would be addressed through the implementation of the Project Construction Traffic Management Plan (see: Section 2.0, *Project Description*; 2.5.14, *Construction Traffic Management Plan*). The potential for the Project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.
- g) *Less-Than-Significant Impact.* Fire protection services for the Project site and vicinity are currently available through the Victorville Fire Department. Urban fire hazards within the City are largely related to structural fires, and are typically due to carelessness and/or negligence. Adherence to local fire department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the Project are required. On this basis, the potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires is determined to be less-than-significant.

Sources: *Phase I Environmental Site Assessment, Proposed Automotive Dealership, APNS 3106-261-26, 3106-261-27, 3106-261-28 and 3106-261-29, Victorville, California (Kleinfelder) June 19, 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.*

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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, or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

Project hydrology conditions and proposed storm water management/water quality management systems are discussed in *CarMax Hydrology Report* (Michael Baker International) August 21, 2018 (Project Hydrology Report), IS Appendix E. Analyses and findings of the Project Hydrology Report are summarized in pertinent part within the following discussions.

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

Discharge of pollutants from the Project site and all areas of the City would be minimized through programs and performance standards established under the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 permit) issued by the California Water Resources Control Board, Santa Ana Region. The San Bernardino County Flood Control District (District), San Bernardino County, and the 16 incorporated cities in the Santa Ana River watershed (including the City of Victorville) are Co-Permittees under the MS4 Permit. The San Bernardino County Flood Control District has been designated

“Principal Permittee” under the MS4 Permit and administers and coordinates many of the permit requirements on behalf of all the Permittees.

Consistent with MS4 Permit requirements, the Applicant would be required to develop and implement a construction Storm Water Pollution Prevention Program (SWPPP) acting to reduce and control potential erosion, siltation, and discharge of pollutants during Project construction. Post-construction Project operations would comply with the Project’s mandated City-approved Water Quality Management Plan (WQMP) to minimize storm water pollutants of concern and document implementation of required BMPs.

Compliance with City requirements to include required implementation of the Project SWPPP and WQMP would ensure that construction and operation of the Project would not violate any water quality standards or waste discharge requirements. Based on the preceding discussion, the Project’s potential to violate any water quality standards or waste discharge requirements or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is considered less-than-significant.

- b) *Less-Than-Significant Impact.* Development of the Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. The Project site is currently served by the municipal water system; the Project does not propose or require direct withdrawal of groundwater. Further, construction proposed by the Project would not involve substructures or other intrusions at depths that would significantly impair or alter the direction or rate of flow of groundwater. The Project site is not a designated groundwater recharge area and the Project does not propose or require facilities or actions that would otherwise affect designated groundwater recharge areas.

Based on the preceding discussions, the potential for the Project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge is considered less-than-significant.

c, i-iii) *Less-Than-Significant Impact*. Under existing conditions, storm waters sheet flow and disperse toward adjacent properties from a central high point within the Project site. Under post-development conditions, the Project site would include the central CarMax facility with associated parking areas located along the north, east, and southwest corner of the property. Landscaping would be provided along the perimeter of the site. Parking areas would be designed to capture and direct flows to catch basins placed throughout the Project site. Storm flows will confluence while traveling towards the west side of the property, and ultimately join at a proposed diversion structure.

Low flows entering the diversion structure would be directed to a proposed Continuous Deflective Separation (CDS)² unit located downstream of the diversion structure to filter and treat the first flush storm water. This treated storm water will then be stored in proposed underground chambers leading towards a proposed Drywell. High flows will bypass the diversion structure and travel towards the existing 54-inch storm drain main located along Civic Drive. All flows entering the underground chambers will be sized to satisfy the Water Quality Management Plan (WQMP) requirements for Design Capture Volume or the difference in volume between Pre- and Post- Development condition, whichever is greater. The WQMP requires a minimum design capture volume of 10,418.60 cubic feet. The Project would provide an underground storage chamber to satisfy the WQMP conditions by providing a minimum storage capacity of 10,500 cubic feet of volume. This proposed underground storage will lead into a proposed Drywell onsite. Therefore, storm water runoff from the Project site would not increase under post-development conditions. Nor would the Project adversely affect existing drainage patterns. There are no streams or rivers within the Project site, or that would otherwise be substantively affected by the Project.

²The CDS is a swirl concentrator hybrid technology that uses continuous deflective separation – a combination of swirl concentration and indirect screening to screen, separate and trap debris, sediment, and hydrocarbons from storm water runoff. The indirect screening capability of the system allows for 100% removal of floatables and neutrally buoyant material debris 2.4mm or larger, without binding. CDS retains all captured pollutants, even at high flow rates, and provides easy access for maintenance.

The implemented Project storm water management concept would ensure that post-development storm water discharge rates would not exceed pre-development conditions. The Project uses would generate typical storm water urban pollution constituents. The Project would implement required storm water quality control measures, minimizing potential effects of any discharged constituents.

Based on the preceding, the Project's potential to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff is considered less-than-significant.

c, iv) *No Impact*. As illustrated at General Plan Figure S-2, *Flood Hazards Map*, the Project site is not located within a 100-year flood hazard area. The Project would therefore have no potential to impede or redirect flood flows.

d) *Less-Than-Significant Impact*. The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. The Project site is not proximate to any coastal waters and would not be subject to tsunami hazards. The Project does not propose or require uses or facilities that would contribute to or exacerbate seiche, tsunami or flood hazards.

Sources: City of Victorville General Plan; *CarMax Hydrology Report* (Michael Baker International) August 21, 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *No Impact.* The Project involves the development of auto dealership uses on a currently vacant site. No residents would be displaced by Project-related activities, nor would the physical arrangement of the surrounding residential communities be modified or divided. As such, development of the Project would not physically divide an established community.
- b) *Potentially Significant Impact.* The existing Project site General Plan Land Use designation is “Commercial.” Zoning for the Project site is established by the encompassing Civic Center Community Sustainability Specific Plan. Zoning designation of the Project site is “Specific Plan.”

General Plan Considerations

The used vehicle sales land use and design concepts proposed by the Project are consistent with range of land uses and development types envisioned for the Project site’s General Plan “Commercial” Land Use. The Project does not propose or require amendment of the City General Plan.

Zoning Considerations

The Civic Center Community Sustainability Specific Plan (Specific Plan), adopted in 2016, encompasses approximately 473 acres located in the central portion of the

City of Victorville. The Specific Plan contains four District types: Commercial, Business, Government/Service, and Mixed-Use.

The Specific Plan Commercial District includes three land use designations: Community Commercial (CC-1), Civic Commercial (CC-2), and Auto Park (AP). The Project site is located within the CC-2 land use designation.

Land uses and development proposed by the Project are considered to generally conform to commercial land uses and development types that would be permitted or conditionally permitted within the Specific Plan area. Notwithstanding, the used vehicle sales use proposed by the Project is not identified as a permitted use or conditionally permitted use within the Project site's CC-2 land use designation. To implement the Project, the Applicant has requested a Specific Plan Amendment (SPA) to conditionally permit used vehicle sales within the CC-2 land use designation. The proposed SPA is included as IS Appendix A.

Pending amendment of the Specific Plan to allow for the Project's used vehicle sales use and proposed design and development, the potential for the Project to cause a significant environmental impact due to a conflict with any City of Victorville land use plans, policies, and regulations is considered potentially significant. The Project EIR will address these potential impacts.

Sources: City of Victorville General Plan; City of Victorville Zoning Map; *City of Victorville Civic Center Community Sustainability Specific Plan*, April 15, 2014; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

a,b) *Less-Than-Significant Impact.* Naturally occurring mineral resources within the City include sand, gravel or stone deposits that are suitable as sources of concrete aggregate, located primarily along the Mojave River. The General Plan recognizes the potential for occurrence of mineral resources along the Mojave River corridor, and designates these areas “MRZ-2b” (General Plan Figure RE-1, *Victorville Planning Area Mineral Land Classification Map*). The MRZ-2b mineral resource zone designation represents areas underlain by mineral deposits where geologic information indicates that significant resources are present or are inferred. Within the City of Victorville, the only areas designated MRZ-2b occur along the Mojave River corridor. The Project site is located approximately two miles westerly of the Mojave River corridor. The Project does not propose uses or facilities that would be located, in or otherwise substantively affect the Mojave River corridor.

General Plan Figure RE-1 indicates that the Project site and the predominance of the City of Victorville are designated as a “MRZ-3a” mineral resource zone. The MRZ-3a zone is defined by the General Plan Resource Element as “[a]reas containing known mineral occurrences of undetermined mineral resource significance.”

The Project site and adjacent properties are designated for commercial development under the General Plan, and are not designated, planned, or anticipated as areas for extraction or recovery of mineral resources. There are no known or probable mineral resources of local, regional or state importance within the Project site. The Project does not propose or requires facilities or operations that would substantively affect any off-site mineral resources.

Based on the preceding, the potential for the Project to result in the loss of availability of a known mineral resource of value; or result in the loss of availability of a locally important mineral resource recovery site delineated on a plan is considered less-than-significant.

Sources: City of Victorville General Plan 2030; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

- a,b) *Potentially Significant Impact.* Construction of the Project will temporarily increase localized noise levels, and occupation of Project facilities will establish long-term stationary operational noise sources. These noise sources could adversely affect any nearby sensitive receptors.

Further, Project-related traffic may increase noise levels along affected area roadways, with potentially adverse effects at receiving land uses. A Project-specific Noise Impact Study will be prepared to examine noise associated with implementation and operations of the Project, and Project-related noise impacts will be discussed in the EIR. Mitigation measures will be proposed for impacts determined to be potentially significant.

- c) *Less-Than-Significant Impact.* The Project site is not located within an airport land use plan, nor is it located within 2 miles of any airport or private airstrip. The Southern California Logistics Airport and Osbourne Airport (private) are both located over 5 miles northwesterly and northeasterly, respectively, of the Project site. Physical separation of the Project site from the airfield facilities acts to preclude potential effects of airport facilities, their operations or related airfield/aircraft noise. Further, the Project does not propose elements or aspects that would interact with or contribute to airfield/aircraft noise. The potential for the Project to expose people residing or working in the Project area to excessive noise levels associated airfield/aircraft operations is therefore considered less-than-significant.

Sources: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project does not propose new residential development and would not directly contribute to population growth within the City. Employment generated by the Project may contribute to nominal population growth; however, Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities. Accordingly, significant population growth is not anticipated to occur as a direct result of Project implementation. The Project site is located within an urbanized area that is already served by roadways, utilities, and other infrastructure. The Project does not otherwise propose or require improvements that would induce substantial unplanned growth. Based on the preceding, the Project’s potential to induce substantial unplanned growth directly or indirectly is considered less-than-significant.
- b) *No Impact.* The Project would be implemented on vacant property. Housing does not exist within the Project site. Nor is the Project site designated for, or anticipated to be developed with, housing assets. The Project does not otherwise propose or require the displacement of any on-site or off-site housing stock. There is no resident population within the Project site, nor does the Project propose uses or activities that would displace off-site populations. Based on the preceding, there is no potential for

the Project to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Sources: City of Victorville General Plan, Victorville Municipal Code; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of the new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* Fire protection and emergency response services for the Project and the City of Victorville are provided by the Victorville Fire Department. The City also participates in the Regional Fire Protection Authority (RFPA), which ensures provision of fire protection and emergency services under mutual aid agreements with San Bernardino County.

Within the City's corporate boundaries, five (5) fire stations are staffed and operated by the Victorville Fire Department. Additionally, under mutual aid agreements, three (3) County fire stations located within the City's Sphere of Influence provide fire protection services to the City and adjacent unincorporated areas. Of these fire stations, the nearest is the Mountain View Acres Station, located at 13782 El Evado Road, less than two miles southwesterly of the Project site.

To the satisfaction of the Victorville Fire Department and the City Development Department, the Project would comply with applicable City fire prevention and protection requirements, including building/site design requirements, and provisions for emergency access, thereby reducing potential increased demands for fire protection services. Based on the current availability of services, and the conventional land uses and building designs proposed by the Project, it is not anticipated that Project demands for fire protection services would result in the need for new or expanded fire protection facilities, the construction of which could cause significant environmental impacts.

- b) *Less-Than-Significant Impact.* Police protection for the Project site and vicinity properties is currently provided by the Victorville Police Department, as a contract service of the San Bernardino County Sheriff Department. The Victorville Police headquarters is located at 14200 Amargosa Road, less than one mile southwesterly of the Project site. Provision and maintenance of adequate police protection services for the Project would be realized generally through a combination of Project site and facility designs that incorporate appropriate safety and security elements and continued adequate law enforcement funding.

The Project site plan concept and proposed building designs would be reviewed by the Victorville Police Department to ensure incorporation of appropriate safety and security elements. Such design features include secure building designs, defensible outdoor areas, and area and facility security lighting. Such physical design features act to discourage crimes, including vandalism, thereby reducing demands for police protection services.

Additionally, development fees, property tax revenues, and sales taxes generated by the Project may be used to offset the costs for providing police services to the site, and maintain and enhance police protection services within the City. On this basis, the Project is not expected to require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts.

- c) *Less-Than-Significant Impact.* The Project is not expected to result in an identifiable increase in employees or residents (and thus, students) within the City. The potential for the Project to result in increased demands on school facilities is therefore considered less-than-significant. Further, prior to the issuance of building permits, the Project is required to pay school impact fees consistent with California Government Code Section 65995. Payment of fees acts to reduce potential Project-related school impacts below significance thresholds. Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered school facilities is considered less-than-significant.

- d) *Less-Than-Significant Impact.* Prior to the issuance of building permits, the Project would be required to pay development impact fees, which help to fund parks. Additionally, the Project is not expected to result in an identifiable increase in new employees or residents within the City. As demands for parks and recreational facilities is largely a function of the City's resident population, the potential for the Project to result in increased demands on parks or recreational facilities is determined to be less-than-significant.

- e) *Less-Than-Significant Impact.* Development of the Project would require established public agency oversight, including but not limited to: actions by the City Planning and Building and Safety Divisions, City Public Works Department, San Bernardino County Sheriff, Victorville Fire Department, Victorville Police Department and/or Caltrans. These actions typically fall within routine tasks of these agencies under current staffing, and within existing facilities. Agency activities are financially supported by established plan check and inspection fees. Additionally, police and

fire services are funded from both property tax and sales tax revenues generated by the Project. As supported by the preceding discussion, the potential for the Project to substantially increase demands for other public facilities, the construction of which facilities could cause significant environmental impacts, is determined to be less-than-significant.

Sources: City of Victorville General Plan 2030; Victorville Municipal Code; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	<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:

a,b) *Less-Than-Significant Impact.* Development of the Project would not substantively affect the City resident population, nor demonstrably affect population-driven demands for regional parks or other recreational facilities. Additionally, development impact fees required of the Project help to fund recreational facilities within the City. The potential for the Project to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated; or include recreational facilities or require the construction or expansion of recreational facilities, which

might have an adverse physical effect on the environment is considered less-than-significant.

Sources: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-c) *Potentially Significant Impact.* The Project has the potential to increase vehicular traffic along area roads. A comprehensive Traffic Impact Analysis (TIA) will be prepared to examine trip generation and distribution associated with the Project’s implementation and operations. Mitigation measures addressing any potentially significant Project-related traffic impacts will be identified in the EIR.

d) *Potentially Significant Impact.* Based on a preliminary review of the proposed uses, the Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Regardless, the Project Traffic Impact Analysis will also evaluate emergency access. Any potentially significant impacts

will be discussed further in the Project EIR. In conjunction with the review and approval of building permits, the City will review all plans to assure compliance with all applicable emergency access and safety requirements.

Sources: Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

a, i) *No Impact.* There are no known or probable historical resources of significance within the Project site. The Project site is not listed, nor eligible for listing, in the California Register of Historical Resources, or in a local register of historical resources. The Project would have no potential to cause a substantial adverse change

in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

- a, ii) *Less-Than-Significant With Mitigation Incorporated*. The Project area is known to be in an area with the potential for historical, religious or sacred uses. To assess impacts to cultural resources, a Phase I Cultural Resources Assessment (*Phase I Cultural Resource Assessment for the CarMax Victorville Project, City of Victorville, San Bernardino County, California* [Applied EarthWorks, Inc.] June 2018) has been conducted.

The Assessment included a records search and literature review, communication with Native American tribal representatives, and an archaeological field survey of the Project area. Based on research conducted as part of the Cultural Resources Assessment, no prehistoric resources and only four historical archaeological resources have been documented previously within a 1-mile radius of the Project area. The field survey identified no archaeological or built-environmental resources within the Project area. Because the terrain throughout the entire Project area has been disturbed extensively by modern grading and other activities, it is unlikely that buried archaeological remains are present.

Although the Cultural Resources Assessment concluded that no further cultural resource management of the property was recommended, mitigation is included in the event that archaeological materials are encountered during construction (please refer to previous Mitigation Measures CR-1, CR-2).

Consistent with AB 52 requirements, the City has notified those Tribes requesting AB 52 consultation and has entered in the AB 52 consultation process for the Project. In consultation with affected Tribes, the Lead Agency will identify measures necessary to mitigate impacts (if any) to tribal cultural resources determined to be significant.

Mitigation presented below establishes suggested monitoring protocols, and provisions for avoidance, protection, or curation of Tribal Cultural Resources (TCRs) that may be identified through the AB 52 Consultation process.

*TR-1 **Tribal Monitoring – General.** Prior to the issuance of a grading permit, the Project Applicant shall contact the consulting tribes with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with each Tribe that determines its tribal cultural resources may be present on the site. The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; Project grading and development scheduling; terms of compensation for the Tribal monitors; treatment and final disposition of any tribal cultural resources, including but not limited to sacred sites, burial goods and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the agreement shall be provided to the City of Victorville Development Department prior to the issuance of a grading permit.*

*TR-2 **Tribal Cultural Resources – Archaeological Monitoring.** At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards-qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Ground-disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, drilling, and trenching. The on-site monitoring would end when the Project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.*

The Project Archaeologist, in consultation with interested Tribes and the Developer, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project site.

Details in the Plan shall include:

- A. *Project grading and development scheduling.*
- B. *The development of a rotating or simultaneous schedule in coordination with the Project Applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting Tribes during grading, excavation and ground-disturbing activities on the site.*
- C. *The safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists.*
- D. *The protocols and stipulations that the Developer, Tribes and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.*

TR-3 Treatment and Disposition of Tribal Cultural Resources. *If tribal cultural resources are inadvertently discovered during ground-disturbing activities for this Project, the following procedures will be carried out for treatment and disposition of the discoveries:*

- A. *Temporary Curation and Storage. During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the Project Archaeologist. The removal of any artifacts from the Project site will need to be thoroughly inventoried by the Project Archeologist with tribal monitor oversight of the process.*
- B. *Treatment and Final Disposition. The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The landowner shall relinquish the artifacts through one or more of the following methods and provide the City Development Department with documentation of same:*
 - a. *Reburial on-site. Accommodate the process for on-site reburial of the discovered items with the consulting Tribes. This shall include measures and provisions to protect the*

future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

- b. Curation. A curation agreement with an appropriate qualified repository within San Bernardino County that meets federal standards pursuant to 36 CFR Part 79, and therefore, would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation.*
- c. Disposition Dispute. If more than one Tribe is involved with the Project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center.*
- d. Final Report. At the completion of grading, excavation and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project Archaeologist and Tribal Monitors within 60 days of completion of grading. This report shall:*
 - Document the impacts to the known resources on the property;*
 - Describe how each mitigation measure was fulfilled;*
 - Document the type of cultural resources recovered and the disposition of such resources;*
 - Provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting;*
 - In a confidential appendix, include the daily/weekly monitoring notes from the archaeologist.*
 - All reports produced will be submitted to the City, Eastern Information Center and consulting tribes.*

With application of mitigation, the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 would be less-than-significant.

Sources: *Phase I Cultural Resource Assessment for the CarMax Victorville Project, City of Victorville, San Bernardino County, California (Applied EarthWorks, Inc.) June 2018; Preliminary Plans for the Victorville CarMax Auto Superstore Project.*

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

Substantiation:

a-c) *Less-Than-Significant Impact.* Wastewater generated by the Project would be conveyed by the municipal sewer system for treatment at the Victor Valley Wastewater Reclamation Authority (VWVRA) Treatment Plant. The VWVRA Treatment Plant provides tertiary treatment, minimizing the potential for treated wastewater effluent to adversely affect area water quality. Project-generated wastewater would be typical of commercial sources, and would not require

treatment beyond that provided by existing and programmed facilities. The Project would be developed and operated in compliance with the City regulations and standards of the Regional Water Quality Control Board (RWQCB), acting to ensure that wastewater treatment requirements are achieved. The Project would be required to comply with applicable MS4 Permit requirements, acting to reduce Project wastewater treatment demands.

The City General Plan EIR substantiates that sufficient wastewater treatment capacity exists, or would be available to support wastewater treatment demands of the City under buildout conditions (General Plan EIR, pp. 5.16-31 – 5.16-36). On this basis, the General Plan EIR concludes that the potential for City buildout pursuant to the General Plan would result in less-than-significant wastewater treatment impacts. The Project land uses are consistent with the adopted General Plan and the Project wastewater treatment demands are reflected in the General Plan EIR conclusion regarding wastewater treatment impacts.

Wastewater treatment facilities specifically assigned to the Project, or constructed to serve the Project are not required. The Project does not require or propose construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Water would be provided to the Project by the Victorville Water District (VWD). The City General Plan EIR substantiates that sufficient treated water supplies are available, or would be available to support water demands of the City under buildout conditions (General Plan EIR, pp. 5.16-31 – 5.16-36). On this basis, the General Plan EIR concludes that the potential for City buildout pursuant to the General Plan would result in less-than-significant water supply and water treatment impacts. The Project land uses are consistent with the adopted General Plan and the Project water supply and water treatment demands are reflected in the General Plan EIR conclusion regarding water supply and water treatment

impacts. Water supply or water treatment facilities specifically assigned to the Project, or constructed to serve the Project are not required.

Project improvements would include the construction of service laterals necessary to connect the Project to the existing 12-inch water line, and 15-inch sanitary sewer line located in adjacent Civic Drive. This construction would occur within the Project site, or within dedicated public easements/right-of-way.

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

Based on the preceding, the potential for the Project to require the construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities; have sufficient water supplies available to serve the project and reasonably foreseeable future development; or result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand, is considered less-than-significant.

- d, e) *Less-Than-Significant Impact*. Solid waste generated by the Project would be conveyed to the Victorville Landfill (Landfill). The Landfill is operated by the Solid Waste Management Division of the San Bernardino County Public Works Department in accordance with a Waste Disposal Agreement between the City and the County. The Victorville landfill currently operates on 341 acres of a total 491-acre property with a capacity of 3,000 tons per day.³ The City General Plan EIR substantiates that sufficient landfill capacity exists or would be available to

³ CalRecycle. (2018). SWIS Facility Detail. [online] Available at: <https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0045/> [Accessed 26 Sep. 2018].

support solid waste disposal demands of the City under buildout conditions (General Plan EIR, pp. 5.16-44 – 5.16-46). On this basis, the General Plan EIR concludes that the potential for City buildout pursuant to the General Plan would result in less-than-significant landfill impacts. The Project land uses are consistent with the adopted General Plan and the Project solid waste disposal demands are reflected in the General Plan EIR conclusion regarding landfill impacts.

To reduce waste disposal, AB 939 (California Integrated Waste Management Act) requires every California city and county to divert 50 percent of its waste from landfills. On-going monitored compliance with AB 939 requirements is provided by CalRecycle. Additionally, as of July 1, 2012, commercial uses such as those that would be implemented by the Project are required to comply with applicable provisions of AB 341.

The City is currently meeting or exceeding all state-mandated solid waste diversion targets. The Project would be required to comply with the California Integrated Waste Management Act and AB 341 as implemented by the City.

Consistent with Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, of the California Green Building Standards Code (CALGreen Code), as implemented by the City of Victorville, the Project in total would be required to recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Construction Waste Management Plan would also be required consistent with Section 5.408.1.1 of the CALGreen Code. These measures would reduce Project construction waste and would act to reduce demands on solid waste management resources.

Based on the preceding, the potential for the Project to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or conflict with federal, state, and local statutes and regulations related to solid waste is less-than-significant.

Sources: City of Victorville General Plan EIR; *CarMax Hydrology Report* (Michael Baker International) August 21, 2018; CalRecycle SWIS Facility Detail; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

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

Substantiation:

a-d) *Less-Than-Significant Impact.* According to California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps, the Project area is not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone.

Fire protection services for the Project site and vicinity are currently available through the Victorville Fire Department. The Project would be required to comply with applicable City fire prevention and protection requirements.

Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan, expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, involve infrastructure that may exacerbate fire risk, or result in significant post-fire risks is considered less-than-significant.

Sources: City of Victorville General Plan EIR; Preliminary Plans for the Victorville CarMax Auto Superstore Project.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant With Mitigation Incorporated.* The Project would incorporate mitigation reducing potential impacts to biological resources and cultural resources to levels that would be less-than-significant. The Project does not otherwise propose or require facilities or operations that would affect off-site biological or cultural resources. On this basis, with incorporation of mitigation, the potential for the Project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory is considered less-than-significant.
- b) *Potentially Significant Impact.* The Project has the potential to result in project-level and cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:
- Air Quality;
 - Greenhouse Gas Emissions (including Energy);
 - Land Use;
 - Noise; and
 - Transportation.

The Project EIR will address the above topics and will also include a discussion of Land Use to provide general context for the Project.

c) *Potentially Significant Impact.* As indicated by this IS evaluation, the Project may cause or result in certain potentially significant environmental effects, resulting in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated under all CEQA issue areas, Project impacts that could directly affect human beings include:

- Air Quality;
- Greenhouse Gas Emissions (including Energy);
- Land Use;
- Noise; and
- Transportation.

The Project EIR will address these environmental topics and present mitigation measures for any potentially significant impacts.

4.0 DETERMINATION

4.0 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	<input type="checkbox"/>

City of Victorville:

Signature  Date 7-18-19

Printed Signature TRAVIS CLARK