DRAFT

Initial Study and Mitigated Negative Declaration

VICTORVILLE WELLNESS CENTER CAMPUS

Lead Agency:

City of Victorville

14343 Civic Drive

Victorville, CA 92393-5001

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

215 North 5th Street

Redlands, CA 92374

October 2021

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency:	City of Victorville
Project Proponent:	City of Victorville
Project Location:	16902 First Street, Victorville, CA 92395 APNs 0478-041-01, -15, -16, -25, -26, 0473-181-05, and 0473-163-02

Project Description:

The proposed Wellness Center Campus aims to provide a supportive, safe, and stable environment for homeless persons and their families to receive life-changing services needed to break the cycle of homelessness and improve quality of life. The Project would be constructed in two phases. Phase 1 includes approximately 25,920 square feet of building space with 170 beds and supporting services buildings, parking spaces, bicycle parking, classrooms, dog run, and entry plaza, bus stop, covered patios, landscaping, garden, community farm, and associated site improvements (utilities, street cul-de-sac improvements, etc.). Phase 2 includes 30-units of permanent affordable housing adjacent to the Wellness Center, and additional parking area. The Project Site is located within the Old Town Specific Plan.

Public Review Period: October 29, 2021 to November 29, 2021

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1 – Protocol Preconstruction Rare Plant Survey: A protocol-level preconstruction survey shall be conducted for the three special-status plant species that have a moderate or low potential to occur on the Project Site, including San Bernardino aster, Booth's evening-primrose, and beaver dam breadroot. The protocol-level survey should occur during the typical blooming period for these species the season or the year prior to the start of ground-breaking Project activities. The survey shall be performed by a qualified botanist or biologist experienced with surveying for and identifying desert flora and shall follow the guidelines listed in the CNPS Botanical Survey Guidelines (CNPS 2001). If special-status plant species are observed on the Project Site during the survey, then a non-disturbance buffer shall be established around the location(s) of the individuals or population. The size of the non-disturbance buffer shall be determined by the qualified botanist or biologist based on location of special-status species and expected construction activities. If one or more special-status plants is found on the Project Site and avoidance of the location(s) is not feasible during Project construction, then additional mitigation measures will need to be implemented. Mitigation measures could include, but are not limited to,

biological monitoring, seasonal work avoidance, seed collection, or transplanting. Coordination with CDFW may need to occur prior to or during mitigation implementation.

BIO-2 – Preconstruction Nesting Bird Survey: If construction or other Project activities are scheduled to occur during the nesting bird season (February 1 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests, including nests belonging to special-status avian species, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project Site and adjacent areas (including in the Mojave River) where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled to occur during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.

If Project-related impacts to nests belonging to federally and/or state-listed avian species (yellow-billed cuckoo, southwestern willow flycatcher, least Bell's vireo, and Swainson's hawk) are unavoidable, then coordination with USFWS and/or CDFW will be required to develop a mitigation plan to offset impacts to the species and their nests. Obtaining the necessary permits may also be required. Mitigation for impacts to federally and/or state-listed avian species may include seasonal work limitations, non-disturbance buffers around nests, offsite habitat acquisition and preservation, or biological monitoring.

BIO-3 – Preconstruction Burrowing Owl Survey: Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project Site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012) for avoidance and/or passive relocation shall be followed.

BIO-4 – Preconstruction Bat Surveys: Prior to tree removal, a preconstruction bat survey shall be conducted by a qualified bat biologist to assess potential bat roosting trees. The survey shall be conducted within 30 days prior to tree removal. During the assessment, a qualified bat biologist will assess the potential of each tree to house a maternity colony.

If crevice and/or cavity features are present, summer night-time surveys shall be conducted to determine if a maternity colony is present. If a maternity colony is present, tree removal or

modification must occur in the fall (after flightless young have become volant) and under the supervision of a qualified bat biologist.

If no crevice and/or cavity features are present, the bat biologist shall supervise the two-step process of tree removal to avoid direct mortality of foliage-roosting species. The two-step process involves tree removal over two consecutive days. On the first day, the smaller outer limbs and branches will be removed using chain saws or non-mechanized hand tools under the direct supervision of the qualified bat biologist. On the second day, the remainder of the tree or shrub will be removed.

Cultural Resources

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead federal agency, the lead CEQA agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either

recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

CUL-2: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or post-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-3: If significant pre-contact and/or post-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered, and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the plan accordingly.

CUL-4: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Geology and Soils

GEO-1: The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (Geotechnical Investigation Report: Victorville Wellness Center. Merrell Johnson 2020).

GEO-2: A qualified paleontologist shall be retained to determine if the older Quaternary sediments are being disturbed during deep excavations of ten feet below the ground surface or greater. If so, the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered. Sediment samples shall be collected and processed to determine the small fossil potential in the project area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution in consultation with the City of Victorville.

Greenhouse Gases

GHG-1: The Proposed Project shall demonstrate consistency with the City of Victorville Climate Action Plan Residential GHG Emission Screening Table. The Project must be consistent with the CAP's requirement. The City of Victorville Planning Department shall verify incorporation of the identified Screening Table Measures within the Project building plans and Site designs prior to the

issuance of building permit(s) and shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.

Tribal Cultural Resources

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CUL-2, of any pre-contact and/or post-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find so as to provide Tribal input with regards to significance and treatment. Should the discovery be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and, all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to represent SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

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

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Description
AB	Assembly Bill
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BNSFRR	Burlington Northern Santa Fe Railroad
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CRHR	California Register of Historic Places
CWA	Clean Water Act
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2e$	metric tons of carbon dioxide equivalent
MWA	Mojave Water Agency
NAHC	Native American Heritage Commission
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N_2O	nitrous oxide
NO_x	nitrogen oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OHV	Off-Highway Vehicle
OPR	California Office of Planning and Research
$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter

PM_{10}	Particulate Matter Less than 10 Microns in Diameter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
USACE	United States Army Corps of Engineers
SB	Senate Bill
SCA	Sun-colored amethyst
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SP	Service Population
SoCAB	South Coast Air Basin
SR	State Route
SRA	Sensitive Receptor Area
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VVWRA	Victor Valley Wastewater Reclamation Authority

1.0 BACKGROUND

1.1 Summary

Project Title:	Victorville Wellness Center Campus Project
Lead Agency Name and Address:	City of Victorville
Contact Person and Phone Number:	Scott Webb, City Planner 14343 Civic Drive, P. O. Box 5001 Victorville, CA 92392-5001 (760) 955-5135 swebb@victorvilleca.gov
Project Location:	The Project Site is approximately 4.5 acres located at 16902 First Street, Victorville, CA 92395. The Project Site is comprised of vacant land that lies at the edge of the Mojave Desert, north of the San Bernardino Mountains (Figure 1. Project Vicinity). The land is a mix of exposed alluvial materials with a natural, vegetative landscape consisting of scattered trees and areas of low brush. The property is bound to the west by residential properties, to the east by the Mojave River, to the north by Interstate-15 (I-15, Barstow Highway), and to the south by a public park (Eva Dell Park) (Figure 2. Project Location).
General Plan Designation:	Medium Density Residential
Zoning:	Medium Density Residential

1.2 Introduction

The City of Victorville is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Victorville Wellness Center Campus Project (Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

The City of Victorville is located along I-15, approximately 90 miles northeast of the City of Los Angeles and 30 miles north of the City of San Bernardino. Adjacent communities include the Town of Apple Valley to the east, the City of Adelanto to the west, and the City of Hesperia to the south. Victorville is located within the Mojave Desert region of San Bernardino County, which consists of an assemblage of mountain ranges interspersed with long, broad valleys. The high desert climate zone experiences all four seasons and ranges from temperatures below freezing in the winter months to over 100 degrees in the summer months. Historic Route 66 passes through the center of the City.

The Project Site is within the Old Town Specific Plan (OTSP) area, which comprises approximately 428 acres and is located in the northeastern portion of the City, between I-15 and the eastern boundary of the City. The OTSP encompasses all of the historic Old Town of Victorville, which is bounded by 11th Street, Forrest Avenue, I-15, and the Burlington Northern Santa Fe Railroad. In addition to Old Town, the OTSP includes the area north of the railroad tracks and the 7th Street corridor gateway leading into Old Town. The OTSP contains a mix of land uses, including residential, retail, restaurant, office, service, light industrial, community, and open space.

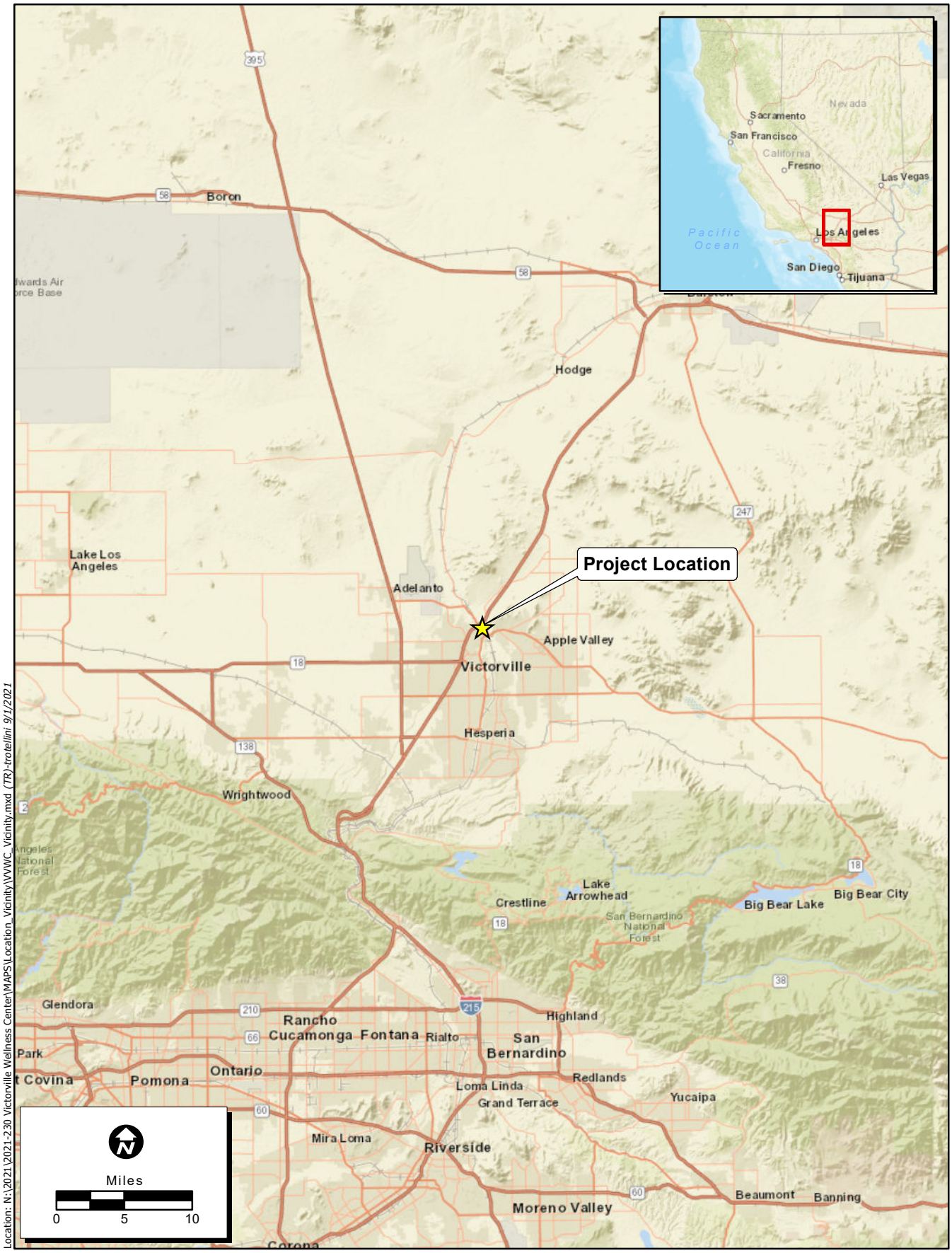
The Project Site is approximately 4.5 acres located at 16902 First Street, Victorville, CA 92395 (APNs 0478-041-01, -15, -16, -25, -26, 0473-181-05, and 0473-163-02). The Project Site, as depicted on the U.S. Geological Survey (USGS) 7.5-minute Victorville topographic quadrangle, lies within Sections 3, 4, 9, and 10 of Township 5 North, and Range 4 West. The Project Site is comprised of vacant land that lies at the northern edge of the OTSP along the Mojave River. The land is a mix of exposed alluvial materials with a natural, vegetative landscape consisting of scattered trees and areas of low brush. The property is bound to the west by residential properties, to the east by the Mojave River, to the north by I-15, and to the south by a public park (Eva Dell Park). A substantial portion of the Project Site is located within the Federal Emergency Management Agency (FEMA) designated 100-year floodplain (Zone AE), while a smaller portion is located in the 500-year floodplain (FEMA 2021).

The Project Site was originally zoned for Open Space and Active Open Space in the 2018 OTSP. However, on June 16, 2021 the OTSP was amended to re-designate the Project Site to Medium Density Residential (Ordinance No. 2420). A Navigation Center, such as the proposed interim housing project is now a permitted use as well as multi-family residential development. The site is bordered by open space, public park, residential, commercial, and light industrial land uses. Surrounding land uses are summarized in Table 1-1.

Table 1-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Medium Density Residential	Medium Density Residential	Vacant Land
North	Medium Density Residential	Medium Density Residential	I-15 Freeway Open Space
East	Open Space	Open Space	Mojave River Open Space
South	Active Open Space Medium Density Residential	Active Open Space Medium Density Residential	Public Park Single Family Homes
West	Medium Density Residential Light Industrial	Medium Density Residential Light Industrial	Single Family Homes Commercial Light Industrial

Source: City of Victorville 2021



Location: N:\2021\2021-230 Victorville Wellness Center\MAPS\Location_Vicinity\VWC_Vicinity.mxd (TR)-trotellini 9/1/2021

Map Date: 9/1/2021

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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Figure 1. Project Vicinity

2021-230 Victorville Wellness Center

Location: N:\2021\2021-230 Victorville Wellness Center\MAPS\Location_Vicinity\VVWC_Location.mxd (TR)-trotellini 9/1/2021

Map Date: 9/1/2021

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community Photo Source: NAIP

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Figure 2. Project Location

2021-230 Victorville Wellness Center

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2.0 PROJECT DESCRIPTION

2.1 Project Objectives

The Proposed Project would fulfill goals and policies set out by the Housing Element by providing publicly owned land to build affordable living opportunities that will enhance the quality of life for the City's homeless population. The Wellness Center Campus aims to provide a supportive, safe, and stable environment for homeless persons and their families to receive life-changing services needed to break the cycle of homelessness and improve quality of life. The main Wellness Center is planned as a low-barrier, navigation center providing interim housing, supportive services, medical oversight and recuperative care to help homeless men, women, and families transition out of homelessness. In addition, permanent supportive housing units will be a component of the campus allowing some guests to transfer from the emergency shelter, that provides interim housing for approximately 180 days, to the abutting 30-unit permanent supportive housing area. An onsite medical clinic would be available to the residents of the campus and the community. Case managers would be onsite to develop individualized service plans that include a successful exit strategy to stable housing. Individuals would be connected to tools and resources to help end homelessness.

2.2 Project Characteristics

The Project would be constructed in two phases. Phase 1 includes approximately 25,920 square feet (SF) of building space with 170 beds and supporting services buildings, parking spaces, bicycle parking, a classroom, 3 covered patios, garden, community farm, dog run, entry plaza, bus stop, and associated site improvements (utilities, landscaping, etc.). Phase 2 includes permanent affordable housing adjacent to the Wellness Center (Figure 3. Project Site Plan). The Project Site is part of the Old Town Specific Plan (OTSP) area, for which an IS/MND was completed in November 2018.

Phase 1

The Project would construct separate residential buildings including seven family shelters, 21 navigation shelters, 7 behavioral health shelters, and 16 recuperative care shelters. Phase 1 would include a cafeteria, wellness center building, recuperative care building, and exam/clinic building in the center of the campus. The Project would construct a laundry facility, classroom, elevated central courtyard, entry plaza, dog run/dog kennel area, landscaping, utilities, and associated facilities. The entire property would be surrounded by chain link and tubular steel fencing.

In total, the Project would construct four accessible spaces, 32 standard spaces, 4 electric vehicle (EV) charging stations, and 4 clean air/vanpool spaces for a total of 42 parking spaces. The Project includes a tubular steel driveway with sliding gate, bus stop lane, a 20-foot-wide fire truck loop road, short-term and long-term bicycle parking areas, and pedestrian walkways throughout the campus.

Phase 2

Phase 2 of the Wellness Center would include a micro-housing community called the Wellness Cottages that provide permanent affordable housing adjacent to the Wellness Center. These units would be located

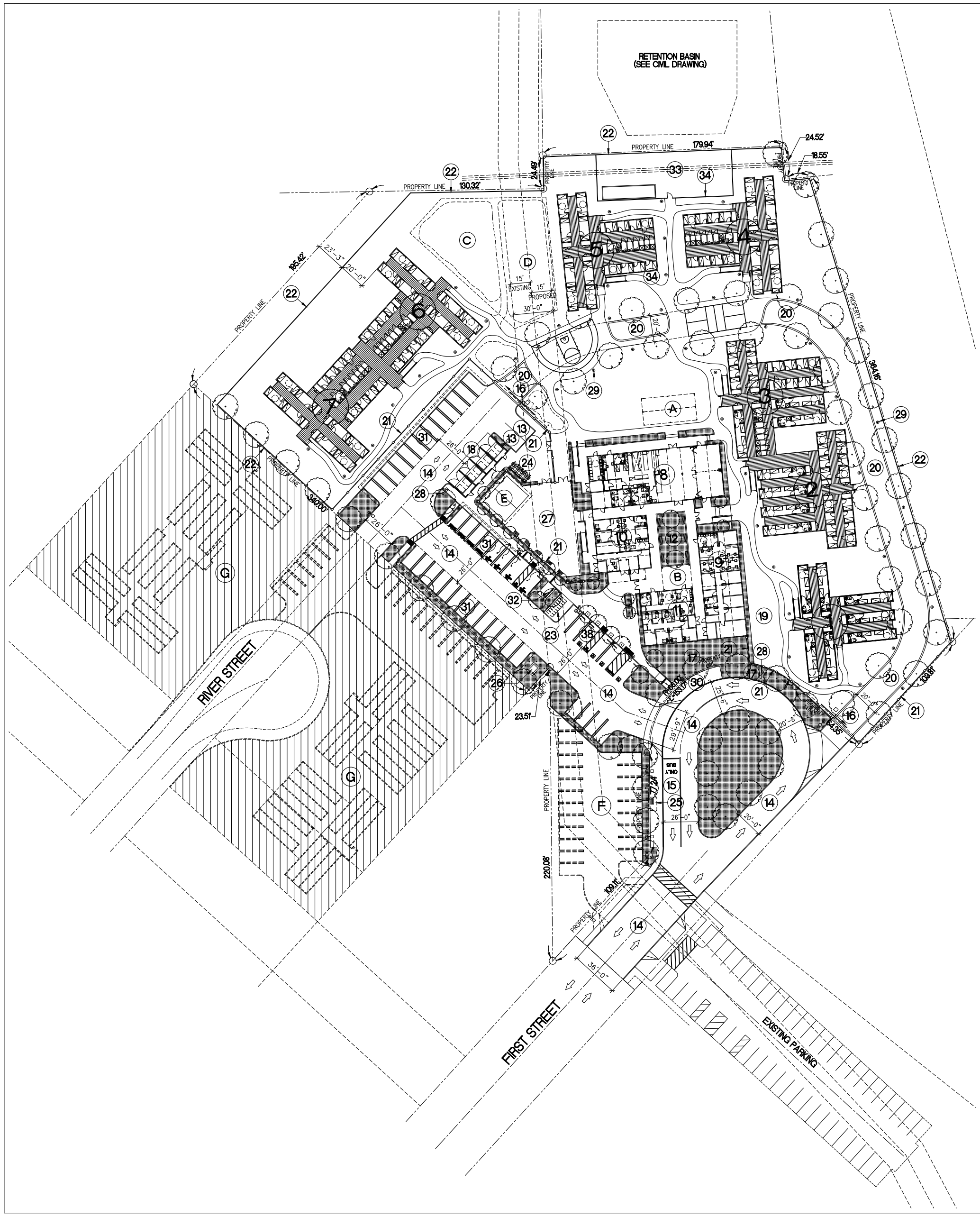
in the southwestern portion of the Project Area. Each 320-SF cottage (30 units total) would contain an accessible restroom, living/sleeping area, dining space, kitchenette, and storage unit. These units would assist those exiting the temporary Wellness Center shelter or who are chronically homeless. Phase 2 would also include covered patios and outdoor areas, garden area, additional parking, landscaping, utilities, and associated facilities for the Wellness Cottages.

Victor Valley Wastewater Reclamation Authority Trunk Sewer Line

Victor Valley Wastewater Reclamation Authority (VVWRA) proposes to construct a trunk sewer line through the Project Site to support potential future development. A 15-foot-wide VVWRA easement currently bisects the Project Site. An existing trunk (interceptor) sewer line is center within the existing 15-foot easement and the new segment would run parallel to the existing easement in a new 15-foot easement abutting to the east. The new line would be placed at the same depth, 10 to 15 feet below grade. The diameter of the line would be approximately the same width as the existing line, at a 27-inch diameter.

2.3 Project Timing

Project construction is expected to begin in the First Quarter of 2022 with a duration of 8 to 12 months.



SITE DATA :

PHASE - 1

(1) FAMILY SHELTERS :
(7 CONNECT SHELTERS (320 SF.) EACH = 2,240 SF.)
- 3-FAMILY BED UNIT x 7 = 21 BEDS (TOTAL)
- 1-FAMILY BATH UNIT (ADA ACCESSIBLE) x 7 = 7 BATHS (TOTAL)

(2) RECUPERATIVE CARE SHELTERS :
(8 CONNECT SHELTERS (320 SF.) EACH = 2,560 SF.)
- 4-SINGLE BED UNIT x 4 = 16 BEDS
- 3-FAMILY BED UNIT x 4 = 12 BEDS
  = 28 BEDS (TOTAL)
- 1-FAMILY BATH UNIT (ADA ACCESSIBLE) x 4 = 4 BATHS (TOTAL)

(3) RECUPERATIVE CARE SHELTERS :
(8 CONNECT SHELTERS (320 SF.) EACH = 2,560 SF.)
- 4-SINGLE BED UNIT x 4 = 16 BEDS
- 3-FAMILY BED UNIT x 3 = 9 BEDS
  = 25 BEDS (TOTAL)
- 1-FAMILY BATH UNIT (ADA ACCESSIBLE) x 3 = 3 BATHS
- 4-COMMON BATH UNIT (1-ADA ACCESSIBLE) x 1 = 4 BATHS
  = 7 BATHS (TOTAL)

(4) NAVIGATION SHELTERS :
(7 CONNECT SHELTERS (320 SF.) EACH = 2,240 SF.)
- 4-SINGLE BED UNIT x 2 = 8 BEDS
- 2-DOUBLE BED UNIT x 4 = 16 BEDS
  = 24 BEDS (TOTAL)
- 4-COMMON BATH UNIT (1-ADA ACCESSIBLE) x 1 = 4 BATHS (TOTAL)

(5) NAVIGATION SHELTERS :
(7 CONNECT SHELTERS (320 SF.) EACH = 2,240 SF.)
- 4-SINGLE BED UNIT x 2 = 8 BEDS
- 2-DOUBLE BED UNIT x 4 = 16 BEDS
  = 24 BEDS (TOTAL)
- 4-COMMON BATH UNIT (1-ADA ACCESSIBLE) x 1 = 4 BATHS (TOTAL)

(6) NAVIGATION SHELTERS :
(7 CONNECT SHELTERS (320 SF.) EACH = 2,240 SF.)
- 4-SINGLE BED UNIT x 2 = 8 BEDS
- 2-DOUBLE BED UNIT x 4 = 16 BEDS
  = 24 BEDS (TOTAL)
- 4-COMMON BATH UNIT (1-ADA ACCESSIBLE) x 1 = 4 BATHS (TOTAL)

(7) BEHAVIOR HEALTH SHELTERS :
(7 CONNECT SHELTERS (320 SF.) EACH = 2,240 SF.)
- 4-SINGLE BED UNIT x 2 = 8 BEDS
- 2-DOUBLE BED UNIT x 4 = 16 BEDS
  = 24 BEDS (TOTAL)
- 4-COMMON BATH UNIT (1-ADA ACCESSIBLE) x 1 = 4 BATHS (TOTAL)

(8) CAFETERIA (CONNECT SHELTERS) : 4,000 SF.
(SEE ENLARGED PLAN ON A-2.1)
- SEATING AREA = 2,075 SF.
- KITCHEN AREA = 1,058 SF.
- TOILET = 362 SF.
- LAUNDRY ROOM = 228 SF.
- COSTUDIAL ROOM = 187 SF.
- UTILITY ROOM = 90 SF.

(9) WELNESS CENTER : 2,400 SF.
(CONNECT SHELTERS)
(SEE ENLARGED PLAN ON A-2.0)

(10) RECUPERATIVE CARE CENTER AND SECURITY CHECK ENTRY : 1,600 SF.
(CONNECT SHELTERS)
(SEE ENLARGED PLAN ON A-2.0)
- RECUPERATIVE AREA = 1,040 SF.
- SECURITY CHECK AREA = 560 SF.

(11) EXAM/CLINIC : 1,600 SF.
(CONNECT SHELTERS)
(SEE ENLARGED PLAN ON A-2.0)

(12) CENTRAL COURTYARD (ELEVATED)

(13) SERVICE PARKING STALLS
LOADING / UNLOADING AREA

(14) PARKING AREA / DRIVEWAYS
(ASPHALT CONC. PAVING FINISH)

(15) BUS STOP LANE
LOADING / UNLOADING

(16) TUBULAR STEEL DRIVEWAY ROLLING/ SLIDING GATE (AUTOMATIC/REMOTE CONTROL OPERATIONS)

(17) FRONT LANDSCAPE AREA

(18) COVERED AND ENCLOSED TRASH ENCLOSURE WITH (8)-3 CUBIC YARD BIN (PER CITY OF VICTORVILLE STANDARDS) (SEE ENLARGED PLAN ON A-6.0)

(19) OPEN SPACE (STABILIZED DG FINISH)

(20) 20'-0"WIDE FIRE TRUCK LOOP ROAD (STABILIZED DG FINISH WITH ZERO INCH CURB AND 12 INCHES PORTLAND CONCRETE EDGE BORDER)

(21) 7'-0"HIGH TUBULAR STEEL FENCE (WITH 16"x16" DECORATIVE CONCRETE BLOCK WALL PILASTER AT 16'-0" O.C. MAXIMUM)

(22) 8'-0"HIGH CHAIN LINK FENCE AT THE PROPERTY LINE

(23) SHORT-TERM BICYCLE PARKING AREA (24"WIDE x 6'-0"LONG BICYCLE PARKING SPACE WITH ANCHORD RACK) (TYPICAL AT 8 SPACES)

(24) COVERED AND ENCLOSED LONG-TERM BICYCLE PARKING AREA (18"WIDE x 4'-0" DEEP x 6'-0"HIGH BICYCLE PARKING SPACE WITH WALL MOUNT RACK) (TYPICAL AT 8 SPACES) (SEE ENLARGED PLAN ON A-4.0)

(25) BUS STOP CANOPY (WAITING AREA) (PER CITY OF VICTORVILLE STANDARDS)

(26) ELECTRICAL TRANSFORMER LOCATION

(27) ENCLOSED RESIDENTS ENTRY PLAZA

(28) 22'-6"HIGH PARKING AREA LIGHT POLE

(29) 8'-0"HIGH WALKWAY/PEDESTRIAN LIGHT POLE

(30) DROP-OFF/PICK-UP AREA

(31) PARKING LOT SOLAR PANEL CANOPY (DESIGN AND INSTALLATION BY SOLAR CANOPY COMPANY)

(32) ELECTRIC METER/SERVICE PANEL, TELEPHONE AND CABLE PANELS LOCATION (MOUNT ON 8"THICK x 10'-0" LONG AT 6'-0"HIGH CONCRETE BLOCK WALL)

(33) DOG RUN / DOG KENNEL AREA

(34) 6'-0"HIGH CHAIN LINK FENCE AT DOG RUN / KENNEL AREA

PHASE - 2

(A) COVERED PATIO (OUTDOOR DINING AREA) = 800 SF.

(B) COVERED PATIO (OUTDOOR WAITING AREA) = 340 SF.

(C) COMMUNITY FARM AREA

(D) GARDEN AREA

(E) COVERED PATIO (OUTDOOR LOCKER AREA) = 572 SF.

(F) ADDITIONAL PARKING AREA

(G) WELLNESS COTTAGES :
(30 UNITS) PERMANENT SUPPORTIVE HOUSING (PSH) FACILITY

PARKING PROVIDED :

- ACCESSIBLE = 4 SPACES
- STANDARD = 32 SPACES
- EV CHARGING STATION = 4 SPACES
- CLEAN AIR/VANPOOL/EV = 4 SPACES

TOTAL = 44 SPACES

- SERVICE PARKING AREA LOADING / UNLOADING = 2 SPACES

BICYCLE PARKING :

- LONG-TERM PARKING = 8 SPACES
- SHORT-TERM PARKING = 8 SPACES

NORTH

SITE PLAN | 1"=40'-0" SCALE | 1

ARCHITECTS CMC AND ENGINEERS
783 PHILLIPS DRIVE
CITY OF INDUSTRY, CA 91748
PHONE : (626) 569-1810

REVISIONS

No.	NOTE	DATE

PROJECT OWNER

CITY OF VICTORVILLE, CALIFORNIA
14343 CIVIC DRIVE
VICTORVILLE, CA 92392
PHONE : (760) 955-5000

LICENSED ARCHITECT MYUNG CHUL CHUNG NO. C17573 REN. 2-28-23 STATE OF CALIFORNIA

PROJECT NAME

PROPOSED VICTORVILLE WELLNESS AND RECUPERATIVE CARE CENTER

VICTORVILLE, CALIFORNIA

DRN	ECLJR	DRAWING NAME: SITE PLAN
CHK	M.CHUNG	

VERSION No.	DATE	DRAWING NO.	DB NAME
		A-1.0	

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 3. Project Site Plan

2021-230 Victorville Wellness Center

2.4 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- Regional Water Quality Control Board (RWQCB), Lahontan Region – Clean Water Act Section 401 Permit and National Pollutant Discharge Elimination System's (NPDES) California General Permit for Storm Water Discharges Associated with Construction Activity

2.5 Consultation With California Native American Tribe(s)

On September 28, 2021, the City of Victorville sent a Project notification letter to the San Manuel Band of Mission Indians, which had previously submitted a general consultation request letter pursuant to 21080.3.1(d) of the Public Resources Code. The San Manuel Band of Mission Indians have requested consultation pursuant to Public Resources Code section 21080.3.1. Ultimately, the City and tribe have agreed to specific mitigation measures for tribal cultural resources. A summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Agriculture and Forestry Resources	☐ Hydrology/Water Quality	☐ Transportation
☐ Air Quality	☐ Land Use and Planning	☐ Tribal Cultural Resources
☐ Biological Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Cultural Resources	☐ Noise	☐ Wildfire
☐ Energy	☐ Paleontological Resources	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

Determination

On the basis of this initial evaluation:

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

10/27/21

Scott Webb
City Planner

Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 Regional Setting

The City of Victorville is characterized by a relatively flat topography and is in a geographic sub-region of the southwestern Mojave Desert known as the Victor Valley. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel Mountains. The developed/urbanized area of the City is generally flat or moderately sloping desert terrain characterized by a gradual incline from the Mojave River toward the San Bernardino Mountains to the south and from the Mojave River to the mountains in and surrounding the northern part of the City, including Quartzite Mountain. Areas of high visual sensitivity within and adjacent to the City include the Transverse Range, the Mojave River, the rocky bluffs of the lower Mojave River narrows, and Mojave Narrows Regional Park (City of Victorville 2008b).

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view.

There are no officially designated state scenic highways in the City of Victorville (Caltrans 2021). The County of San Bernardino General Plan designates certain portions of the I-15 as a scenic route from Devore (junction with I-215) to the Nevada state line; however, there is no scenic designation of I-15 within the City of Victorville (City of Victorville 2008b).

4.1.1.2 Visual Character of the Project Site

The Project Site contains a mix of exposed alluvial materials with a natural, vegetative landscape consisting of scattered trees and areas of low brush. The property is bound to the west by residential properties, to the east by the Mojave River, to the north by Interstate-15 (Barstow Highway), and to the south by a public park (Eva Dell Park). There is an abundance of solid waste scattered about the property, mostly appearing to be household waste in nature.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Less than significant impact.

For the purpose of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas can be officially designated by public agencies, or informally designated by the public. A substantial adverse effect to a scenic vista is one that degrades the view of the scenic vista from a public viewpoint.

As previously discussed, the Proposed Project would be located in the City of Victorville, which is located in a geographic sub-region of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert." Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel Mountains. Surrounding areas of high aesthetic sensitivity that provide southerly vistas to the City of Victorville (but not located within the City) are the San Bernardino and San Gabriel Mountain ranges located approximately ten miles to the south. Quartzite Mountain, located northeast of the City, provides scenic vistas to the northern areas of the City of Victorville. Other areas of high visual sensitivity within/adjacent to the City include the Mojave River, the rocky bluffs of the Mojave Rive Narrows, and the Mojave Narrows Regional Park.

The Mojave River is located approximately 70 feet east of the Project Site. The Project Site is bordered by residential land uses to the west and Eva Dell Park to the south; beyond which are light industrial and commercial uses. The I-15 Freeway lies directly north of the property. Under existing conditions, views of Quartzite Mountain to the north are obstructed by intervening trees, topography, and the I-15 Freeway. Views of the San Bernardino Mountains to the south are also obstructed by intervening trees and topography. The Mojave Narrows Regional Park is located approximately 1.5 miles to the southeast of the Project Site and is not directly visible from the Project Site. Impacts to scenic views would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No impact.

The Proposed Project is not located adjacent to a state scenic highway (Caltrans 2021). No impacts would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than significant impact.

Development of the Proposed Project would change the undeveloped and disturbed nature of the Project Site by adding built elements including residential buildings, supporting services buildings, parking spaces, bicycle parking, a classroom, 3 covered patios, garden, community farm, dog run, and entry plaza, bus stop and associated site improvements (utilities, landscaping, etc.). The addition of these built structures would change the existing visual character of the site and its surroundings. However, the proposed facilities would be located in an area with other residential uses. The development of the Project Site into a Wellness Center Campus would be compatible with existing land uses in the area. Furthermore, the Proposed Project would be consistent with the planned uses for the area as guided by the OTSP.

The City of Victorville Municipal Code contains design guidelines that indirectly regulate the aesthetic quality of new development with respect to structures, signs, walls, landscaping, street widths, street lighting. There also are zoning codes that address signs, walls, fences, hedges, structure heights, structure projections, and architectural design controls (City of Victorville 2008b). The Project would comply with the design guidelines laid out in the City's Municipal Code. Impacts would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less than significant impact.

The Project would result in intensification of land use beyond what currently exists. This intensification of residential uses would introduce new and increased daytime glare and nighttime light sources into the Project Site as there would be increased housing opportunities that are sources of glare (windows, siding) and nighttime light. The development would comply with the OTSP's design guidelines, which require, for example, that exterior light fixtures be shielded, and illumination directed downward in order to protect the night sky and prevent off-site glare.

As discussed above, the Project is consistent with goals and policies of the City's Municipal Code design guidelines, which promote high quality development that is aesthetically pleasing to the community. Therefore, impact associated with new sources of substantial light or glare that would adversely affect day or nighttime views in the area would be less than significant.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

Forest land as defined by Public Resources Code Section 12220(g) is "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

Timberland as defined by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

Timberland zoned Timberland Production is defined by Public Resources Code Section 51104(g) as "…an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is located on land classified as *Other Land*. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2021).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No impact.

There are no areas classified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance within the Project Site (DOC 2021). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No impact.

The Project Site is zoned for residential use within the OTSP, and therefore would not conflict with zoning for an agricultural use. Furthermore, there are no parcels within the project site under a Williamson Act Contract. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

No impact.

The Project Site is zoned for residential use and lies within the OTSP (City of Victorville 2018). The Proposed Project is consistent with the City's land use and zoning designations. No impact to areas zoned forest land or timberland would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No impact.

The Project Site is not zoned for forest land, timberland, or timberland production (City of Victorville 2018). The site is located on a vacant undeveloped and surrounded by areas with sparse residential, commercial, light industrial, and park uses. The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No impact.

The California DOC has mapped the project site and surrounding areas as *Other Land* (DOC 2021). The Project Site is not mapped as farmland or forest land. The Project Site is not currently being used for agriculture. As such, the Proposed Project would not result in the conversion of farmland to a non-agricultural use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The City of Victorville is located within San Bernardino County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Victorville portion of San Bernardino County is located in a region identified as the Mojave Desert Air Basin (MDAB). The MDAB is comprised of four air districts, with the Mojave Desert AQMD overseeing the San Bernardino County portion of the MDAB and the most eastern portion of Riverside County. The air basin is an assemblage of mountain ranges interspersed with long broad valleys, with prevailing winds coming from the coast and central regions to the west and southwest. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately

10,000 feet), whose passes form the main channels for air masses pushed onshore in southern California by differential heating. The air basin is generally bordered by mountains, including the Sierra Nevadas and Tehachapi Mountains to the north, the San Bernardino Mountains to the south and west, and various valleys and passes to the east including the Coachella Valley. During the summer, the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation, and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist, and unstable air masses from the south.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of San Bernardino County encompassing the City of Victorville and the Project Site is designated as a nonattainment area for the federal and state O_3 and PM_{10} standards (CARB 2019).

The local air quality regulating authority in San Bernardino County portion is the Mojave Desert Air Quality Management District (MDAQMD). The MDAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the San Bernardino County portion of the MDAB. The MDAQMD is also responsible for adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal CAA and CAA Amendments. Provisions applicable to the Proposed Project are summarized as follows:

- **Rule 201 – Permits to Construct** applies to the construction of air emissions sources that are not otherwise exempt under Rule 219.
- **Rule 203 – Permit to Operate** requires air emissions sources that are not exempted by Rule 219 to obtain operating permit.
- **Rule 204 – Requirements** contains rule language describing New Source Review including Best Available Control Technology (BACT) and emissions offset requirements for stationary sources.
- **Rule 219 – Equipment Not Requiring a Permit** describes the type of equipment that does not require a permit pursuant to District Rules 201 and 203.
- **Rule 401 – Visible Emissions** limits visibility of fugitive dust to less than No. 1 on the Ringlemann Chart (i.e., 20 percent opacity).
- **Rule 402 – Nuisance** applies when complaints from the public are received by the district.

- **Rule 403 – Fugitive Dust** prohibits visible dust beyond the property line of the emission source, requires "every reasonable precaution" to minimize fugitive dust emissions and prevent trackout of materials onto public roadways, and prohibits greater than 100 µg/m^3 difference between upwind and downwind particulate concentrations.
- **Rule 404 – Particulate Matter Concentration** sets concentration limits based on the flow rate of the discharge. The concentration limits would apply to discharge from a stack (e.g., baghouse).
- **Rule 405 – Solid Particulate Matter Weight** limits emissions based on the weight of material processed.
- **Rule 900 – New Source Performance Standards** incorporates federal regulation (40 CFR 60) that affects the construction of emissions units. Requirements may or may not apply depending on the size, construction, and manufacture date of equipment that will be used. Specifically, NSPS OOO (40 CFR 60.670) applies to equipment in nonmetallic mineral processing plants.
- **Regulation XIII – New Source Review** contains a number of rules that are applied to new and modified sources.
- **Rule 1520 – Control of Toxic Air Contaminants from Existing Sources** implements AB 2588 Air Toxics Hot Spots requirements.
- **Rule 2002 – General Federal Actions Conformity** requires federal actions to conform to the applicable implementation plan.

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.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

No impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an

air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located within the San Bernardino County portion of the MDAB, which is under the jurisdiction of the MDAQMD. The MDAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which this region is in nonattainment. In an attempt to achieve NAAQS and CAAQS and maintain air quality, the air district has completed the following air quality attainment plans and reports, which together constitute the SIP for the portion of the MDAB encompassing the Project:

- Mojave Desert Planning Area PM_{10} Attainment Plan
- MDAQMD Ozone Attainment Plan 2004 (State & Federal)
- MDAQMD Reasonable Further Progress/Rate-of-Progress Plan
- MDAQMD Post 1996 Attainment Demonstration and Reasonable Further Progress Plan
- MDAQMD Schedule for District Measures to Reduce PM Pursuant to H&S Code 39614(d)
- MDAQMD 2006 8-Hour Ozone Reasonably Available Control Technology – State Implementation Plan Analysis
- MDAQMD 2014 Supplement to the 2006 8-Hour Ozone Reasonably Available Control Technology – State Implementation Plan Analysis
- MDAQMD 8-Hour Ozone Federal Negative Declarations for 44 Source Categories
- MDAQMD Smoke Management Program
- MDAQMD Ozone Attainment Plan 2008 (Western Mojave Desert Non-Attainment Area)
- MDAQMD 2015 8-Hour Reasonably Available Control Technology – State Implementation Plan Analysis
- MDAQMD 2015 Federal Negative Declaration (8-Hour Ozone Standard) for Nineteen Control Technique Guideline Categories

As shown above, the MDAQMD is subject to several air quality attainment plans. As explained previously, the air basin is in nonattainment of state and federal O_3 and PM_{10} standards. As such, the air basin promulgates rules and regulations aimed at reducing emissions of O_3 and PM_{10} within the air basin. The MDAQMD has in place Reasonably Available Control Technology (RACT) requirements and emission rules for the majority of emission sources; published in several different regulatory documents. The most recent RACT requirements were adopted in 2015. As previously described, a project conforms with the MDAQMD Attainment Plans if it complies with all applicable district rules and regulations, complies with all proposed control measures from the applicable plan(s), and is consistent with the growth forecasts in the applicable

plan(s) (or is directly included in the applicable plan). A project is nonconforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. Conformity with growth forecasts can be established by demonstrating that the Project is consistent with the land use plan that was used to generate the growth forecast.

The MDAQMD Reasonable Progress/ Rate of Progress Plan is one of the earliest MDAQMD planning documents containing regulations applicable to the Proposed Project. The plan includes requirements for demonstrating reasonable further progress for federal O_3 standards. Attainment of milestone goals for O_3 reduction can be demonstrated through ROG and NO_X reductions. Stationary control measures for internal combustion engine emissions of ROG and NO_X and reduced ROG/VOC content of architectural coatings must be complied with during Project construction. Furthermore, Project construction equipment must comply with applicable state heavy duty diesel equipment emission standards and during operation, lawn and garden utility equipment must meet certain emission standards. Compliance with these measures is required by law, as such, the Project would not conflict with this plan.

The Mojave Desert Planning Area Federal Particulate Matter (PM_{10}) Attainment Plan (1995) includes control measures which are applicable to the Proposed Project; namely construction dust control measures. Several MDAQMD rules which have been adopted over the years apply to the Project. Rule 403 – Fugitive Dust prohibits visible dust beyond the property line of the emission source, requires "every reasonable precaution" to minimize fugitive dust emissions and prevent trackout of materials onto public roadways, and prohibits greater than 100 micrograms per cubic meter ($\mu g/m^3$) difference between upwind and downwind particulate concentrations. Rule 402 prohibits nuisance due to air quality contaminants and Rule 401 limits visibility of fugitive dust to less than No. 1 on the Ringlemann Chart (i.e., 20 percent opacity). The Project must comply with all applicable rules and control measures, and as such would be consistent with the emission-reduction goals of the MDAQMD Attainment Plans.

As previously discussed, the Project Site was originally zoned for Open Space and Active Open Space in the 2018 OTSP. However, on June 16, 2021 the OTSP was amended to re-designate the Project Site to Medium Density Residential (Ordinance No. 2420). Homeless and emergency shelters are currently permitted in the Commercial (C-1 only) zone, and conditionally permitted within the Mixed Density, Medium Density, and High-Density Residential zones. Therefore, the Proposed Project is consistent with the growth forecasts used to inform MDAQMD air quality planning since it is consistent with the City's land use designation for the Project Site, *Medium Density Residential*.

The Project would be consistent with the emission-reduction goals of the MDAQMD Attainment Plans.

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Less than significant impact.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Project Construction-Generated Criteria Air Quality Emissions

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particulate matter emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust-control efforts.

Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily and maximum annual construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the MDAQMD's thresholds of significance. Construction of the Project would occur in two phases.

As shown in Table 4.3-1, Project construction would not exceed the MDAQMD threshold for construction during either Phase 1 or Phase 2.

Table 4.3-1. Construction-Related Criteria Pollutant Emissions						
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase 1 Construction						
Annual (Maximum Tons per Year)						
Construction in Year One	0.5	2.2	3.6	0.00	0.2	0.2
Construction in Year Two	0.1	2.2	0.9	0.00	0.1	0.0
MDAQMD Potentially Significant Impact Annual Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed MDAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Daily (Maximum Pounds per Day)						
Construction in Year One	5.49	22.11	37.00	0.07	3.29	1.83
Construction in Year Two	5.34	21.55	36.33	0.06	2.25	1.56
MDAQMD Potentially Significant Impact Daily Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed MDAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase 2 Construction						
Annual (Maximum Tons per Year)						
Construction in Year One	3.5	2.1	3.3	0.0	0.2	0.1
Construction in Year Two	0.1	0.5	0.8	0.0	0.0	0.0
MDAQMD Potentially Significant Impact Daily Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed MDAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Daily (Maximum Pounds per Day)						
Construction in Year One	3.61	20.32	33.14	0.05	3.29	1.83
Construction in Year Two	3.52	20.11	32.94	0.05	1.64	1.36
MDAQMD Potentially Significant Impact Daily Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed MDAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 4.3-1. Construction-Related Criteria Pollutant Emissions						
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of MDAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces daily; and limit speeds on unpaved roads to 15 miles per hour. *Daily construction emissions taken from the season (summer or winter) with the highest output.*

As shown in Table 4.3-1, emissions generated during either phase of Project construction would not exceed the MDAQMD's thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Project Long-Term Operational Criteria Air Quality Emissions

Implementation of the Project would result in low to moderate quantities of long-term operational emissions of criteria air pollutants. Project-generated increases in emissions would be predominantly associated with area and mobile source emissions.

The MDAQMD's (2016) *California Environmental Quality Act (CEQA) And Federal Conformity Guidelines* identifies both annual and daily operational significance thresholds for ROG, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$. Operational-generated criteria air pollutant emissions associated with the Proposed Project were calculated using CalEEMod. Predicted maximum annual and daily operational-generated emissions of criteria air pollutants for the Project are summarized in Table 4.3-2.

Table 4.3-2. Operational-Related Emissions						
Operations	**Maximum Pollutants (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Annual (Maximum Tons per Year)						
Area Source	0.2	0.0	1.3	0.0	0.0	0.0
Energy Use	0.0	0.2	0.1	0.0	0.0	0.0
Mobile Source	0.3	0.3	1.9	0.0	0.4	0.1
Total	**0.5**	**0.5**	**3.3**	**0.0**	**0.4**	**0.1**
MDAQMD Annual Significance Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed MDAQMD Annual Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 4.3-2. Operational-Related Emissions						
Operations	**Maximum Pollutants (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Daily (Maximum Pounds per Day)						
Area Source	1.49	0.16	14.12	0.00	0.08	0.08
Energy Use	0.11	0.95	0.49	0.00	0.08	0.07
Mobile Source	1.67	1.55	11.12	0.02	2.00	0.54
Total	**3.28**	**2.66**	**25.74**	**0.02**	**2.15**	**0.69**
MDAQMD Daily Significance Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed MDAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer Appendix A for Model Data Outputs.

As indicated in Table 4.3-2, operational-generated emissions would not exceed MDAQMD annual or daily significance thresholds.

USEPA Conformity Determination – Construction Emissions

General Conformity ensures that the actions taken by federal agencies do not interfere with a state's plans to attain and maintain national standards for air quality.

Established under the Clean Air Act (section 176(c)(4)), the General Conformity rule plays an important role in helping states improve air quality in those areas that do not meet the National Ambient Air Quality Standards (NAAQS). Under the General Conformity rule, federal agencies must work with state and local governments in a nonattainment or maintenance area to ensure that federal actions conform to the air quality plans established in the applicable state or tribal implementation plan. The overall purpose of the General Conformity rule is to ensure that:

- federal activities do not cause or contribute to new violations of NAAQS;
- actions do not worsen existing violations of the NAAQS; and
- attainment of the NAAQS is not delayed.

Predicted annual construction-generated emissions for the Proposed Project are summarized in Table 4.3-3. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the Conformity Determination thresholds.

Table 4.3-3. Construction-Related Emissions (USEPA Conformity Determination Analysis)

Construction Year	Pollutant (tons per year)					
	VOC (ROG)	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 1 Construction						
Construction in Year One	0.52	2.24	3.65	0.00	0.24	0.17
Construction in Year Two	0.13	2.24	0.89	0.00	0.06	0.04
Phase 2 Construction						
Construction in Year One	3.5	2.06	3.32	0.0	0.18	0.15
Construction in Year Two	0.09	0.51	0.83	0.0	0.04	0.03
USEPA Conformity Determination Thresholds (40 CFR 93.153)	*25*	*25*	*100*	*100*	*100*	*100*
Exceed USEPA Conformity Determination Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emission reduction/credits for construction were applied based on the required implementation of Best Management Practices that must be implemented during Project construction; such as limiting vehicle speeds or/and the watering of unpaved roads.

As shown in Table 4.3-3, construction emissions from implementation of the Proposed Project do not exceed the USEPA Conformity Determination thresholds for the region.

Long-term operational emissions attributable to the Project are identified in Table 4.3-4 and compared to the appropriate Conformity Determination thresholds.

Table 4.3-4. Operational-Related Emissions (USEPA Conformity Determination Analysis)

Emission Source	Pollutant (tons per year)					
	VOC (ROG)	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	1.3	0.0	0.0	0.0
Energy	0.0	0.2	0.1	0.0	0.0	0.0
Mobile	0.3	0.3	1.9	0.0	0.4	0.1
Total:	**0.5**	**0.5**	**3.3**	**0.0**	**0.4**	**0.1**
EPA Conformity Determination Thresholds (40 CFR 93.153)	*25*	*25*	*100*	*100*	*100*	*100*

Table 4.3-4. Operational-Related Emissions (USEPA Conformity Determination Analysis)

Emission Source	Pollutant (tons per year)					
	VOC (ROG)	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Exceed *EPA Conformity Determination Thresholds*?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

As indicated in Table 4.3-4, operational emissions would not exceed the USEPA Conformity Determination thresholds.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Less than significant impact.

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site are the single-family residences located directly adjacent to the Project boundary to the southwest and the community park located directly adjacent to the southeast (see Figure 2).

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the MDAB which encompasses the Project vicinity is designated as a nonattainment area for O_3 and PM_{10} under both federal and state standards (CARB 2019). Thus, existing O_3 and PM_{10} levels in the MDAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-1, the Project would not exceed the MDAQMD emission thresholds for either of the two construction phases.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NO_x) in excess of the MDAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the MDAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

PM_{10} and $PM_{2.5}$ contain microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. PM exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM_{10}, considered a surrogate for DPM and includes emissions of exhaust $PM_{2.5}$, would be 1.34 pounds per day in the first year of construction and 1.29 pounds per day in the second year that construction takes place (see Appendix A). PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NO_X, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the significance thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. This impact is less than significant.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project. The Project would not attract heavy-duty trucks, a substantial source of DPM emissions, that spend long periods queuing and idling at the site. Therefore, the Project would not be a significant source of TACs during operations.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach

unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the MDAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix in order to generate a significant CO impact.

The Proposed Project is anticipated to generate a maximum of 637 vehicle trips per day (KOA 2021). However, these estimates are considered very conservative for a service facility for homeless. Nonetheless, the Proposed Project would not result in traffic volumes at any intersection of more than 100,000 vehicles

per day, and there is no likelihood of the Project traffic exceeding CO values. This impact is less than significant.

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

No impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Given that there are no natural topographic features (e.g., canyon walls) or manmade structures (e.g., tall buildings) that

would potentially trap such emissions, construction-related odors would occur at magnitudes that would not affect substantial numbers of people.

CARB's *Air Quality and Land Use Handbook* (2005) identifies the sources of the most common operational odor complaints received by local air districts. Typical sources include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The Project does not contain any of the land uses identified as typically associated with emissions of objectionable odors. There is no impact and no mitigation is required.

4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

A Comprehensive Biological Technical Report (Appendix B) was completed for the Proposed Project in September 2021. A biological reconnaissance survey was conducted to identify potential biological resource constraints and ensure compliance with state and federal regulations regarding listed, protected, and sensitive species.

4.4.1.1 Vegetation Communities

Six native vegetation communities were documented during the habitat assessment (Appendix B). The Project Site, including all vegetation communities, was generally classified as disturbed due to the high volume of trash and evidence of dumping, multiple dirt roads, illegal camping activity, and the prevalence of nonnative vegetation throughout the site. Native vegetation communities included disturbed scale broom scrub (*Lepidospartum squamatum* Shrubland Alliance), disturbed fourwing saltbush scrub (*Atriplex canescens* Shrubland Alliance), disturbed rubber rabbitbrush scrub (*Ericameria nauseosa* Shrubland Alliance), disturbed yerba mansa – sedge (*Anemopsis californica* – *Carex* sp.) alkaline flats, and disturbed Fremont cottonwood forest and woodland (*Populus fremontii - Fraxinus velutina - Salix gooddingii* Forest & Woodland Alliance). All vegetation communities were present within the boundaries of Project Site with the exception of the Fremont cottonwood forest and woodland, which was present only within the 500-foot buffer along the Mojave River north and northeast of the levee and the Project Site.

4.4.1.2 Plants

Plant species observed on the Project Site were generally characteristic of disturbed native vegetation communities. Dominant species included Fremont cottonwood and fourwing saltbush. Nonnative species observed on the Project Site included Saharan mustard, Bermuda grass, Russian thistle, and tamarisk. Due to the disturbed nature of the entire Project Site, the property represents relatively low-quality habitat for most plant species, including common ones. A full list of plant species observed on and immediately adjacent to the Project Site is included in Appendix B.

4.4.1.3 Wildlife

Wildlife species observed and detected on the Project Site were characteristic of the vegetation communities present on the Project Site on the Project Site and the time of the year in which the survey was conducted. One mammal species was observed in the vicinity of the Project Site: North American beaver (*Castor canadensis*). Eighteen bird species were detected on or in the vicinity of the Project Site; commonly observed species included verdin (*Auriparus flaviceps*), red-shouldered hawk (*Buteo lineatus*), Anna's hummingbird (*Calypte anna*), common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), and northern mockingbird (*Mimus polyglottos*). One federally and state-listed bird species was observed during the survey, the western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). Two reptile species were also detected on and in the vicinity of the Project Site, including western fence lizard (*Sceloporus occidentalis*) and western side-blotched lizard (*Uta stansburiana elegans*). One amphibian species was also detected in the vicinity of the Project Site, American bullfrog (*Lithobates catesbeianus*). Due to the level of human activity, development in the area, and the disturbed nature of the Project Site, the property represents relatively low-quality habitat for most wildlife species, including common ones. A complete list of wildlife species observed on or immediately adjacent to the Project Site is included in Appendix B.

4.4.1.4 Special-Status Plants and Wildlife

The literature review and database searches identified 10 special-status plant species and 25 special-status wildlife species that could occur near the Project Site. A list was generated from the results of the literature review and the Project Site was evaluated for suitable habitat that could support any of the special-status plant or wildlife species on the list. The Project Site is located within the San Bernardino County biotic overlay for Mohave ground squirrel, burrowing owl, and desert tortoise – sparse population.

However, due to the level of human disturbance at the Project Site and the current lack of suitable habitat for the special-status plant and wildlife species, many of the species are presumed absent from the Project Site. Of the 10 special-status plants identified, one was found to have a moderate potential to occur and two were found to have a low potential to occur. Of the 25 special-status wildlife species identified in the literature review, one was present on the Project Site, two have moderate potential to occur, and nine have a low potential to occur. The remaining 13 species are presumed absent from the Project Site. The potential to occur for plant and wildlife species can be found in Appendix B.

4.4.1.5 Wildlife Movement Corridors

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor varies, but corridors may include such areas as greenbelts, refuge systems, underpasses, and biogeographic land bridges. In general, a corridor is described as a linear habitat, embedded in a dissimilar matrix, which connects two or more large blocks of habitat. Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife

species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. The nature of corridor usage and wildlife movement patterns vary greatly among species. The Project Site was assessed for its ability to function as a wildlife corridor.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

The Project Site is generally classified as disturbed desert land with sparsely vegetated disturbed scale broom scrub, disturbed fourwing saltbush scrub, disturbed rubber rabbitbrush scrub communities, disturbed yerba mansa – sedge alkaline flats, and sparse mule fat thickets habitat. Disturbances observed on the site were mainly associated with off-highway vehicle use, unauthorized trash dumping, and illegal camping activity. The literature review and database searches identified 10 special-status plant species that have been documented in the vicinity of the Project Site. One species (San Bernardino aster, CRPR 1B.2) was determined to have a moderate potential to occur due to the presence of suitable habitat in the scattered disturbed yerba mansa – sedge alkaline flats and sparse mule fat thickets and a previously documented occurrence of this species just over five miles from the site. Two species (Booth's evening-primrose [CRPR 2B.3] and beaver dam breadroot [CRPR 1B.2]) were determined to have low potential to occur due to the presence of marginally suitable scrub habitat throughout the site. Potential Project-related impacts may occur to the three special-status plant species in the form of direct take (mortality) and would be considered significant due to their CRPR ranking of being rare, threatened, or endangered in California. Implementation of **Mitigation Measure BIO-1** would reduce potential Project-related impacts to less than significant.

The literature review and database searches identified 25 special-status wildlife species that occur in the vicinity of the Project Site. One federally and state-listed wildlife species, western yellow-billed cuckoo, was observed during the biological survey in the northeastern portion of the Project Site. Based on the condition of the site and the available habitat, only two species (burrowing owl and pallid bat) were found to have a moderate potential to occur. Nine species (long-eared owl, Swainson's hawk, southwestern willow flycatcher, yellow-breasted chat, loggerhead shrike, summer tanager, yellow warbler, least Bell's vireo, and Townsend's big-eared bat) were determined to have a low potential to occur. The Project Site does not provide suitable habitat for the following special-status species and impacts to these species are not expected as a result of the Project:

- Crotch bumble bee, candidate for state-listing;
- Mohave tui chub, federally listed (endangered), state-listed (endangered), CDFW FP;
- Arroyo toad, federally listed (endangered)
- California red-legged frog, federally listed (threatened), CDFW SSC;
- Western pond turtle, CDFW SSC;
- Desert tortoise, federally listed (threatened), state-listed (threatened);
- Coast horned lizard, CDFW SSC;
- Tricolored blackbird, state-listed (threatened), CDFW SSC;
- Golden eagle, CDFW Fully Protected;
- Gray vireo, CDFW SSC;
- Pallid San Diego pocket mouse, CDFW SSC;
- Mohave River vole, CDFW SSC; and
- Mohave ground squirrel, state-listed (threatened).

Western yellow-billed cuckoo was observed during the biological survey perched in a cottonwood located within the Project Site. The individual was perched along the eastern side of the Project Site and then flew into the dense canopy of a Fremont cottonwood on the Project Site. Due to timing (end of nesting season and beginning of migration) and characteristics of the Project Site including the small size of the site, lack of riparian understory, and high-level of anthropogenic disturbances, it's likely this was a migrating bird heading south for the fall and winter. The Project Site lacks suitable nesting habitat and therefore breeding activities are not expected to occur on the Project Site. The Project Site provides marginally suitable habitat for foraging and dispersal activities in the Fremont cottonwoods scattered throughout the site and in the scattered disturbed yerba mansa – sedge alkaline flats and sparse mule fat thickets vegetation. However, the suitable riparian habitat located approximately 70 feet east of the site in the Mojave River provides larger and higher quality habitat for these activities. Although an individual was observed on the Project Site, it is not likely the western yellow-billed cuckoo regularly uses the disturbed habitat on the Project Site, nor is the species expected to rely on the habitat on the Project Site for survival. The literature review and database search identified one historic record in the vicinity of the Project Site documented in 1978 (Occurrence # 138). The Project Site does provide marginally suitable foraging and dispersal habitat for this species. Indirect Project-related impacts may occur to this species during the nesting bird season (typically February 1 through August 31) when the cuckoo is known to be present in the adjacent Mojave River in the form of construction noise, increased human and vehicular activity, and ground vibrations that may occur. No direct impacts to this species are expected due to the lack of nesting habitat on the Project Site. Indirect impacts to western yellow-billed cuckoo would be less than significant with the implementation of **Mitigation Measure BIO-2**.

Burrowing owl has a moderate potential to occur on the Project Site due to the presence of suitable open scrub habitat. Although no burrowing owls were observed during the survey, two potential burrowing owl burrows (without sign of burrowing owl use) were identified at one location within the Project boundaries, and the literature review and database search identified multiple records in the vicinity of the Project Site. Burrowing owls are a CDFW SSC species and are also protected by the Migratory Bird Treat Act (MBTA) and California Fish and Game Code. The Project Site did not appear to have been currently or recently used by burrowing owl at the time of the survey; however, the species is mobile and if the conditions were to change on the Project Site, burrowing owl could take up residence on the Project Site. If burrowing owl were to occupy the site prior to construction, direct impacts to burrowing owl by mortality and habitat loss during ground disturbance and indirect impacts from construction noise, increased human and vehicular activity, and vibrations may occur. Impacts to burrowing owl would be less than significant with the implementation of **Mitigation Measure BIO-3**.

Pallid bat, an SSC, has a moderate potential to occur and Townsend's big-eared bat, also an SSC, has a low potential to occur on the Project Site. The Project Site contains suitable roosting and foraging habitat for pallid bat and suitable foraging habitat for Townsend's big-eared bat. Direct impacts to bat species by mortality and habitat loss from tree removal and indirect impacts from construction noise, human activity, and vibrations may occur as a result of the Project. Impacts to special-status bat species would be less than significant with the implementation of **Mitigation Measure BIO-4**.

Although not expected to occur on the Project site, both the southwestern willow flycatcher (federally and state-listed as endangered) and the least Bell's vireo (federally and state-listed as endangered) have a low potential to occur on the Project Site. Similar to the western yellow-billed cuckoo, the Project Site does not provide suitable nesting habitat for these species but does provide marginally suitable foraging and dispersal habitat in the Fremont cottonwoods scattered throughout the site and in the scattered disturbed yerba mansa – sedge alkaline flats and sparse mule fat thickets. Suitable, higher quality riparian habitat is present approximately 70 feet from the Project Site in the Mojave River that supports nesting, foraging, and dispersal activities for both species and previously documented observations of both species have been recorded there. It is possible, due to the Project's Site's proximity to the Mojave River, for both species to utilize the site for foraging and dispersal activities; however, it is not likely the southwestern willow flycatcher or the least Bell's vireo regularly use the disturbed habitat on the Project Site, nor are either of the species expected to rely on the habitat on the Project Site for survival. The Project Site does provide marginally suitable foraging and dispersal habitat for these species. Indirect Project-related impacts may occur to these species during the nesting bird season (typically February 1 through August 31) when both species are known to be present in the adjacent Mojave River in the form of construction noise, increased human and vehicular activity, and ground vibrations that may occur. No direct impacts to southwestern willow flycatcher or least Bell's vireo are expected due to the lack of nesting habitat on the Project Site. Indirect impacts to southwestern willow flycatcher and least Bell's vireo would be less than significant with the implementation of **Mitigation Measure BIO-2**.

The Project Site provides limited nesting habitat for the state-listed (threatened) Swainson's hawk in the mature cottonwoods and snags scattered throughout the site. However, the high levels of disturbances, presumed lack of abundant prey items based on the low numbers of small mammal burrows present, and

because the Project Site is almost completely surrounded by development, Swainson's hawk is not expected to nest on or adjacent to the Project Site. Furthermore, no Swainson's hawks have been documented, either foraging or nesting, on or near the site in over 100 years (CDFW 2021a). Although the Project is not expected to result in impacts to Swainson's hawk or their habitat, it is possible that, due to their highly mobile nature, the species may be observed on or near the site prior to the start of ground-breaking activities. In order to avoid potentially significant impacts occurring to Swainson's hawk in this rare event, **Mitigation Measure BIO-2** will be implemented.

Similar to other special-status avian species previously discussed, the Project Site does not provide suitable nesting habitat for long-eared owl, summer tanager, yellow-breasted chat, or yellow warbler, all SSC riparian bird species. The Project Site may provide marginally suitable foraging and dispersal habitat for these species. Due to the Project Site's proximity to the Mojave River, indirect impacts to these riparian bird species may occur as those described for western yellow-billed cuckoo, southwestern willow flycatcher, and least Bell's vireo. Impacts to long-eared owl, summer tanager, yellow-breasted chat, and yellow warbler would be less than significant with the implementation of **Mitigation Measure BIO-2**.

Loggerhead shrike, a SSC, has a low potential to occur on the Project Site due to the presence of the desert scrub communities. However, the shrubs present are not large enough and are not dense enough to provide suitable nesting habitat for the loggerhead shrike. Several large trees and snags do provide perching opportunities for scanning but the site overall likely provides low quality foraging/hunting habitat for this species due to the high levels of disturbances present. If loggerhead shrike is present on the Project Site, it is expected to occur in a very low density due to the highly disturbed nature of the Project Site and it is not expected to nest on the Project Site. Furthermore, the loss of the Project Site as low-quality foraging/hunting habitat as a result of the Project is not likely to contribute to the overall decline of this species. Potential Project-related impacts to the loggerhead shrike are not expected to be significant.

The Project Site also contained suitable nesting habitat for bird species protected under the MBTA. Development of the Project Site will be required to comply with the MBTA and avoid impacts to nesting birds. If construction of the Project occurs during the nesting bird season (typically February 1 through August 31), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat and indirectly through increased noise. Impacts to special-status bird species with potential to nest on or near the Project site may also occur as a result of the Project as well. Impacts to nesting birds would be less than significant with the implementation of **Mitigation Measure BIO-2**.

U.S. Fish and Wildlife Service Designated Critical Habitat

A portion along the eastern boundary of the Project Site is mapped as designated critical habitat for southwestern willow flycatcher. No other designated critical habitat for federally listed species is present within or adjacent to the Project Site.

Approximately 0.43 acre of southwestern willow flycatcher critical habitat overlaps the eastern edge of the Project Site; however, the mapped critical habitat within the Project Site does not provide any suitable habitat for the species due to the lack of riparian vegetation.

The Primary Constituent Elements (PCEs) outlined in the *Determination of Critical Habitat for Southwestern Willow Flycatcher* (USFWS 2005b) are based on the biological and ecological needs for the flycatcher to succeed in the designated critical habitat. These elements include, but are not limited to, breeding sites, the biological needs of the animal (reproductive, dietary, and habitat needs), physiological requirements (water, air, light, etc.), and space required for normal behavior of the animal or for individual and population growth. Specifically, two PCEs were identified for southwestern willow flycatcher in the Final Rule of the Designation of Critical Habitat for the Southwestern Willow Flycatcher (USFWS 2005b). These include riparian habitat and insect prey populations.

Riparian habitat located in "dynamic successional riverine environments" is imperative to the survival of southwestern willow flycatcher because the flycatcher utilizes riparian habitat during all life stages, including foraging, migration, nesting, shelter, and dispersal (USFWS 2005b). Researchers have found that southwestern willow flycatchers do not appear to have a preference between native and nonnative tree and shrub species; however, density of these stands is a limiting factor (USFWS 2005b). Dense areas of vegetation interspersed with smaller openings of sparser vegetation or open water or marsh are utilized by southwestern willow flycatchers from ground level to approximately 13 feet above the ground. A dense tree or shrub canopy is imperative for breeding sites (areas with 50 to 100 percent coverage).

Invertebrate prey comprises the majority of the southwestern willow flycatcher's diet and this prey base must be plentiful for the success of the flycatcher as a species. As an insect generalist several different types of species are consumed, ranging from beetles (*Coleoptera*), to butterflies and moths (*Lepidoptera*), wasps and bees (*Heteroptera*), and dragonflies (*Anisoptera*). Prey availability can be influenced by quality of vegetation present in the habitat, presence of and proximity to water, and microclimate features such as humidity and temperature.

Although cottonwood trees, typically associated with riparian vegetation, are located within the area on the Project Site mapped as designated critical habitat for southwestern willow flycatcher, the dispersal of the trees do not provide the necessary vegetative structure that the southwestern willow flycatcher requires. Furthermore, the Project Site is highly disturbed due to off-highway vehicle (OHV) use, unauthorized trash dumping, and illegal camping activity. Large cottonwood and willow trees located on the Project Site are widely spaced with little to no dense riparian shrub understory. Habitat located adjacent to the Project Site, approximately 70 feet east of the site in the Mojave River, provides much higher quality and less disturbed habitat for southwestern willow flycatchers. The cottonwoods located within the Mojave River are denser and contain a substantial understory of willow and other riparian shrubs, providing adequate shelter and nesting habitat for the species.

Approximately 0.43 acre of mapped designated critical habitat for the southwestern willow flycatcher is present on the eastern edge of the Project site; however, the habitat in this area does not contain the appropriate riparian vegetation PCE (including structure and density) that is required for the species to occupy this area of the Project Site. No impacts to occupiable southwestern willow flycatcher habitat within designated critical habitat are expected as a result of the Project.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Less than significant impact.

Sensitive Natural Communities

The Project Site contains two sensitive natural communities as defined by CDFW: disturbed scale broom scrub ranked as S3 and disturbed yerba mansa – sedge alkaline flats, ranked as S2. Both communities are associated with the presence of water, either in the water table or due to periodic inundation. Due to the Project's location adjacent to the Mojave River and within the historic floodplain of the river, it is likely that the water table is high in this area, which likely supports the growth of the riparian plant species associated with the communities listed above. Both communities on the Project Site are subject to frequent and consistent disturbances and do not provide high value or function to plant and wildlife species occurring on or adjacent to the Project Site. Furthermore, the loss of approximately 1.33 acres of disturbed scale broom scrub and approximately 0.44 acre of disturbed yerba mansa – sedge alkaline flats is not expected to contribute to the overall decline of these sensitive natural communities in the region or the State of California. Impacts to these disturbed vegetation communities would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No impact.

An aquatic resources delineation was not performed as part of this assessment. Based on communication with the City of Victorville (S. Webb, personal communication) and the aquatic resources delineation that was performed in the vicinity of the site in support of the Mojave River West Levee Improvement Project, the Project Site does not contain aquatic resources potentially jurisdictional to USACE or CDFW and no impacts are expected.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

No impact.

The Project Site is located within and adjacent to areas containing existing disturbances (e.g., dirt roads, trash, unauthorized trash dumping, evidence of previous fire activity, illegal camping activity, paved walkway, levee), a park, and residential development. The Project Site is heavily disturbed and isolated from large, contiguous blocks of native habitat. The Project Site contains little vegetative cover that is not typically conducive to wildlife travel or movement throughout the area. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project Site. The Mojave River is located approximately 70 feet east of the Project Site and is generally considered a movement corridor for wildlife; however, no Project-related impacts are expected to occur within the Mojave River. Therefore, no impacts to wildlife corridors or nursery sites are expected to occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

No impact.

Joshua trees are protected by the City of Victorville's Joshua Tree Ordinance (Ordinance Number 1224; Municipal Code Chapter 13.33), which is now superseded by the CDFW candidate species status. However, no live or dead Joshua trees were observed within the Project Site or 500-foot buffer during the Joshua tree habitat assessment (Appendix B). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No impact.

The Project Site is not located within the planning area of any existing Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). Therefore, the Proposed Project would not result in a significant impact to existing HCPs or NCCPs.

4.4.3 Mitigation Measures

BIO-1 – Protocol Preconstruction Rare Plant Survey: A protocol-level preconstruction survey shall be conducted for the three special-status plant species that have a moderate or low potential to occur on the Project Site, including San Bernardino aster, Booth's evening-primrose, and beaver dam breadroot. The protocol-level survey should occur during the typical blooming period for these species the season or the year prior to the start of ground-breaking Project activities. The survey shall be performed by a qualified botanist or biologist experienced with surveying for and identifying desert flora and shall follow the guidelines listed in the CNPS Botanical Survey Guidelines (CNPS 2001). If special-status plant species are observed on the Project Site during the survey, then a non-disturbance buffer shall be established around the location(s) of the individuals or population. The size of the non-disturbance buffer shall be determined by the qualified botanist or biologist based on location of special-status species and expected construction activities. If one or more special-status plants is found on the Project Site and avoidance of the location(s) is not feasible during Project construction, then additional mitigation measures will need to be implemented. Mitigation measures could include, but are not limited to, biological monitoring, seasonal work avoidance, seed collection, or transplanting. Coordination with CDFW may need to occur prior to or during mitigation implementation.

BIO-2 – Preconstruction Nesting Bird Survey: If construction or other Project activities are scheduled to occur during the nesting bird season (February 1 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests, including nests belonging to special-status avian species, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project Site and adjacent areas (including in the Mojave River) where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled to occur during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.

If Project-related impacts to nests belonging to federally and/or state-listed avian species (yellow-billed cuckoo, southwestern willow flycatcher, least Bell's vireo, and Swainson's hawk) are unavoidable, then coordination with USFWS and/or CDFW will be required to develop a mitigation plan to offset impacts to the species and their nests. Obtaining the necessary permits may also be required. Mitigation for impacts to federally and/or state-listed avian species may

include seasonal work limitations, non-disturbance buffers around nests, offsite habitat acquisition and preservation, or biological monitoring.

BIO-3 – Preconstruction Burrowing Owl Survey: Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project Site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012) for avoidance and/or passive relocation shall be followed.

BIO-4 – Preconstruction Bat Surveys: Prior to tree removal, a preconstruction bat survey shall be conducted by a qualified bat biologist to assess potential bat roosting trees. The survey shall be conducted within 30 days prior to tree removal. During the assessment, a qualified bat biologist will assess the potential of each tree to house a maternity colony.

If crevice and/or cavity features are present, summer night-time surveys shall be conducted to determine if a maternity colony is present. If a maternity colony is present, tree removal or modification must occur in the fall (after flightless young have become volant) and under the supervision of a qualified bat biologist.

If no crevice and/or cavity features are present, the bat biologist shall supervise the two-step process of tree removal to avoid direct mortality of foliage-roosting species. The two-step process involves tree removal over two consecutive days. On the first day, the smaller outer limbs and branches will be removed using chain saws or non-mechanized hand tools under the direct supervision of the qualified bat biologist. On the second day, the remainder of the tree or shrub will be removed.

4.5 Cultural Resources

4.5.1 Environmental Setting

A Cultural Resources Inventory Report was prepared by ECORP Consulting, Inc. (Appendix C) for the Proposed Project to determine if cultural resources were present in or adjacent to the Area of Potential Effects (APE) and assess the sensitivity of the APE for undiscovered or buried cultural resources. The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if present. The APE for the Proposed Project includes all of the Proposed Project components described in the Project Description as well as additional temporary impact areas. The cultural context of the project area including regional and local prehistory, ethnography, and regional and project area histories can be found in the Cultural Resources Inventory Report in Appendix C.

ECORP requested a records search for the property at the South Central Coastal Information Center (SCCIC) of the CHRIS at California State University-Fullerton on September 1, 2021. The purpose of the records search was to determine the extent of previous surveys within a 1-mile (1,600-meter) radius of the Proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area. In addition to the official records and maps for archaeological sites and surveys in San Bernardino County, historic references were also reviewed. On September 1, 2021, ECORP subjected the APE to an intensive pedestrian survey using 15-meter transects.

In addition to the record search, ECORP contacted the California Native American Heritage Commission (NAHC) on September 1, 2021, to request a search of the Sacred Lands File for the APE.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

As a result of the field survey, two isolated artifacts (VVWC-001-1 and VVWC-002-I) and one site (VVWC-003) were identified on the property. VVWC-001-1 is a historic-period isolated find consisting of a single sun-colored amethyst (SCA) glass bottle fragment. VVWC-002-I is a historic-period isolated find consisting of an SCA glass bottle base fragment. VVWC-003 is a historic-period refuse deposit of mostly glass bottle fragments. Thousands of glass fragments of colorless, green, amber, cobalt, olive, and aqua glass bottle body and base fragments were found intermixed with modern refuse.

Isolated finds VVWC-001-1 and VVWC-002-I have been evaluated as not eligible using NRHP and CRHR eligibility criteria and have been found not eligible for listing in the NRHP or CRHR under any criteria. The isolates do not contribute to any known or suspected historic districts; and are neither considered to be Historic Properties for the purpose of Section 106 NHPA, nor Historical Resources under CEQA. Although site VVWC-003 has not been formally evaluated for significance, it is possible that this site exhibits a subsurface component that, in combination with the surface manifestation, may contain sufficient quantities of data that could satisfy NRHP Criterion D or CRHR Criterion 4. Subsurface testing and artifact analysis would be necessary to determine whether or not this site is significant under NRHP or CRHR eligibility criteria (Appendix C). Implementation of **Mitigation Measure CUL-1** would reduce impacts to less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

The Project Area contains Holocene alluvial deposits contemporaneous with human occupation of the region. Although no precontact resources were identified during the field survey, due to the presence of Holocene alluvial deposits within the Project Area, and the proximity of the Project Area to the Mojave River, a location in which Native American populations were known to settle, there exists a moderate potential for buried precontact archaeological sites within the Project Area.

There always remains the potential for ground-disturbing activities to expose previously unrecorded cultural resources. Both CEQA and Section 106 of the NHPA require the lead agency to address any unanticipated cultural resource discoveries during Project construction. Impacts would be less than significant with incorporation of **Mitigation Measure CUL-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

No formal cemeteries are located in or near the Project Area. Most Native American human remains are found in prehistoric archaeological sites. No impacts to human remains are anticipated; however, if any are encountered during ground disturbing construction activities, existing regulations (§7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641) are in place which detail the actions that must be taken if such discoveries are made. Implementation of **Mitigation Measure CUL-1** would reduce impacts to a less than significant level.

4.5.3 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead federal agency, the lead CEQA agency, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

CUL-2: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or post-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-3: If significant pre-contact and/or post-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered, and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and

comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the plan accordingly.

CUL-4: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

4.6 Energy

This section describes the environmental and regulatory setting for energy, including applicable plans, policies, regulations, and/or laws. This section also describes the potential for energy impacts that would result from the Proposed Project.

4.6.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear (California Energy Commissions [CEC] 2018a). Southern California Edison (SCE) provides electrical services to Victorville through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southwest Gas Corporation (Southwest Gas) provides natural gas services to the Project Area. Southwest Gas services over 2 million residential, commercial, and industrial customers in parts of Arizona, Nevada, and California.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative. Additionally, the CEC maintains a power plant data base that describes all of the operating power plants in the state by county. San Bernardino County contains 136 power plants generating electricity, of which 15 are natural gas-fired, 102 are solar-powered, one is biomass-powered, 3 are wind-powered, and 14 are hydro-powered (CEC 2021).

Existing Transmission and Distribution Facilities

The components of transmission and distribution systems include the generating facility, switching yards and stations, primary substation, distribution substations, distribution transformers, various sized transmission lines, and the customers. The United States contains over a quarter million miles of transmission lines, most of them capable of handling voltages between 115 kilovolts (kv) and 345 kv, and a handful of systems of up to 500 kv and 765 kv capacity. Transmission lines are rated according to the amount of power they can carry, the product of the current (rate of flow), and the voltage (electrical pressure). Generally, transmission is more efficient at higher voltages. Generating facilities, hydro-electric dams, and power plants usually produce electrical energy at fairly low voltages, which is increased by transformers in substations. From there, the energy proceeds through switching facilities to the transmission lines. At various points in the system, the energy is "stepped down" to lower voltages for distribution to customers. Power lines are either high voltage (115, 230, 500, and 765 kv) transmission lines or low voltage (12, 24, and 60 kv) distribution lines. Overhead transmission lines consist of the wires carrying the electrical energy (conductors), insulators, support towers, and grounded wires to protect the lines from lightning (called shield wires). Towers must meet the structural requirements of the system in several ways. They must be able to support both the electrical wires, the conductors, and the shield wires under varying weather conditions, including wind and ice loading, as well as a possible unbalanced pull caused by one or two wires breaking on one side of a tower. Every mile or so, a "dead-end" tower must be able to take the strain resulting if all the wires on one side of a tower break. Every change in direction requires a special tower design. In addition, the number of towers required per mile varies depending on the electrical standards, weather conditions, and the terrain. All towers must have appropriate foundations and be available at a fairly regular spacing along a continuous route accessible for both construction and maintenance. A right-of-way is a fundamental requirement for all transmission lines. A right-of-way must be kept clear of vegetation that could obstruct the lines or towers by falling limbs or interfering with the sag or wind sway of the overhead lines. If necessary, land acquisition and maintenance requirements can be substantial. The dimensions of a right-of-way depends on the voltage and number of circuits carried and the tower design. Typically, transmission line rights-of-way range from 100 to 300 feet in width. The electric power supply grid within San Bernardino County is part of a larger supply network operated and maintained by SCE that encompasses a large portion of the Southern California region. This system ties into yet a larger grid known as the California Power Pool that connects with the San Diego Gas and Electric and Pacific Gas and Electric Companies. These companies coordinate the development and operation, as well as purchase, sale, and exchange of power throughout the State of California. Within San Bernardino County, SCE owns most of the transmission and distribution facilities. Two major 500 kilovolt (kv) transmission lines pass through the county, connecting San Bernardino County to the national power grid, allowing the wheeling of power to locations where power is in demand (CEC 2021).

The California Independent System Operator (CAISO) manages the flow of electricity across the high-voltage, long-distance power lines (high-voltage transmissions system) that make up 80 percent of California's and a small part of Nevada's grid. This nonprofit public benefit corporation keeps power moving to and throughout California by operating a competitive wholesale electricity market, designed to promote a broad range of resources at lower prices, and managing the reliability of the electrical transmission grid. In managing the grid, CAISO centrally dispatches generation and coordinates the

movement of wholesale electricity in California. As the only independent grid operator in the western U.S., CAISO grants equal access to 26,000 circuit miles of transmission lines and coordinates competing and diverse energy resources into the grid where it is distributed to consumers. Every five minutes, CAISO forecasts electrical demand and dispatches the lowest cost generator to meet demand while ensuring enough transmission capacity for delivery of power.

CAISO conducts an annual transmission planning process that uses engineering tools to identify any grid expansions necessary to maintain reliability, lower costs or meet future infrastructure needs based on public policies. CAISO engineers design, run and analyze complex formulas and models that simulate grid use under wide-ranging scenarios, such as high demand days coupled with wildfires. This process includes evaluating power plant proposals submitted for study into the interconnection queue to determine viability and impact to the grid. The long-term comprehensive transmission plan, completed every 15 months, maps future growth in electricity demand and the need to meet state energy and environmental goals that require the CAISO grid to connect to renewable-rich, but remote areas of the Western landscape. CAISO promotes energy efficiency through resource sharing. CAISO electricity distribution management strategy designed so that an area with surplus electricity can benefit by sharing megawatts with another region via the open market. This allows the dispatch of electricity as efficiently as possible. By maximizing megawatts as the demand for electricity increases, CAISO helps keep electricity flowing during peak periods.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all residential uses in San Bernardino County from 2015 to 2019 is shown in Table 4.6-1. As indicated, the demand has increased slightly since 2015.

Table 4.6-1. Residential Electricity Consumption in San Bernardino County 2015-2019

Year	Electricity Consumption (kilowatt hours)
2019	5,054,326,483
2018	5,153,352,369
2017	5,156,794,899
2016	4,955,862,118
2015	4,921,765,007

Source: CEC 2020

The natural gas consumption associated with all residential uses in San Bernardino County from 2015 to 2019 is shown in Table 4.6-2. As indicated, the demand has increased since 2015.

Table 4.6-2. Residential Natural Gas Consumption in San Bernardino County 2015-2019	
Year	**Natural Gas Consumption (therms)**
2019	275,034,031
2018	231,468,146
2017	235,261,401
2016	234,628,679
2015	223,939,116

Source: CEC 2020

Automotive fuel consumption in San Bernardino County from 2016 to 2020 is shown in Table 4.6-3. Fuel consumption has slightly increased between 2016 and 2020 for all on-road vehicles but has decreased by roughly 15 percent between 2016 and 2020.

Table 4.6-3. Automotive Fuel Consumption in San Bernardino County 2016-2020		
Year	**Total On-road Fuel Consumption**	**Total Off-road Fuel Consumption**
2020	1,150,345,753	41,107,566,208
2019	1,171,367,145	42,879,515,915
2018	1,168,321,548	44,705,185,916
2017	1,171,836,046	46,594,696,054
2016	1,045,714,740	48,534,133,085

Source: CARB 2021

4.6.2 Regulatory Setting

4.6.2.1 State

California Energy Efficiency Standards for Residential & Nonresidential Buildings (Title 24)

Title 24, California's energy efficiency standards for residential and nonresidential buildings, were established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. California's energy efficiency standards are updated on an approximate three-year cycle. These standards are a unique California asset that have placed the state on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. According to the CEC, single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards and nonresidential buildings will use about 30 percent less

energy (due mainly to lighting upgrades) (CEC 2018b). The most significant efficiency improvement to the residential Standards include the introduction of photovoltaic into the perspective package, improvements for attics, walls, water heating, and lighting. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. These new standards apply only to certain nonresidential building types, as specified in the requirements.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also has voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2016 and went into effect January 1, 2017.

Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law Senate Bill (SB)1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation by the state's utilities to those power plants that meet an emissions performance standard jointly established by the CEC and the CPUC.

The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds carbon dioxide per megawatt-hour. This would encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of greenhouse gas emissions;
- Require posting of notices of public deliberations by publicly owned utilities on long- term investments on the CEC website. This would facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the emissions performance standard (EPS) (Perata, Chapter 598, Statutes of 2006).

Executive Order B-55-18

In September 2018 Governor Jerry Brown Signed Executive Order (EO) B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net zero carbon dioxide emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide

targets for GHG emission reduction. EO B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Senate Bill X1-2 of 2011, Senate Bill 350 of 2015, and Senate Bill 100 of 2018

SB X1-2 of 2011 required that all California electric utilities generate 33 percent of their electricity from renewables by the end of 2020. SB X1-2 also required the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California.

In October 2015, SB 350 was signed by Governor Brown, which requires retail sellers and publicly owned electric utilities to procure 50 percent of their electricity from renewable resources by 2030. In 2018, SB 100 was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

4.6.2.2 Local

City of Victorville 2030 General Plan

The City of Victorville addresses energy conservation in a multi-faceted approach by weaving targeted energy reduction measures into goals, objectives, policies, and implementation measures within the City's 2030 General Plan. The following policies and implementation measures are examples of the City's plans and actions to support goals such as Goal #7, which aims to promote energy sustainability by developing alternative power supplies and reducing energy use:

Policy 7.1.1: Support development of solar, hybrid, wind and other alternative energy generation plants.

- Implementation Measure 7.1.1.1: Continue to work with energy companies and energy developers to develop non-fossil fuel reliant power generation plants within the Planning Area.
- Implementation Measure 7.1.1.2. Through the Victorville Municipal Utility Services (VMUS), continue to expand the amount of energy generated and the distribution of that energy to all Planning Area power consumers.

Policy 7.2.1: Support energy conservation by requiring sustainable building design and development for new residential, commercial and industrial projects.

- Implementation Measure 7.2.1.1: Incorporate green building principles and practices, to the extent practicable and financially feasible, into the design, development and operation of all City owned facilities.
- Implementation Measure 7.2.1.2: Minimize energy use of new residential, commercial and industrial projects by requiring high efficiency heating, lighting and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NOx water heaters.

- Implementation Measure 7.2.1.3: Require drought tolerant landscaping in all new private developments.

Policy 7.2.2: Support energy conservation by using low-emission non-fossil fuel reliant vehicles.

- Implementation Measure 7.2.2.1: Convert all City owned vehicles to low-emission non-fossil fuel vehicles and continue to update City fleets to the meet new and better low-emission technologies.

- Implementation Measure 7.2.2.2: Require drought tolerant landscaping in all City public developments, including buildings, parks and street rights-of-way.

City of Victorville Old Town Specific Plan

In addition to the aforementioned City policies and implementation measures promulgated in the 2030 General Plan, the following OTSP mitigation measure is a requirement for the Proposed Project:

***MM 8a-2*:** All future development within the OTSP shall include both of the following energy efficiency measures to be applied to the development of new multi-family, commercial, mixed use, industrial and public buildings or a building being renovated where more than 50 percent of the structure would be replaced:

Requirement 1

The applicant shall be subject to the provisions of the City of Victorville Climate Action Plan (CAP). The applicant shall submit the required CAP screening table demonstrating 45-points or greater of Greenhouse Gas Reduction Measures with the appropriate entitlement application submittal.

Requirement 2

Provide a renewable energy generation (solar, wind, etc.) capable of producing at least 50 percent of the building's total energy demand.

4.6.3 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less than significant impact.

The impact analysis focuses on the source of energy that is relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for

Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by all residential land uses in San Bernardino County. Similarly, the amount of fuel necessary for Project construction is calculated and compared to that consumed by off-road equipment in San Bernardino County, and the amount of fuel necessary for Project operations is calculated and compared to that consumed by on-road vehicles in San Bernardino County.

The analysis of electricity gas and natural gas usage is based on CalEEMod modeling conducted by ECORP (Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2021 computer program, which provides projections for typical daily fuel usage in San Bernardino County, coupled with estimated trip lengths derived from the CalEEMod model (Appendix A). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. (Appendix A.) Energy consumption associated with the Proposed Project is summarized in Table 4.6-4.

Table 4.6-4. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Building Energy Consumption		
Electricity Consumption[1]	613,537 kilowatt-hours	0.01 percent
Natural Gas[1]	50,247 therms	0.02 percent
Automotive Fuel Consumption Phase 1 Construction		
Project Construction Year One[2]	55,961 gallons	0.00 percent
Project Construction Year Two[2]	13,793 gallons	0.00 percent
Automotive Fuel Consumption Phase 2 Construction		
Project Construction Year One[2]	46,995 gallons	0.00 percent
Project Construction Year Two[2]	11,823 gallons	0.00 percent
Automotive Fuel Consumption Operations		
Project Operations[3]	112,653 gallons	0.01 percent

Source: [1]CalEEMod; [2]Climate Registry 2016; [3]EMFAC2021 (CARB 2021)

Notes: The Project increases in electricity and natural gas consumption are compared with all of the residential buildings in the San Bernardino County, respectively, in 2019, the latest data available. The Project increases in construction fuel consumption are compared with the countywide off-road equipment fuel consumption in 2020, the most recent full year of data. The Project increases in operational automotive fuel consumption are compared with the countywide on-road vehicle fuel consumption in 2020, the most recent full year of data.

Operations of the Proposed Project would include electricity and natural gas usage from lighting and space and water heating. As shown in Table 4.6-4, the annual electricity consumption due to operations would be 613,537 kilowatt-hours resulting in an imperceivable increase (0.01 percent) in the typical annual electricity consumption attributable to all residential uses in the service area. However, this is potentially a conservative estimate. In September 2018 Governor Jerry Brown Signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net zero carbon dioxide (CO_2) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for GHG emission reduction. Governor's Executive Order B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." Furthermore, the Project's increase in natural gas usage of 0.01 percent across all residential uses in the County would also be negligible. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 4.6-4, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 128,572 gallons of fuel, spanning both phases over several years. This would increase the annual countywide gasoline fuel use in the county by 0.000 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 637 daily trips (KOA 2021). As indicated in Table 4.6-4, this would estimate to a consumption of approximately 112,653 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.01 percent. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to San Bernardino County. Further, a liberal approach was taken for vehicle trip estimation to ensure potential impacts due to operational gasoline usage were adequately accounted. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less than significant impact.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project will be built to the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2013 standards became effective July 1, 2014. The 2016 Title 24 updates went into effect on January 1, 2017. The 2019 Energy Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

Furthermore, as indicated above, the Project would be subject to mitigation measures outlined in the OTSP Appendix B. For instance, mitigation measure 8a-2 requires development projects within the OTSP area to comply with the City CAP (submit the CAP screening table demonstrating 45 points or greater of GHG reduction measures) and to provide renewable energy generation capable of producing 50 percent of the Project's total energy demand. Compliance with the OTSP correlates to consistency with the City's CAP, which in turn correlates to consistency with state and federal regulations pertaining to energy.

For these reasons, this impact would be less than significant.

4.6.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

A site-specific geotechnical investigation was conducted for the Project by Merrell Engineering Company, Inc. (Merrell) in December 2020. The report presents findings based on the results of a field and laboratory programs, data review, and engineering analyses. The field exploration program consisted of drilling 10 exploratory borings to depths of 25 to 50 feet. The report is included in Appendix E.

4.7.1.1 Geomorphic Setting

The project site is located on the central portion of the Mojave Desert Geomorphic Province, bordering the Transverse Ranges. The Mojave Desert Geomorphic Province is characterized by broad expanses of desert with localized mountains and dry lakebeds. The province is bounded by the San Bernardino Mountains and the Pinto Fault to the south, the San Andreas Fault to the west, the Garlock Fault to the north, and the Basin and Range Province to the east. Most of the faults within the central Mojave Desert trend to the northwest, parallel to the San Andreas Fault Zone, and truncate against the Garlock Fault, trending to the northeast (City of Victorville 2008a).

4.7.1.2 Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive."

No faults or fault traces are known or suspected to exist within the City and, as a result, no Alquist-Priolo Special Studies Zones are located within the City or Project Site. However, because of the high probability of seismic activity, consistent with Seismic Safety Zone IV of the California Code, new development is required to employ design and construction techniques that will reduce the potential for loss of life, injury, and property damage in the event of a major earthquake (City of Victorville 2008a). The closest known fault to the Project Site is the Helendale Fault located approximately 10 miles east of the Project Site.

4.7.1.3 Subsurface Conditions

The Project Site is underlain by relatively clean and silty or clayey, well-graded to poorly-graded sands to the maximum depth explored, 50 feet. The sands are generally medium dense in the upper 5 to 10 feet and loose between depths of about 10 and 20 to 25 feet. The sands are typically medium dense to dense below depths of 25 to 40 feet, and generally increase in density with depth.

Groundwater was encountered at depths of 7 to 11 feet in the test borings. Groundwater levels could rise depending on rainfall runoff and the depth of water in the Mojave River (Appendix E).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐

Less than significant with mitigation incorporated.

i) No faults or fault traces are known or suspected to exist within the City and, as a result, no Alquist-Priolo Special Studies Zones are located within the City or Project Site. The closest known fault to the Project Site is the Helendale Fault located approximately 10 miles east of the Project Site. Ground rupture as a result of an earthquake fault traversing the project site would not be likely. A less than significant impact would occur.

ii) Just like most of Southern California, in the event of an earthquake strong ground shaking is expected to occur on the Project Site. The design and construction of the Proposed Project would adhere to all applicable provisions of the California Building Code and all grading and construction plans would be reviewed and approved by the City of Victorville. Consistent with Seismic Safety Zone IV of the California Code, new development is required to employ design and construction techniques that will reduce the potential for loss of life, injury, and property damage in the event of a major earthquake (City of Victorville 2008a). This would ensure that all proposed structures are adequately designed and constructed to reduce the risk of loss, injury, or death resulting from strong ground shaking. Impacts would be less than significant.

iii) Groundwater was encountered at depths of 7 to 11 feet and the subsurface soils between typical depths of 10 and 20 to 25 feet consist of loose, relatively clean sands. The site-specific geotechnical investigation indicated that at some locations the soils between these depths could liquefy during or immediately following a major earthquake. Consequently, there is a potential for ground surface settlements of 4 to 6 inches in the event of a major earthquake.

The test borings indicate that liquefaction is somewhat more likely near the perimeter of the site and less likely in the central area, due to both fines content and soil density. Significant differential settlement over close horizontal distances is unlikely.

To minimize the potential effects of liquefaction on the development, **Mitigation Measure GEO-1** would implement the recommendations listed in the site-specific geotechnical investigation, including methods to support the proposed structures from seismic-related ground failure. With mitigation, impacts would be less than significant.

iv) The site consists of vacant land. The surface is nearly level and covered with scattered brush and trees. Risk of landslides is not anticipated; however project grading plans would adhere to the California Building Code and would be reviewed by the City of Victorville to ensure proposed topographical modifications to the project site do not create the potential for landslides. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less than significant impact.

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, that could potentially result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) would be included as part of the SWPPP prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see Section 4.9 Hydrology and Water Quality). Typical erosion control BMPs would be used and the site would be stabilized according to the SWPPP requirements. The Proposed Project's grading plan would also ensure that the proposed earthwork is designed to avoid soil erosion. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

As discussed above, groundwater was encountered at depths of 7 to 11 feet and the subsurface soils between typical depths of 10 and 20 to 25 feet consist of loose, relatively clean sands. The site-specific geotechnical investigation indicates that at some locations the soils between these depths could liquefy during or immediately following a major earthquake. Significant differential settlement over close horizontal distances is unlikely.

Additionally, it has been determined that portions of the City of Victorville's Planning Area have the potential to contain collapsible soils (City of Victorville 2008b). Alluvial soils in arid and semi-arid environments have the tendency to possess characteristics that make them prone to collapse with increase in moisture content. To address the potential for unstable soils that are prone to collapse the design and engineering of the Proposed Project would adhere to the California Building Code and incorporate recommendations from the Proposed Project's site-specific geotechnical investigation. With **Mitigation Measure GEO-1**, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than significant impact.

Expansive soils are soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. When these soils swell, the change in volume exerts significant pressures on loads that are placed on them. This shrink/swell movement can adversely affect structure foundations, often causing them to crack or shift, with resulting damage to the structures they support.

Soils in most of the City of Victorville are composed mainly of sands, silty sands, and sand with silt. For that reason, the expansion potential of the soil is generally low (City of Victorville 2008b). According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, soil underlaying the Project Site consists of Cajon Sand, 2 to 9 percent slopes. This soil is not considered hydric or conducive to flooding, pooling,

ponding, or other water features (NRCS 2021). As such, soils within the project site are not anticipated to be expansive. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

No impact.

The Proposed Project does not include septic tanks or alternative wastewater disposal systems. No impact would occur.

Would the Project:	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 geologic feature?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

Victorville is within an area rich in paleontological resources, especially adjacent to the Mojave River due to the lower elevation of geological deposits. Due to the presence of Holocene alluvial deposits within the Project Area, there exists a moderate potential for buried paleontological sites within the Project Area.

A paleontological records search was completed for the Proposed Project at the Natural History Museum of Los Angeles County (NHMLAC 2021; Appendix D). The NHMLAC has recorded fossil localities nearby from the same sedimentary deposits that occur in the Project Area, either at the surface or at depth. Some of these fossils do not have precise locality data and so may, in fact, be from the Project Area. NHMLAC's closest fossil vertebrate locality are LACM 3352-3353 and 3498, which are located on the slopes on the west side of the Mojave River centered around II-15. Specimens of fossil horse (*Equus*) were recovered from these sites. NHMLAC's next closest fossil vertebrate localities in Shoemaker Gravel Formation deposits is LACM VP 1224, which is located north of Hesperia Road, near Dean Avenue and Dean Place. LACM 1224 produced a fossil specimen of Camel family (*Camelidae*) (NHMLAC 2021).

Any fossils recovered from the Project Area would be scientifically significant. Implementation of **Mitigation Measure GEO-2** would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels. Therefore, these impacts are less than significant with mitigation incorporated.

4.7.3 Mitigation Measures

GEO-1: The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (Geotechnical Investigation Report: Victorville Wellness Center. Merrell Johnson 2020).

GEO-2: A qualified paleontologist shall be retained to determine if the older Quaternary sediments are being disturbed during deep excavations of ten feet below the ground surface or greater. If so, the paleontologist shall establish a monitoring program to recover any significant fossils that may be encountered. Sediment samples shall be collected and processed to determine the small fossil potential in the Project Area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution in consultation with the City of Victorville.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the San Bernardino County portion of the MDAB is the MDAQMD. The MDAQMD's (2016) California Environmental Quality Act (CEQA) and Federal Conformity Guidelines identifies both annual and daily construction significance thresholds for GHG emissions. The Proposed Project is compared to the MDAQMD annual threshold of 100,000 metric tons of CO_2e annually as well as the MDAQMD daily threshold of 578,000 pounds of CO_2e daily.

The Project is also compared for consistency with the City of Victorville Climate Action Plan (CAP). The CAP identifies a community-wide GHG inventory, identifies the effectiveness of California initiatives to reduce GHG emissions, and identifies local measures that were selected by the City to reduce GHG emissions under the City's jurisdictional control to achieve the City's identified GHG reduction target.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Less than significant impact.

A source of GHG emissions associated with the Proposed Project would be combustion of fossil fuels during construction activities. The construction phase of the Proposed Project is temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips. The operational phase would also result in GHG emissions, predominately from vehicle trips to and from the Wellness Center.

Construction GHG Emissions

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions	
Emissions Source	**CO_2e (Metric Tons/ Year)**
Phase 1 Construction	
Annual (Maximum Tons per Year)	
Construction in Year One	40 tons
Construction in Year Two	1,074 tons
MDAQMD Annual Threshold	*100,000 metric tons/year*
Exceed Annual Threshold?	**No**
Daily (Maximum Pounds per Day)	
Construction in Year One	3,865 pounds
Construction in Year Two	12,615 pounds
MDAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**
Phase 2 Construction	
Annual (Maximum Tons per Year)	
Construction in Year One	682 tons
Construction in Year Two	241 tons
MDAQMD Annual Threshold	*100,000 metric tons/year*
Exceed Annual Threshold?	**No**
Daily (Maximum Pounds per Day)	
Construction in Year One	9,351 pounds
Construction in Year Two	9,209 pounds
MDAQMD Annual Threshold	*548,000 pounds/day*
Exceed Annual Threshold?	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, construction-generated emissions would not exceed MDAQMD significance thresholds.

Operational GHG Emissions

Operation of the Project would result in GHG emissions associated with vehicle trips generated by residents and employees, in addition to equipment usage associated with ongoing operations, maintenance, repair, and security. Construction emissions have been amortized over the estimated 50-year life of the Project. Resultant emissions have been added to the operational totals identified in Table 4.8-2, which summarizes all the direct and indirect annual GHG emissions level associated with the Project.

Table 4.8-2. Operational Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Annual (Maximum Tons per Year)	
Construction Emissions (amortized over the 50-year life of the Project)	21 tons
Area Source	2 tons
Energy	378 tons
Mobile	340 tons
Waste	99 tons
Water	64 tons
Total	**904 tons**
MDAQMD Annual Threshold	*100,000 metric tons/year*
Exceed Annual Threshold?	**No**
Summer Daily (Maximum Pounds per Day)	
Construction Emissions (amortized over the 50-year life of the Project)	232 pounds
Area Source	26 pounds
Energy	1,197 pounds
Mobile	2,179 pounds
Waste	540 pounds
Water	340 pounds
Total	**4,514 pounds**
MDAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**
Winter Daily (Maximum Pounds per Day)	

Table 4.8-2. Operational Greenhouse Gas Emissions	
Emissions Source	**CO_2e (Metric Tons/ Year)**
Construction Emissions (amortized over the 50-year life of the Project)	232 pounds
Area Source (landscaping, hearth)	26 pounds
Energy	1,197 pounds
Mobile	2,032 pounds
Waste	540 pounds
Water	340 pounds
Total	**4,367 pounds**
MDAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: Emission estimates account for more than 506 permanent resident and employee trips daily.

As shown in Table 4.8-2, operational-generated emissions would not exceed MDAQMD significance thresholds. This impact is found to be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

City of Victorville GHG Emissions Screening Table

As previously stated, the purpose of the City GHG Emissions Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The Screening Table assigns points for each option incorporated into a project. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. Table 4.8-3 presents a list of the GHG reduction measure options and the associated point values in the GHG Screening Table. This table may be updated from time to time to meet current GHG reduction targets.

Table 4.8-3. City of Victorville GHG Emissions Screening Table - Residential Section

Feature	Description	Assigned point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
	Building Envelope		
Insulation	○ 2008 Baseline (walls R-13:, roof/attic: R-30) ○ Modestly Enhanced Insulation (walls R-13:, roof/attic: R-38) ○ Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38) ○ Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	○ 0 points ○ 12 points ○ 15 points ○ 18 points	
Windows	○ 2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC) ○ Modestly Enhanced Window Insulation (0.4 U-Factor, 0.32 SHGC) ○ Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC) ○ Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	○ 0 point ○ 6 points ○ 7 points ○ 9 points	
Cool Roof	○ Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance) ○ Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance) ○ Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	○ 10 points ○ 12 points ○ 14 points	
Air Infiltration	○ Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. ○ Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) ○ Blower Door HERS Verified Envelope Leakage or equivalent	○ 0 points ○ 10 points ○ 8 points	

Thermal Storage of Building	○ Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. ○ Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials) ○ Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	○ 0 points ○ 2 points ○ 4 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	○ Minimum Duct Insulation (R-4.2 required) ○ Modest Duct insulation (R-6) ○ Enhanced Duct Insulation (R-8) ○ Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	○ 0 points ○ 7 points ○ 8 points ○ 12 points	
Space Heating/ Cooling Equipment	○ 2008 Minimum HVAC Efficiency (SEER 13/75% AFUE or 7.7 HSPF) ○ Improved Efficiency HVAC (SEER 14/78% AFUE or 8 HSPF) ○ High Efficiency HVAC (SEER 15/80% AFUE or 8.5 HSPF) ○ Very High Efficiency HVAC (SEER 16/82% AFUE or 9 HSPF)	○ 0 points ○ 4 points ○ 7 points ○ 9 points	
Water Heaters	○ 2008 Minimum Efficiency (0.57 Energy Factor) ○ Improved Efficiency Water Heater (0.675 Energy Factor) ○ High Efficiency Water Heater (0.72 Energy Factor) ○ Very High Efficiency Water Heater (0.92 Energy Factor) ○ Solar Pre-heat System (0.2 Net Solar Fraction) ○ Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	○ 0 points ○ 12 points ○ 15 points ○ 18 points ○ 4 points ○ 8 points	

Daylighting	○ Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. ○ All peripheral rooms within the living space have at least one window (required) ○ All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.) ○ All rooms daylighted	○ 0 points ○ 0 points ○ 1 point ○ 2 points	
Artificial Lighting	○ 2008 Minimum (required) ○ Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt) ○ High Efficiency Lights (50% of in-unit fixtures are high efficacy) ○ Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	○ 0 points ○ 8 points ○ 10 points ○ 12 points	
Appliances	○ Energy Star Refrigerator (new) ○ Energy Star Dish Washer (new) ○ Energy Star Washing Machine (new)	○ 1 point ○ 1 point ○ 1 point	
Miscellaneous Residential Building Efficiencies			
Building Placements	○ North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	○ 5 points	
Shading	○ At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	○ 4 points	
Energy Star Homes	○ EPA Energy Star for Homes (version 3 or above)	○ 25 points	
Independent Energy Efficiency Calculations	○ Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	○ TBD	

Other	○ This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	○ TBD	
Existing Residential Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing residential dwelling units to further the point value of their project. Retrofitting existing residential dwelling units within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the City Planning Department. The decision to allow applicants to ability to participate in this program will be evaluated based upon, but not limited to the following; ○ Will the energy efficiency retrofit project benefit low income or disadvantaged residents? ○ Does the energy efficiency retrofit project fit within the overall assumptions in reduction measures associated with existing residential retrofits? ○ Does the energy efficiency retrofit project provide co-benefits important to the City? ○ Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.	○ TBD	
Reduction Measure PS E2: Residential Renewable Energy Generation			

Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments: Solar Ready Homes (sturdy roof and solar ready service panel) o 10 percent of the power needs of the project o 20 percent of the power needs of the project o 30 percent of the power needs of the project o 40 percent of the power needs of the project o 50 percent of the power needs of the project o 60 percent of the power needs of the project o 70 percent of the power needs of the project o 80 percent of the power needs of the project o 90 percent of the power needs of the project o 100 percent of the power needs of the project	o 2 points o 10 points o 15 points o 20 points o 28 points o 34 points o 38 points o 42 points o 46 points o 52 points o 58 points	
Wind turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the area's capability to support wind turbines should be evaluated prior to choosing this feature. Individual wind turbines at homes or collective neighborhood arrangements of wind turbines such that the total power provided augments: o 10 percent of the power needs of the project o 20 percent of the power needs of the project o 30 percent of the power needs of the project o 40 percent of the power needs of the project o 50 percent of the power needs of the project o 60 percent of the power needs of the project o 70 percent of the power needs of the project o 80 percent of the power needs of the project o 90 percent of the power needs of the project o 100 percent of the power needs of the project	o 10 points o 15 points o 20 points o 28 points o 35 points o 38 points o 42 points o 46 points o 52 points o 58 points	
Off-site Renewable Energy Projects	o The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing homes that will help implement renewable energy within the City. These off-site renewable energy retrofit project proposals will be determined on a case by case basis and must be accompanied by a detailed plan that documents the quantity of renewable energy the proposal will generate. Point values will be determined based upon the energy generated by the proposal.	o TBD	

Other Renewable Energy Generation	○ The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	○ TBD	
Reduction Measure P1 W1: Residential Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	○ Limit conventional turf to < 50% of required landscape area ○ Limit conventional turf to < 25% of required landscape area ○ No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed) ○ Only California Native Plants that requires no irrigation or some supplemental irrigation	○ 0 points ○ 4 points ○ 6 points ○ 8 points	
Water Efficient Irrigation System	○ Low precipitation spray heads < .75'/hr or drip irrigation ○ Weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use)	○ 2 points ○ 3 points	
Recycled Water	○ Recycled connections (purple pipe) to irrigation system on site	○ 6 points	
Storm Water Reuse System	○ Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	○ TBD	
Potable Water			
Showers	○ Water Efficient Showerheads (2.0 gpm)	○ 3 points	
Toilets	○ Water Efficient Toilets (1.5 gpm)	○ 3 points	
Faucets	○ Water Efficient faucets (1.28 gpm)	○ 3 points	

Dishwasher	○ Water Efficient Dishwasher (6 gallons per cycle or less)	○ 1 point	
Washing Machine	○ Water Efficient Washing Machine (Water factor <5.5)	○ 1 point	
WaterSense	○ EPA WaterSense Certification	○ 12 points	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges: ○ Diversity of land uses complementing each other (2-28 points) ○ Increased destination accessibility other than transit (1-18 points) ○ Increased transit accessibility (1-25 points) ○ Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).	○ TBD	
Residential Near Local Retail (Residential Only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT)	○ TBD	
Other Trip Reduction Measures	○ Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project	○ TBD	
Reduction Measure PS T2: Bicycle Infrastructure			
Bicycle Infrastructure	○ Provide bicycle paths within project boundaries. ○ Provide bicycle path linkages between residential and other land uses. ○ Provide bicycle path linkages between residential and transit.	○ TBD ○ 2 points ○ 5 points	
Reduction Measure PS T3: Neighborhood Electric Vehicle Infrastructure			

Electrical Vehicle Recharge	○ Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways. ○ Install electric vehicle charging stations in the garages of residential units	○ 1 point ○ 8 points	
Total Points Earned by Residential Project			

Source: City of Victorville 2015.

As shown in Table 4.8-3, the City's CAP Screening Table presents a plethora of options for projects to implement in order to reduce GHG emissions, associated with operational activities, to a less than significant level. As previously stated, the purpose of the City GHG Emissions Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The Screening Table assigns points for each option incorporated into a project. The point values correspond to the minimum emissions reduction expected from each feature and a minimum of 45 Screening Table Points must be met for each project. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures.

Implementation **Mitigation Measure GHG-1** is necessary to reduce Project-related GHG impacts to a less than significant level. With the implementation of Mitigation Measure GHG-1, the Project would achieve the necessary 45 points (or more) from the City GHG Emissions Screening Tables and therefore would be considered consistent with the City's GHG-reduction strategy. As explained previously, the City of Victorville CAP established a GHG emissions reduction target for the year 2020 that was 29 percent below projected year 2020 emission levels. The GHG Plan is consistent with the AB 32 Scoping Plan and sets the City on a path to achieve a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions would ensure that the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable. Applicants are required to use the Victorville CAP GHG Emissions Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 45 or more points on the Screening Tables are considered less than significant.

It is noted that the Project would gain ten points per EV charging station provided by the Project. Rooftop Solar is proposed to be installed on the covered parking areas, which would be used for powering the EV charging stations and Wellness Center campus. As such, the Project would earn points per EV charging station and the rooftop solar system will be sized to meet or exceed the minimum standard provided under the Victorville CAP.

GHG emissions generated by energy sources account for all stages of the life-cycle (including mining, construction, etc.), which are referred to as the cumulative GHG emissions and are usually expressed in grams of carbon dioxide equivalent per unit of busbar electricity (i.e., gCO_2/kWh_e). When comparing

various fossil-fueled energy generators, the GHG emissions generated are dependent on the type of fuel (i.e., gas, oil, coal). GHG emissions generated by some of the more common types of fossil-fueled plants and solar power plants are summarized in Table 4.8-4.

Table 4.8-4. Life-Cycle Greenhouse Gas Emissions for Various Types of Energy Generators

Fossil Fuel/ Energy Source	gCO2/kWhe[1]
Coal	950 to 1,250
Oil	500 to 1,200
Gas	440 to 780
Solar	43 to 73[3]

Source: Weisser 2007

Notes:

[1] gCO_2e/kWh_e = grams of carbon dioxide equivalent per unit of busbar electricity.

[2] Emissions are based on lifecycle of energy source including mining, construction, operation, etc.

[3] Solar PV life-cycle emissions result from using fossil-fuel-based energy to produce the materials for solar cells, modules, and systems, as well as directly from smelting, production, and manufacturing facilities.

As shown in Table 4.8-4, generating power for EV charging through the use of renewable energy would generate far less GHG life-cycle emissions than traditional fossil-fueled energy generation. Therefore, the use of renewable energy to power the Proposed Project would contribute to the continued reduction of GHG emissions in the interconnected California and western United States electricity systems.

While the Project would emit GHG emissions during construction and operations, the Project would contribute and utilize renewable resource energy production to meet the goals of the AB 32 Scoping Plan. Increasing sources of solar energy is one of the measures identified in the Scoping Plan to reduce statewide GHG emissions. The Proposed Project would reduce GHG emissions in a manner consistent with California GHG-reducing legislation by producing solar power to power the EV charging stations. Use of solar power would replace some use of fossil fuels to power traditional vehicles and would reduce GHG emissions associated with traditional power generation and use.

In addition, the Project is required to comply with California's Title 20 Water Efficiency Standards for water appliances in each unit (i.e. showerheads, faucets, toilets, dishwashers, and washing machines). As such, the Project will earn sixteen points under the Potable Water category.

The specific energy efficiency of the other Project components is not yet known; however, implementation of Mitigation Measure GHG-1 would gain several more points per the Screening Tables. These points in addition to those earned for water efficient appliances and providing solar powered EV charging stations would result in the Project earning over 45 points.

The Project is proposing the construction of a new Wellness Center Campus to fulfill goals and policies set out the City's General Plan Housing Element by providing publicly-owned land to build affordable living

opportunities that will enhance the quality of life for the City's homeless population. The Wellness Center would provide for a safe and stable support structure onsite, acting as a low-barrier center to provide interim housing, support services, medical oversight and recuperative care to homeless men, women and families striving to transition out of homelessness. Once the initial interim housing and emergency sheltering period is over (approximately 180 days), the facility would provide for permanent housing within its supportive housing cottages. The Project Site is strategically located within walking distance to mass transit, shopping, and parkland for recreational activities, and would add an additional bus stop to the existing transit system, which would be consistent with OTSP Policy 7-8 that aims to improve the transit system through new development within the Specific Plan Area (SPA). The majority of the patron population is expected to use local transit or walking corridors, thus reducing the vehicle miles travelled (VMT) for the City as a whole, and thus GHG emissions, and would be consistent with OTSP Policy 7-6, which aims to increase bicycle and pedestrian activity throughout the SPA. The Project Site's eastern boundary abuts an existing walking/bike path, allowing for pedestrian and cycling access to and from the Project Site.

4.8.3 Mitigation Measures

GHG-1: The Proposed Project shall demonstrate consistency with the City of Victorville Climate Action Plan Residential GHG Emission Screening Table. The Project must be consistent with the CAP's requirement. The City of Victorville Planning Department shall verify incorporation of the identified Screening Table Measures within the Project building plans and Site designs prior to the issuance of building permit(s) and shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Less than significant impact.

The construction phase of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. All use, storage, transport, and disposal of hazardous materials used in construction or operation of the Wellness Center would be in strict accordance with federal, State, and local laws, ordinances, regulations, and standards. No extremely hazardous materials (i.e., governed under 40 CFR 335) are anticipated to be produced, used, stored, transported, or disposed of as a result of the Proposed Project. During construction and operation of the Proposed Project, Safety Data Sheets for all applicable

materials present on-site would be kept on the site and made readily available to on-site personnel and regulatory agencies and inspectors. Additionally, an inventory and contingency plan for all hazardous materials in reportable quantities will be maintained onsite and submitted to the local Certified Unified Protection Agency annually, as appropriate.

All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the Proposed Project would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Therefore, the use of such material would not create a significant hazard to the public and impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Less than significant impact.

On-site storage and/or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. However, during construction some hazardous materials, such as diesel fuel, would be used. A SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP, thus the Proposed Project would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

No impact.

The nearest school to the Project Site is Victor Primary School, approximately 0.6 mile to the south. As such, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No impact.

Nova Group conducted a Phase I Environmental Site Assessment (ESA) for the Project in November 2020 (Appendix F). The purpose of the Phase I ESA was to gather information concerning the Project Site and surrounding areas in order to identify conditions indicative of releases or threatened releases of hazardous substances, pollutants, contaminants, petroleum or petroleum products, and controlled substances in order to identify and evaluate Recognized Environmental Conditions (REC) affecting the Project Site.

Review of readily available aerials, topographic maps, and City directories indicate the property has been vacant since at least 1932 through present day. By at least 1953, the Town of Victorville bordered the property to the west. The west-adjacent properties appear to consist of residential structures, churches, and at least one school from approximately 1932 with an increase in this development through present day. No on-site or adjacent/adjoining property land uses were identified that would be considered representative of a REC in connection with the property.

According to the Phase I ESA, the property is not listed under the regulatory environmental databases reviewed for the assessment. There are no identified adjacent/adjoining properties listed under the reviewed databases; however, there are numerous facilities listed for surrounding area properties (non-adjacent). The closest facility with a petroleum- or hazardous waste-related incident lies in excess of 1,000 feet west-southwest of the property with a case closed status granted in 1997. Based on regulatory status, separation distances, and/or topographic gradient considerations, none of the listed facilities have been determined to represent a REC in connection with the property (Appendix F).

On November 17, 2020, a Nova Field Assessor walked the property and viewed the surrounding area in an effort to determine the potential for RECs, controlled RECs (CRECs), historical RECs (HRECs), or de minimis conditions to exist at the property. No issues of environmental significance in connection with the Project Site were identified, except that the Project Site is being used as a homeless camp, which appears to have resulted in an abundance of solid waste scattered about the property, mostly appearing to be household waste in nature. The issue is considered to represent a de minimis condition that can be addressed through collection and proper disposal of the solid waste performed by a certified third-party contractor pursuant to all applicable local, state, and federal regulations.

The assessment did not reveal evidence of RECs in connection with the property. Accordingly, no impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

No impact.

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No impact.

The City of Victorville Emergency Plan identifies emergency responses and actions. The Plan identifies the available emergency shelters in the event of an evacuation, including schools, fire stations, police stations, hospitals, casualty collection points, emergency operations center, and emergency command center. The Plan directs that persons living or working in an area adversely affected by a disaster should report to the appropriate shelters, as directed by local public safety officials. It also explains that persons injured or ill be taken to a casualty collection point (such as Victor Valley College) to obtain triage medical services (City of Victorville 2008b).

The Project Site does not include any facilities that would be used during emergency response and would not involve closures of emergency routes. As such, the Proposed Project would not impair or interfere with an adopted emergency response plan. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

No impact.

The Project Site is located on relatively vacant land surrounded by sparse residential, commercial, light industrial, and park uses. The Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Proposed Project would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.

The Project would construct a Wellness Center Campus, which would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Additionally, the Proposed Project is not located on land designated as a state or local fire hazard severity zone (CALFIRE 2021). No impact would occur.

4.9.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1.1 Regional Hydrology

The Project Site is within the Mojave River watershed, which encompasses approximately 4,700 square miles. The primary geographic and surface hydrologic feature of the watershed is the Mojave River. The river flows from south to north, conveying runoff out of the San Gabriel and San Bernardino mountains for about 80 miles, until it empties at Soda Lake. Surface flows fluctuate seasonally and are affected by discharges from Lake Arrowhead, Silverwood Lake, and Mojave Forks Reservoir (City of Victorville 2008b). The Mojave River and its tributaries have three dams that store water and provide some flood control for the reaches in the Mojave Desert—the Mojave River Forks Reservoir, Silverwood Lake Reservoir, and Lake Arrowhead Reservoir.

Several intermittent streams in the City empty into the Mojave River, including the Oro Grande Wash, Bell Mountain Wash, Ossom Wash and West Fork Ossom Wash, which drain a large area of the City west of the I-15. Three smaller unnamed intermittent streams drain the areas south of Southern California Logistics Airport (City of Victorville 2008b) including the Project Site.

4.10.1.2 Groundwater Hydrology

The City of Victorville is located within, and draws all of its water supply from, the Alto (or Upper Mojave) sub-basin of the Mojave River Groundwater Basin. The depth to groundwater ranges from 50 feet near the Mojave River to approximately 550 feet in the western portion of the City. Infiltration from precipitation

from watersheds in the San Bernardino and San Gabriel mountains is the source of this regional groundwater storage area. The Upper Mojave Groundwater Basin is the sole supply of potable water for the City, including the Project. Overdrafting began during the late 1950s, resulting in an average annual decline in the water table of 1 to 2 feet (City of Victorville 2008b).

4.10.1.3 Site Hydrology and On-Site Drainage

The Project Site is relatively flat and consists of vacant land. The surface is nearly level and covered with scattered brush and trees. Several dirt roads traverse the property. A substantial portion of the Project Site is located within the FEMA designated 100-year floodplain (Zone AE), while a smaller portion is located in the 500-year floodplain (FEMA 2021). The principal flood hazard to the Project Site is from the Mojave River, located directly east of the site.

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Less than significant impact.

During construction of the Proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, as well as spills of fluids or fuels from vehicles and equipment, if mobilized or transported offsite in overland flow, have the potential to degrade water quality. Because the area of disturbance affected by construction of the Proposed Project exceeds one acre, the Proposed Project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. During construction, to comply with the General Permit the City would be required to implement a SWPPP, which would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. Compliance with the provisions of the NPDES General Permit would reduce impacts associated with water quality standards and discharge requirements to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Less than significant impact.

The Sustainable Groundwater Management Act (SGMA) applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative Plans (DWR 2019). The Proposed Project falls within the Upper Mojave River Groundwater Subbasin (6-042) which encompasses 412,841 acres. The Subbasin is prioritized in the Very Low priority category and is 98.12 percent adjudicated (DWR 2019).

The City's Municipal Code also contains extensive requirements for water conservation and recycling measures in Chapter 13, Code 13.60. Included are Chapters 13.60.040, 13.60.050, and 13.60.060. Water conservation reduces water use and waste, and aids in maintaining groundwater resources. Furthermore, General Plan Resource Element Objective 1.1 requires the reduction of the rate of groundwater extraction for municipal water supply to no more than 80 percent of 2006 levels by 2012 and the maintenance of that level over the long term. To support this objective, Policy 1.1.1 requires water conservation measures for new development and major redevelopment, like that to potentially result from implementation of the proposed OTSP. This policy's implementation measures offer incentives for projects that demonstrate significant conservation or innovative techniques (Implementation Measure 1.1.1.1), revise development standards in city regulations and codes to include conservation measures to be incorporated into development (Implementation Measure 1.1.1.2), and maintain xerophytic plant information available to the public (Implementation Measure 1.1.1.3). General Plan Resource Element Policy 1.1.2 will penalize high volume wasteful water practices. Policy 1.1.3 supports conversions of wasteful water practices to water-conserving practices, and Implementation Measure 1.1.3.1 will convert City-owned landscaping to xerophytic palettes and replace inefficient irrigation systems. Objective 1.2 expands sources of water supply and delivery systems through alternatives to groundwater extractions. Continued implementation of these General Plan provisions aids in ensuring sustainable water supplies and reduces impacts to the groundwater basin by attempting to conserve as much groundwater as possible (City of Victorville 2018).

The Proposed Project is consistent with the land use designation (Medium Density Residential) designated by the OTSP, and the City of Victorville General Plan DEIR determined the buildout of the General Plan would have a less than significant contribution to the groundwater basin. Future development that would be allowed under the OTSP in the Project Area is consistent with the development already anticipated under the OTSP and City's General Plan, and groundwater impacts from implementation of the Project would not be any greater than those analyzed in the OTSP and General Plan EIR. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐

Less than significant impact.

i) Construction of the Proposed Project would require ground disturbing activities, including excavation, grading, and paving. These activities have the potential to result in erosion or siltation on- or off-site. Construction impacts would be less than significant with the implementation of standard construction BMPs. The preparation of a SWPPP prior to construction is intended to identify construction BMPs to eliminate or reduce soil erosion and introduction of pollutants in storm water, as well as eliminate non-storm water discharges to storm water systems and other drainages. BMPs would consist of measures such as a stabilized construction entrance, straw wattles, and silt filter bags. Implementation of these measures during construction would minimize or avoid soil erosion during construction of the Proposed Project. Impacts would be less than significant.

ii-iii) Future residential development projects in the City are subject to the requirements of NPDES Stormwater Permit Number CAS000004 enforced by the Lahontan Regional Water Quality Control Board. The permit requires that the City impose water quality and water-shed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. As such, the Project would be required to comply with the requirements of NPDES Stormwater Permit Number CAS000004.

The Proposed Project would result in a slight increase impervious surfaces on the site, which could result in alterations to the quantities and velocity of stormwater discharges relative to

existing conditions. However, the Project would not substantially alter the existing drainage pattern of the site as there are no existing streams or rivers that traverse the site. Onsite runoff would be directed to a retention basin in the northern portion of the site. Proposed alterations to the Project Site have been designed to maintain the pre-development flow rates, volumes, locations, and characteristics leaving the site in order to avoid adverse impacts downstream. Therefore, the Project would not result in significant impacts to drainage or runoff.

iv) As discussed above, the Project would not substantially alter the existing drainage pattern of the site as there are no existing streams or rivers that traverse the site. Onsite runoff would be directed to a retention basin in the northern portion of the site. Proposed alterations to the Project Site have been designed to maintain the pre-development flow rates, volumes, locations, and characteristics leaving the site in order to avoid adverse impacts downstream. Therefore, the Project would not result in significant impacts to flood flows.

Would the Project:	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?	☐	☐	☒	☐

Less than significant impact.

No major surface water bodies are located within the City of Victorville; therefore, the Project Site would not be subject to inundation from seiches. Additionally, the site is located in the Mojave Desert and, due to distance to the Pacific Ocean and intervening mountains, the site is not be subject to tsunamis. The Project Site is in a relatively flat area; therefore, it is not an area subject to mudflows. No impact would occur.

The preparation of a SWPPP prior to construction is intended to identify construction BMPs to eliminate or reduce soil erosion and introduction of pollutants in storm water, as well as eliminate non-storm water discharges to storm water systems and other drainages. BMPs would consist of measures such as a stabilized construction entrance, straw wattles, and silt filter bags. Furthermore, flood control improvements, including numerous levees and the West Fork Dam, reduce the potential for flooding to the City and Project Site. In addition, the City of Victorville General Plan DEIR (City of Victorville 2008b) determined the buildout of the General Plan would have a less than significant impact from the threat of inundation and the release of pollutants.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

No impact.

The Mojave Water Agency (MWA) has prepared a 2020 Urban Water Management Plan (UWMP) to comply with the Urban Water Management Planning Act requirements for urban water suppliers. The 2020 UWMP addresses the Agency's water management planning efforts to assure adequate water supplies to meet forecast demands over the next 45 years. The Agency's 2020 UWMP specifically assesses the availability of its supplies to meet forecast water uses during average, single-dry, and five consecutive years through 2065. Verification that future demands will not exceed supplies and assuring the availability of supplies in dry-year conditions are critical outcomes of the 2020 UWMP (MWA 2020). As discussed above, the Proposed Project is consistent with the land use designation (Medium Density Residential) designated by the OTSP, and the City of Victorville General Plan DEIR determined the buildout of the General Plan would have a less than significant contribution to the groundwater basin. Future development that would be allowed under the OTSP in the vicinity of the Project Area is consistent with the development already anticipated under the OTSP and City's General Plan, and groundwater impacts from implementation of the Project would not be any greater than those analyzed in the OTSP and General Plan EIR. The Project would not conflict with or obstruct implementation of a groundwater management plan. No impact would occur.

Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Impacts associated with construction-related water quality impacts would be avoided or reduced to a level below significance through implementation of standard construction BMPs. Additionally, the Project is subject to the requirements of NPDES Stormwater Permit Number CAS000004 enforced by the Lahontan Regional Water Quality Control Board. No conflict with a groundwater quality control plan would occur.

4.10.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Proposed Project site is approximately 4.5 acres located at 16902 First Street, Victorville, CA 92395. The Project Site is comprised of vacant land that lies at the northern edge of the OTSP along the Mojave River. The land is a mix of exposed alluvial materials with a natural, vegetative landscape consisting of

scattered trees and areas of low brush. The property is bound to the west by residential properties, to the east by the Mojave River, to the north by I-15, and to the south by a public park (Eva Dell Park).

The Project Site was originally zoned for Open Space and Active Open Space in the 2018 OTSP. However, on June 16, 2021 the OTSP was amended to re-designate the Project Site to Medium Density Residential (Ordinance No. 2420), which now permits for navigation centers and multi-family residential developments. The site is bordered by open space, public park, residential, commercial, and light industrial land uses. Surrounding land uses are summarized in Table 1-1.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

No impact.

Lands that surround the Project Site are developed with single family residences to the west, a public park to the south, the Mojave River to the east, and the I-15 to the north. The Project would construct a Wellness Center Campus with 170 beds, 30 units of permanent affordable housing, supporting services buildings, parking spaces, bicycle parking, a classroom, covered patios, garden, community farm, dog run, and entry plaza, bus stop and associated site improvements (utilities, landscaping, etc.). Although the site is surrounded by residential communities, no part of the Project would extend beyond the existing site boundaries, and no part of the Project would create a barrier within the established communities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

No impact.

The Project Site has been designated for development as Medium Density Residential under the City's OTSP. The Project would develop a temporary emergency shelter and permanent affordable housing for homeless individuals in the City. The Project vicinity is designated as a mixed-use pedestrian-friendly environment with a focus for new higher-intensity development in the City. Therefore, as the Proposed Project is consistent with the land use policies and designations in the City's OTSP, no impact associated with conflicts with applicable land use plan, policy, or regulation would occur.

4.11.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Naturally occurring mineral resources within the City of Victorville include sand, gravel, and stone deposits that are suitable as sources of concrete aggregate. These resources are located primarily along the Mojave River. The Project Site is located within mineral resource zone (MRZ) 2B, which are areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified as MRZ-2B contain discovered mineral deposits that are significant inferred resources as determined by their lateral extension from proven deposits or their similarity to proven deposits (City of Victorville 2008b).

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

No impact.

Although the Project Site is located in an MRZ-2B zone, no mining activities currently exist on the site and the site is not zoned or available for mining. The Project is located in a residential area and does not support any mineral extraction activities. Therefore, no impact to statewide-important mineral resources would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No impact.

No mining activities currently exist on the site and the site is not zoned or available for mining. The Project is located in a residential area and does not support any mineral extraction activities. Therefore, no impact to locally important mineral resources would occur.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. [HMMH] 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest existing noise-sensitive land uses to the Project Site are the single-family residences located directly adjacent and southeast of the Project Site. Additionally, once construction is completed, the Project itself would become a noise-sensitive land use.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The noise environment in the Proposed Project vicinity is affected by various noise sources. As previously discussed, the Project Site consists of vacant undeveloped land with a scattering of debris and vegetation and a slight slope (0 to 2 degrees) eastward towards the Mojave River. It is generally bound by residential land uses to the south and west, with the Burlington Northern Santa Fe Railroad (BNSFRR) and mixed commercial/residential uses beyond; vacant land to the north with I-15 beyond; and the Mojave River to the east with vacant land and a mobile home park beyond. Mobile sources of noise, especially cars and trucks on area roadways and freight trains on the BNSFRR, are the most common and significant sources of noise in the Project vicinity. Noise generated by freight rail is primarily generated by the train's steel wheels rolling on steel rails. This rolling noise increases in direct proportion to increases in train speed, and also increases substantially when collisions occur as train wheels traverse the rail gaps and joints of special trackwork for crossovers and turnouts. Other sources of noise include the residential land uses throughout the area generating typical neighborhood noise (i.e., talking, car doors shutting, dogs barking). The Project Site is located outside of any airport land use plan. Furthermore, the Project Site is located beyond two miles from any airport. The Southern California Logistics Airport and the Osborne Airport are the closest airports to the Project Site; located northwest and northeast of the Project Site and approximately 5.75 and 3.50 miles distant, respectively.

In order to quantify existing ambient noise levels in the Project vicinity, ECORP. conducted three short-term noise measurements on September 17, 2021. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Site during the daytime (see Appendix G for a visual depiction of the Noise Measurement Locations). The 15-minute measurements were taken between 10:53 a.m. and 11:55 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the daytime. The average noise levels and sources of noise measured at each location are listed in Table 4.13-1.

Table 4.13-1. Existing (Baseline) Noise Measurements

Location Number	Location	L_{eq} dBA	Lmin dBA	Lmax dBA	Time
1	Center of Vacant Lot North of Project Site	**47.0**	27.3	71.5	11:40 a.m.-11:55 a.m.
2	Westernmost Edge of Project Site; Cul-de-sac at End of Cottonwood Street	**47.8**	41.8	62.4	10:53 a.m.-11:08 a.m.
3	Easternmost Edge of Site; at Project Site/Walking Path/Eva Dell Park Boundary	**51.8**	38.0	75.0	11:19 a.m.-11:34 a.m.

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix G for noise measurement outputs.

As shown in Table 4.13-1, the ambient recorded noise levels range from 47.0 to 51.8 dBA L_{eq} on and around the Project Site. The most common noise in the Project vicinity is produced by automotive vehicles on adjacent roadways (e.g., cars, trucks, buses, motorcycles), mainly I-15 north of the Project Site, and noise produced by the BNSFRR. Vehicular noise varies with the volume, speed, and type of traffic. Slower traffic produces less noise than fast-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity, and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

City of Victorville General Plan Noise Element

The Noise Element of the General Plan provides policy direction for minimizing noise impacts on the community and for coordinating with surround jurisdictions and other entities regarding noise control. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noises, noise considerations will influence the general distribution, location, and intensity of future land uses. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations in the City of Victorville that would negatively affect noise-sensitive land uses. Uses such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Land Use Compatibility Standards or should be protected from noise through sound attenuation measures such as site and architectural design and sound walls. The City has adopted guidelines as a basis for planning decisions and these guidelines are shown in Table 4.13-2. In a case where the noise levels identified at a proposed project site fall within levels considered normally acceptable, the project is considered compatible with the existing noise environment.

Table 4.13-2. Land Use Compatibility Standards

	Community Noise Exposure L_{dn} or CNEL, dB						
Land Use Categories	**55 dBA**	**60 dBA**	**65 dBA**	**70 dBA**	**75 dBA**	**80 dBA**	**+**
Residential- Low Density, Single Family, Duplex, Multi-family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging- Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

Source: City General Plan

Notes:

1. Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. Clearly Unacceptable: New construction or development should generally not be undertaken.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in 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?	☐	☐	☒	☐

Less than significant impact.

Project Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., grading, paving). Noise generated by construction equipment, particularly grading equipment such as earth movers and material handlers, can reach high levels making grading activities typically the loudest part of construction. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site. The nearest existing noise-sensitive land uses to the Project Site are a single-family residential neighborhood directly adjacent and southwest of the Project Site; and patrons utilizing the recreational areas within Eva Dell Park, directly adjacent to the Project Site to the southeast.

The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. As previously described, the Victorville Municipal Code Section 13.01.060 exempts construction noise conducted on private property and is determined to be essential to the completion of a project by the director of building and safety. Therefore, noise generated during construction activities, as long as determined by the director of building and safety that the resultant Project noise is essential to the completion of the Project, would not exceed City noise standards.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor in the Project vicinity and in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the construction-related noise level

threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National institute of Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

The Project is proposed to be constructed in two phases. To estimate the worst-case construction noise levels that may occur during each phase at the nearest noise-sensitive receptors in the Project vicinity, the Roadway Construction Noise Model was employed to calculate the predicted noise levels of all construction activities. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, this analysis employs FTA guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment from the center of the Project Site (FTA 2018), which in this case is 280 and 135 feet from the nearest sensitive receptor to the southwest for Phase 1 and Phase 2, respectively.

The anticipated short-term construction noise levels generated for the necessary equipment during each phase and associated subphases are summarized in Table 4.13-3.

Table 4.13-3. Grading Average (dBA) Noise Levels at Nearest Receptor	
Equipment	**Estimated Exterior Grading Noise Level L_{eq} @ Nearest Residence**
Phase 1 Demolition	
Concrete/Industrial Saw	67.6
Rubber Tired Dozer	62.7
Tractor/Loader/Backhoe (3)	65.1 (each)
Combined Demolition Equipment	**72.4**
Phase 1 Site Preparation	
Grader	66.1
Scraper	64.6
Tractor/Loader/Backhoe	65.1
Combined Site Preparation Equipment	**70.1**
Phase 1 Grading	
Grader	66.1
Rubber Tired Dozer	62.7
Tractor/Loader/Backhoe (2)	65.1 (each)
Combined Grading Equipment	**70.9**
Phase 1 Construction/Paving/Architectural Coating	
Air Compressor	58.7
Crane	57.6
Forklift (2)	64.5 (each)
Generator Set	62.7
Paver	59.2
Paving Equipment	67.5
Roller (2)	58.0 (each)
Tractor/Loader/Backhoe (2)	65.1 (each)
Welder (3)	55.1 (each)
Concrete Mixer	59.9
Combined Construction/Paving/Architectural Coating Equipment	**74.0**

Table 4.13-3. Grading Average (dBA) Noise Levels at Nearest Receptor	
Phase 2 Demolition	
Concrete/Industrial Saw	74.0
Rubber Tired Dozer	69.1
Tractor/Loader/Backhoe (3)	71.4 (each)
Combined Demolition Equipment	**78.7**
Phase 2 Site Preparation	
Grader	72.4
Scraper	71.0
Tractor/Loader/Backhoe	71.4
Combined Site Preparation Equipment	**76.4**
Phase 2 Grading	
Grader	72.4
Rubber Tired Dozer	69.1
Tractor/Loader/Backhoe (2)	71.4 (each)
Combined Grading Equipment	**77.2**
Phase 2 Construction/Paving/Architectural Coating	
Air Compressor	65.1
Crane	64.0
Forklift (2)	70.8 (each)
Generator Set	69.0
Paver	65.6
Paving Equipment	73.9
Roller (2)	64.4 (each)
Tractor/Loader/Backhoe (2)	71.4 (each)
Welder (3)	61.4 (each)
Concrete Mixer	66.2
Combined Construction/Paving/Architectural Coating Equipment	**80.3**

Source: *Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2008). Refer to Appendix G for Model Data Outputs.*

Note: *Construction equipment used during construction derived from CalEEMod 2020.4.0. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. The distance to the nearest sensitive receptor was calculated from the center of the Project Site (approximately 280 feet for Phase 1 and 135 feet for Phase 2).*

As shown, the maximum noise levels from combined construction equipment for Phase 1 and Phase 2, during the combined construction/paving/architectural coating components, would be approximately 74.0 and 80.3 dBA at the nearby sensitive receptors, respectively. No cumulative or individual piece of construction equipment would exceed 85 dBA NIOSH construction noise standard at the nearby noise-sensitive receptors. As such Project construction would not exceed NIOSH construction noise standards and therefore potential health-related effects (physical damage to the ear) from construction noise are unlikely. This impact is less than significant.

Construction Traffic Noise

Project construction would result in minimal additional traffic on adjacent roadways over the time period that construction occurs. According to the California Emissions Estimator Model , which is used to predict air pollutant emissions associated with Project construction and contains default usage parameters for typical construction projects, including the number of worker commute trips and material haul truck trips, the maximum number of construction workers traveling to and from the Project Site on a single day would be during the building construction, paving and architectural coating stages of Phase 1, for a combined total of 179 total daily trips. The worker trips would largely occur within two distinct segments of the day, the morning and afternoon. According to the Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The Project Site is located in a populated area immediately surrounded by up to 15 single-family residences, Eva Dell Park, the Friendly Temple Church of God, and the Victor Valley Union High School District's Goodwill campus location (located directly adjacent to Eva Dell Park on 1st Street). Considering the amount of operational land uses in the Project vicinity, it can be expected that the maximum number of daily trips during construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. A less than significant impact would occur as a result of construction traffic noise.

Project Operations Noise

Project Land Use Compatibility

The City land use compatibility standards presented in the General Plan that provides the City with a tool to gauge the compatibility of new land users relative to existing noise levels. This table, presented as Table 4.13-2, identifies acceptable noise levels for various land uses, including residential land uses such as those proposed by the Project. In the case that the noise levels identified at the Project Site fall within levels presented in the General Plan, the Project is considered compatible with the existing noise environment. As previously stated, the Project Site was originally zoned for Open Space and Active Open Space in the 2018 OTSP. However, on June 16, 2021 the OTSP was amended to re-designate the Project Site to Medium Density Residential (Ordinance No. 2420). Homeless and emergency shelters are currently permitted in the Commercial (C-1 only) zone, and conditionally permitted within the Mixed Density, Medium Density and High-Density Residential zones. Land designated as *Medium Density Residential* is intended for multi-family development intended for townhouses and small condominiums. As shown in Table 4.13-2, a normally acceptable noise standard for residential land uses is 65 dBA CNEL or under.

In order to quantify existing ambient noise levels in the Project vicinity, ECORP conducted three short-term noise measurements on September 17, 2021. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Site and are considered representative of the noise levels throughout the day. As shown in Table 4.13-1, the ambient noise level recorded on the Project Site ranges from 47.0 dBA to 51.8 dBA. These noise levels fall below the noise standard of 65 dBA CNEL. It is noted that the baseline measurements taken were short-term (15 minutes) and therefore measured in L_{eq}, defined as the average acoustic energy content of noise for a stated period of time, while the compatibility standards listed in Table 4.13-2 are in L_{dn}/CNEL. As previously described, L_{dn} and CNEL are community exposure noise metrics that are defined as 24-hour average L_{eq} noise measurement with weighting added during the certain nighttime hours to account for the increase noise sensitivity during nighttime. For a comparable representation of the ambient noise levels in the Project vicinity using a community exposure noise metric, traffic noise on I-15 was calculated in CNEL. This is appropriate since a predominate source of noise in the Project Site vicinity is I-15. According to Caltrans (2020c), the roadway segment of I-15 near the Project Site currently experiences approximately 69,000 to 79,000 average daily trips (ADT). Using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108), I-15 noise levels of 61.1 dBA CNEL would be experienced by future residents of the Wellness Center (the distance between I-15 and the Project Site is approximately 1,000 feet). As this noise level falls below the noise/land use compatibility standard for Medium Density Residential land uses, the Project Site is considered an appropriate noise environment to locate the proposed land use.

In addition to ambient automobile traffic noise however, the BNSFRR, located approximately 800 feet southwest of the Project Site boundary, is a source of noise in the Project vicinity. As previously discussed, ECORP staff conducted baseline noise measurements at three locations within the Project vicinity. During all three measurements, ECORP staff noted every time a train traversed the Project vicinity (six times within one hour). The noise generated by these trains as they traversed the Project vicinity ranged from 36.0 to 63.0 dBA L_{eq} on the Project Site. These noise levels attributable to the BNSFRR are intermittent and below 65 dBA.

Lastly, it is noted that the Project Site is predominately surrounded by residential land uses and would be compatible with that existing noise environment. The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the community that would negatively affect noise sensitive land uses. The Project is consistent with the types, intensity, and patterns of land use envisioned for the Project vicinity.

Project Operations

In addition to an evaluation of Project noise/land use compatibility, this analysis also assesses the potential noise-related effects of the Project on surrounding noise-sensitive receptors. Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise sensitive and may warrant unique measures for protection from intruding noise. The nearest noise-sensitive land uses consist of residences directly adjacent to the Project Site boundary to the southwest. Operational noise sources associated with the

Proposed Project include mobile and stationary (i.e., mechanical equipment, internal circulation, traffic) sources.

The main stationary operational noise associated with the Project would be activities occurring on the Project Site. Potential stationary noise sources related to long-term operation of onsite residences would include mechanical equipment and other typical sources specific to residential neighborhoods such as barking dogs, internal traffic circulation, radios, and people talking. According to field noise measurements conducted by ECORP, mechanical heating, ventilation, and air conditioning equipment generates noise levels less than 45 dBA at 20 feet, which is less than City's daytime (7:00 a.m. to 10:00 p.m.) or nighttime (10:00 p.m. to 7:00 a.m.) noise thresholds for protecting residential uses. Urban residential noise consisting of barking dogs, internal traffic circulation, radios, and people talking, generally registers at 55 to 60 dBA. The Project proposes to place residential uses adjacent to other residential uses. The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the community that would negatively affect noise sensitive land uses. The Project is consistent with the types, intensity, and patterns of land use envisioned for the Project vicinity, and as previously described, the Project is considered compatible with the existing noise environment. Operation of the Project would not result in a significant noise-related impact associated with onsite sources.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Less than significant impact.

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment at 25 feet distant are summarized in Table 4.13-4.

Table 4.13-4. Representative Vibration Source Levels for Construction Equipment

Equipment Type	PPV at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: FTA 2018; Caltrans 2020b

The City does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020b) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA recommendations for calculating construction vibration, construction vibration was measured from the center of the Project Site (FTA 2018). The nearest structure of concern to the Project Site, with regard to groundborne vibrations, is an outbuilding associated with the nearest single-family residence to the southeast, located approximately 315 feet from the Project Site center.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-3 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-5. Construction Vibration Levels at 315 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Small Bulldozer	Vibratory Roller			
0.002	0.002	0.001	0.000	0.005	**0.005**	*0.2*	**No**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 5-5 (FTA 2018). Distance to the nearest structure of concern is approximately 315 feet measured from Project Site center.

As shown in Table 4.13-5, vibration as a result of construction activities would not exceed 0.2 PPV at the nearest structure. Thus, Project construction would not exceed the recommended threshold. A less than significant impact would occur.

Operational Groundborne Vibration

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. A less than significant impact would occur.

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No impact.

The Project Site is located approximately 5.75 miles southeast of the Southern California Logistics Airport and 3.5 miles southwest of the private Osborne Airport. The Project Site is located outside the Long-Range Noise Contours of the 65 dBA CNEL noise impact zone for the Southern California Logistics Airport per the SCLA Specific Plan (Michael Baker 2021). The City's General Plan does not identify the potential for noise impacts resulting from the Osborne Airport. Implementation of the Proposed Project would not affect airport operations nor result in increased exposure of noise-sensitive receptors to aircraft noise. No impact would occur.

4.13.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Less than significant impact.

The Project would directly induce planned population growth through construction of temporary and permanent housing within a Medium Density Residential Zone. The Project includes a navigation center providing interim housing, supportive services, medical oversight, and recuperative care to help homeless men, women, and families transition out of homelessness. In addition, permanent supportive housing units will be a component of the campus allowing some guests to transfer from the emergency shelter, that provides interim housing for approximately 180 days, to the abutting 30-unit permanent supportive housing area.

While the Project promotes higher-density mixed-use development in the Project Area with the intent of bringing new housing opportunities to support the City's homeless population, these housing opportunities would be expected primarily to accommodate population growth that is already anticipated to occur within the City under its General Plan and the OTSP. The site is zoned for residential use and therefore would not induce population growth beyond what is planned for buildout of the OTSP. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No impact.

The Proposed Project would be located on undeveloped land and would not displace housing; therefore, it would not displace people. No impact would occur.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1.1 Police Services

Police protection for the City is provided by the Victorville Police Department, which is contracted with the San Bernardino County Sheriff. The Victorville Police Department is located at 14200 Amargosa Road, Victorville, California.

4.15.1.2 Fire Services

As of March 30, 2019 fire protection and emergency medical services for the City of Victorville are provided by the City of Victorville's Fire Department. Within the City limits there are four fire stations, and a fifth station is located at the Southern California Logistics Airport (Fire Station 319). In addition, three County fire stations are located within the City's existing Sphere of Influence that provide fire protection services to the City and adjacent unincorporated areas. The Proposed Project would be served by the Fire Station 311, which has three dedicated personnel onsite (City of Victorville 2008b).

4.15.1.3 Schools

Currently, there are 23 public elementary schools, 5 public junior high/middle schools, 3 high schools, a community college and a university (extension), 8 academy/preparatory schools, and 10 private schools located in the City of Victorville (City of Victorville 2008b). The closest school to the Project is Victor Primary School located approximately 0.6 mile to the southeast.

4.15.1.4 Parks

Existing outdoor recreation resources in the City of Victorville include public parks, public golf courses, public access lakes, bicycle paths, pedestrian trails, and linkages between recreation areas and urbanized places. The City maintains 409.9 acres of parkland (including golf courses). Greentree Golf Course (150 acres, 18-hole) is located within the City (City of Victorville 2008b).

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

Less than significant impact.

The Proposed Project would be compatible with the City's land use designation for the Project Site and would not add any uses not already anticipated by the OTSP and General Plan. The Project includes a navigation center providing interim housing, supportive services, medical oversight, and recuperative care to help homeless men, women, and families transition out of homelessness. The site is zoned for residential use and therefore would not induce population growth beyond what is planned for buildout of the OTSP. Furthermore, compliance with more current applicable fire code and the building code provisions determines a project's impact on fire services. The Proposed Project would be required to meet all current code provisions to the satisfaction of the City and fire department. The Proposed Project is not anticipated to induce unplanned population growth; therefore, it would not create additional demand for schools, parks or other public facilities, such as libraries. A less than significant impact would occur.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

Existing outdoor recreation resources in the City of Victorville include public parks, public golf courses, public access lakes, bicycle paths, pedestrian trails, and linkages between recreation areas and urbanized places. City parks are planned and maintained by the Community Services Department. Typical facilities within a 5.0-acre park are picnic areas, barbecues, tables, play equipment, open grass play areas, and a basketball or volleyball court. Parks greater than of 5.0 acres in the City typically have similar facilities to a 5.0-acre park, but have additional ball fields, lighting, restrooms and a greater variety and number of facilities. The City maintains 409.9 acres of parkland (including golf courses). Greentree Golf Course (150 acres, 18-hole) is located within the City (City of Victorville 2008b). Eva Dell Park is located just south of the Project Site, as well as a portion of the Mojave Riverwalk Project to the east, while Center Street Park and the San Bernardino Fairgrounds are located just east and south of the Project vicinity, respectively.

The major regional recreational areas within and near the City are the Mojave Narrows Regional Park (840 acres), Lake Gregory (150 acres) and Mojave River Forks (1,100 acres). The three parks are operated by the County of San Bernardino Regional Parks system. The City has six community/recreation centers, including

Hook Park/Community Center (14973 Joshua Street), Westwinds Sports Center (18241 George Boulevard), Westwinds Activity Center (18040 George Boulevard, the Activities Center (15075 Hesperia Road) and a recreation center at Sunset Ridge Park (City of Victorville 2008b).

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less than significant impact.

The Project Site does not include recreational facilities available to the public. The Proposed Project would construct temporary and permanent housing for the existing homeless population in the City of Victorville. The Proposed Project is not anticipated to cause a substantial increase in the population of the Project region; therefore, no increase in demand or use of existing parks or recreational facilities would result from the implementation of the Proposed Project. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

No impact.

The Proposed Project does not include public recreational facilities or require the construction of expansion of recreational facilities because, as stated in the response to question a) above, the Proposed Project is not anticipated to increase the demand or use of existing facilities. No impact would occur.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

Roadway Network

Regional access to the Project Site is provided from the I-15, historic U.S. Route 66, and State Route 18 (SR-18). Local access is provided from 1st Street, D Street (Highway 18), E Street, 7th Street, 6th Street, Stoddard Wells Road, Hesperia Road, and Mojave Drive. These key facilities are described in detail below.

I-15 begins in San Diego, extends north through Escondido, Corona, and Victorville, continues to Las Vegas and Salt Lake City, and terminates in Central Montana at the Canadian border. Near the Project Site, I-15 is a six-lane freeway with full interchanges at E Street, D Street, Mojave Drive, La Paz Drive, and 7th Street (US-66).

US-66 (7th Street), also known as historic Route 66, begins in Chicago and continues through St. Louis, Oklahoma City, and Albuquerque until termination near Downtown Los Angeles. US-66 travels roughly along I-40 from Oklahoma City. Near the Project Site, it is a four-lane arterial street.

SR-18 (D Street) begins at SR-210 in the City of San Bernardino, extends north through Big Bear and Lucerne Valley, and continues south via I-15 to Palmdale Road, then west to Palmdale. SR-18 is a four-lane arterial near the Project Site.

6th Street is a two-lane north-south arterial roadway that begins at the intersection of Mojave Drive and terminates at the intersection of E Street. 6th Street runs parallel to and offers an alternative to 7th Street due to its virtually exclusive right-of-way.

Stoddard Wells Road is a north-south arterial roadway that begins at the Highway 18/'D' Street intersection at the east end of the OTSP Planning Area just prior to the Town of Apple Valley. It continues north, crossing west over I-15 and continuing north towards the County landfill, then back east under I-15 to Apple Valley.

Hesperia Road is a north-south arterial roadway and truck route that begins at the D Street intersection in the OTSP Planning Area and terminates within the City of Hesperia at Lime Street. Near the Project Site, Hesperia Road is a two-lane roadway with a center turning lane.

Mojave Drive is an east-west arterial roadway that begins 20 miles west of the Project Site and terminates at the intersection of Victor Street approximately one mile south of the Project Site. Mojave Drive is a four-lane arterial street and serves an important link to I-15.

Sidewalks

Pedestrian facilities are provided throughout the majority of the Project vicinity. While sidewalks, crosswalks, and pedestrian-actuated traffic signals create a pedestrian-friendly environment in some portions of the Project vicinity, particularly through the 7th and 6th street corridors, there are several existing constraints for pedestrians in the downtown area. For certain segments of E Street, 6th Street, and 7th Street, the existing sidewalk is either not present or is in need of repair. Certain examples include the sidewalk coming to an abrupt end at a private property line and no crosswalk facilities provided for the pedestrian.

Bicycle Network

There is an existing Class I bicycle trail as part of the Mojave Riverwalk Project along the Mojave River dike, which includes a bicycle parking facility. Existing Class III bicycle routes (where vehicles and bicycles share the roadway) exist on 7th Street, Hesperia Road/9th Street, and D Street south of 7th Street.

Transit System

The Victor Valley Transit Authority provides two fixed bus routes within the Project vicinity. Route 41 travels from Apple Valley to Victorville, and Route 51 circulates around the Victorville area. Dial-a-ride paratransit is also provided through the Victor Valley Transit Authority Direct Access Service.

The Victor Valley Transit Center is located approximately 2,000 feet southeast of the Project Site, as well as the Victorville Amtrak Station. Amtrak provides daily motorcoach and passenger rail service. Motorcoach service, designated as the San Joaquin Motorcoach, includes Route 9 and 12 that travel to Las Vegas and Bakersfield. Passenger rail service is provided by the Amtrak Southwest Chief that originates in Chicago and travels to Kansas City and Albuquerque, then terminates in Los Angeles.

Proposed Project Parking and Circulation

Project access/egress would be provided via a full-access driveway along 1st Street. The driveway would extend from the northern end of 1st Street at the southeast corner of the Project Site, adjacent to the parking lot for Eva Dell Park. The driveway would provide access to the residential parking spaces in the Project's surface parking lot. A pick-up/drop-off turnaround would be provided at the southeast corner of the Project Site to accommodate both passenger vehicle and bus loading activities. The Project would provide a total of 39 parking spaces (27 standard spaces, four Americans with Disabilities Act [ADA] accessible spaces, four reserved for electric vehicle (EV) charging, and four reserved for carpool vehicles). The Project would also provide up to 8 long-term and 6 short-term bicycle parking spaces. Long-term bicycle parking would be located adjacent to the entry plaza of the central courtyard, on the western side of the Project Site. Short-term bicycle parking would be provided adjacent to the surface parking lot.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Less than significant impact.

The Proposed Project would generate short term construction related vehicle trips. Construction traffic would include construction workers traveling to and from the Project Site and delivery of equipment and material to the Project Site. The traffic generated by construction of the Proposed Project would be temporary. Additionally, the Project is estimated to generate 637 net daily vehicle trips on a typical weekday, including 48 and 56 trips during the AM and PM peak hours, during operation.

The Project would accommodate pedestrian, bicycle, and public transit amenities for residents of the campus. The site is strategically located within walking distance to mass transit, shopping, and parkland for recreational activities, and would add an additional bus stop to the existing transit system, which would be consistent with OTSP Policy 7-8 that aims to improve the transit system through new development within the Planning Area. The site's eastern boundary abuts an existing walking/bike path, allowing for pedestrian and cycling access to and from the Project Site. Access to the Wellness Center would be provided via 1st Street, and access to the Wellness Cottages would be provided via River Street. The Project includes a bus stop lane, a 20-foot-wide fire truck loop road, short-term and long-term bicycle parking areas, and pedestrian walkways throughout the campus. As discussed in the response to question b) of *Section 4.11 Land Use and Planning* of this Initial Study, the Proposed Project would be consistent with the land use and zoning designation of the Project Site and would not conflict with the City of Victorville's Circulation Element. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less than significant impact.

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), a lead agency may elect to be governed by the provisions of this section immediately. As of July 1, 2020, the provisions of this section apply statewide. A VMT Assessment was prepared by KOA Corporation for the Proposed Project in September 2021 (Appendix H).

The Project uses were first reviewed in order to determine if the proposed uses are included within the screening criteria list of land use types provided in the City's VMT Analysis Guidelines. The Project Phase 1 uses consist of residential buildings to provide housing for homeless persons and the supportive services they may need. These uses can be considered to be social service uses as they will cater to the needs of the City's homeless population and will work to combat the affordable housing crisis. In addition, Phase 2 of the Project consists of the development of a micro-housing community to provide permanent affordable housing units adjacent to the Wellness Center. The VMT Analysis Guidelines specifically outline affordable housing as a use that does not require additional VMT analysis. Therefore, since uses associated with both Phases 1 and 2 of the Proposed Project are included on the City's list of land use types that do not require further VMT analysis, the Project can be assumed to have a less-than-significant VMT impact (Appendix H).

In addition to the evaluation of the Project's proposed land use types, the Project's trip generation was calculated to determine whether the Project would generate in excess of the City's threshold of 1,285 weekday daily trips that would require further VMT analysis. Per the City's Guidelines, additional VMT analysis is required when a project is likely to generate 1,285 or more net weekday daily vehicle trips to the local street system and when the Project uses do not align with the City's list of screened land use types. The Project is estimated to generate 637 net daily vehicle trips on a typical weekday and the Project uses are listed by the City to not require additional VMT analysis (Appendix H). The Project is not expected to result in significant VMT impacts to the surrounding transportation system. Therefore, no further VMT analysis of transportation impacts is required for the Project. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

No impact.

The Wellness Center's main entrance would be via 1st Street, which would remain open during construction and allow access to Eva Dell Park, located just south of the Project Site. Routes for trucks hauling materials and construction equipment would primarily follow E Street from the I-15. Furthermore, the Project is not proposing a new use that could introduce incompatible elements to area roadways. As discussed in the response to question b) of *Section 4.11 Land Use and Planning* of this Initial Study, the Proposed Project would be consistent with the land use and zoning designation of the Project Site.

The Project does not include any component that would alter existing roadway design features. The Project does not include any component that would introduce new hazards since the Project does not propose any new roadways. Improvements would be reviewed by a registered civil engineer to meet City development standards. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Less than significant impact.

The City of Victorville Emergency Plan identifies emergency responses and actions. The Plan identifies the available emergency shelters in the event of an evacuation, including schools, fire stations, police stations, hospitals, casualty collection points, emergency operations center, and emergency command center. The Plan directs that persons living or working in an area adversely affected by a disaster should report to the appropriate shelters, as directed by local public safety officials. It also explains that persons injured or ill be taken to a casualty collection point (such as Victor Valley College) to obtain triage medical services (City of Victorville 2008b).

No offsite roadway improvements are proposed that would interfere with emergency access, response times, or impede circulation of emergency vehicles on surrounding roadways. All construction vehicles and equipment would be stationed in a designated area on-site within the Project site boundaries. Access to Eva Dell Park and along surrounding roadways would be maintained throughout Project construction activities.

The Project Site does not include any facilities that would be used during emergency response and would not involve closures of emergency routes. Emergency response access to the Wellness Center from Fire Station 311 would be available via 7th Street and E Street. During the course of the City of Victorville's required review of the Project, the site plan would be reviewed to ensure that adequate access to and from the site and around the proposed buildings is provided for emergency vehicles. With adherence to the City of Victorville requirements for emergency vehicle access, impacts would be less than significant.

4.17.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.2 Summary of AB 52 Consultation

On July 28, 2021, the City of Victorville sent a project notification letter to the San Manuel Band of Mission Indians, which had previously submitted a general consultation request letter pursuant to 21080.3.1(d) of the Public Resources Code. As a result of the initial notification letter, the City received an email response from the San Manuel Band of Mission Indians on August 2, 2021. On September 22, 2021 the San Manuel Band of Mission Indians provided the City with proposed mitigation measures that would bring potential impacts of the Proposed Project to TCRs to a less than significant level. The tribe and City have agreed to specific mitigation measures for tribal cultural resources and concluded consultation on October 6, 2021.

4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

Less than significant with mitigation incorporated.

i-ii) While there are no known tribal cultural resources (TCRs) in the project footprint, ground-disturbing activities have the potential to result in the discovery of, or inadvertent damage to, archaeological contexts and human remains, and this possibility cannot be eliminated. Consequently, there is a potential for significant impacts on TCRs. If previously unrecorded TCRs are encountered during construction that could potentially be affected, implementation of **Mitigation Measures TCR-1** and **TCR-2** would reduce impacts to less than significant.

4.18.4 Mitigation Measures

TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CUL-2, of any pre-contact and/or post-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find so as to provide Tribal input with regards to significance and treatment. Should the discovery be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and, all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor

to represent SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

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

4.19 Utilities and Service Systems

4.19.1.1 Water Service

Water service in the area of the Project is provided by the Victorville Water District. Water is distributed within the Old Town and Midtown areas through water main lines ranging in diameter from 5 to 12 inches. The size of the line is determined by the use being served and the fire protection flow rate required for the use. Victorville Water District is a proponent of using recycled water for a variety of purposes. These uses include agricultural irrigation, landscape irrigation, impoundments for landscape, recreational and/or wildlife uses, wetland and wildlife enhancement, industrial processes, construction activities, and groundwater recharge. To encourage the use of recycled water, the District allows users to purchase recycled water to offset the costs of treating wastewater (City of Victorville 2018).

The City of Victorville is located within and draws all of its water supply from the Alto (or Upper Mojave) sub-basin of the Mojave River Groundwater Basin. The City and the Project are within the service area of the Mojave Water Agency/Watermaster (MWA), which is one of 29 state water contractors in the State of California. In 1963, the MWA entered into a contract with the California Department of Water Resources to purchase a maximum annual entitlement of 50,800 acre-feet from the State Water Project (SWP) for all regions within MWA jurisdiction (City of Victorville 2008b). On March 26, 1996, the MWA approved a water transfer of 25,000 acre-feet per year of SWP entitlement from the Berrenda Mesa Water District in Kern County, thereby increasing the entitlement within the MWA jurisdiction to 75,800 acre-feet per year (City of Victorville 2008b).

Victorville Water District is actively involved in conserving its existing groundwater supply and ensuring that the proper accommodations are made to support the City's long-term growth objectives. The District's approaches include water conservation, water reuse, installation of additional wells and pumping stations, and importing water from the SWP via the California Aqueduct (City of Victorville 2018).

4.19.1.2 Wastewater

The Victor Valley Water Reclamation Authority (VVWRA) was originally formed by the MWA to help meet the requirements of the federal Clean Water Act and provide wastewater treatment for the City. The original treatment plant, with supporting pipelines and infrastructure, began operating in 1981, providing tertiary level treatment for up to 4.5 million gallons per day. The VVWRA is now a joint powers authority and public agency of the State of California. Over the years, VVWRA has completed treatment plant upgrades and several capacity increases. The regional treatment plant, the Victor Valley Water Reclamation Plant, is currently capable of treating a portion of the flow to a tertiary level and the

remaining flow to a secondary level for percolation. A majority of the highly treated wastewater is discharged into the Mojave River Basin (City of Victorville 2008b).

The VVWRA owns and maintains 40.5 miles of interceptor sewer lines on the VVWRA easements, and the City owns and maintains all other trunk lines in Victorville. The VVWRA treats water from five different areas: Town of Apple Valley, City of Hesperia, City of Victorville, Area 42 (Oro Grande), and Area 64 (Spring Valley Lake). The VVWRA also has two pump stations and a projected 18-million-gallons-per-day Regional Wastewater Reclamation Plant (City of Victorville 2008b).

4.19.1.3 Solid Waste

Nonhazardous solid and liquid waste generated in the area of the Project is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division (City of Victorville 2008b). A private contractor, Burrtec Waste Industries, operates the landfill under contract to San Bernardino County. This landfill is located at 17080 Stoddard Wells Road in the northeastern quadrant of the City.

The City is entered into a Waste Disposal Agreement with San Bernardino County. It requires the City to deliver its controllable waste (waste collected under City control) to the county landfill. In 2006, Victorville's residents, businesses, and institutions delivered approximately 129,865.25 tons to the county landfill system—mostly to the Victorville Landfill (City of Victorville 2008b). Approximately 116,595 tons were disposed, and 13,269 tons were diverted through a recycling program at the landfill (City of Victorville 2008b, p 5.16-9). Additional tonnage is taken directly to the county landfill by contractors, individuals, and businesses hauling their own trash. This tonnage is generated from within the city limits of Victorville but is not collected by the City's franchised hauler. San Bernardino County has implemented a landfill-based diversion program at the Victorville Landfill. The program targets inerts, concrete and asphalt, wood waste, corrugated cardboard, and scrap metal (City of Victorville 2008b).

The Victorville Landfill property area is approximately 491 acres in total, with an approximately 80-acre parcel currently in use for landfill operations. The 80-acre parcel includes 67 acres that are in active use for landfilling, a 7-acre expansion area that was formerly used as septic ponds, and 6 acres of former "borrow pit" (excavation area), which had been used to generate daily cover for refuse (City of Victorville 2008b). The Victorville Landfill primarily serves the Victor Valley region. This landfill accepts a maximum of 3,000 tons of waste per day. As of March 31, 2020, the Victorville Landfill had a remaining capacity of 79,400,000 cubic yards, a maximum permitted capacity of 93,400,000 cubic yards, and an estimated closure date of October 1, 2047 (CalRecycle 2021).

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less than significant impact.

New development creates additional demand for the Victorville Water District, who is the water purveyor for the Project Site. However, the Project is in accordance with the underlying residential density established by the General Plan and zoning designation, and it is therefore assumed that the needs of the Project were subsequently planned for. Additionally, the Project would require a "Will Serve Letter" from the Victorville Water District in order to ensure adequate water supplies can be served to the Project Site.

The Project intends to connect with an existing sewer line with adequate capacity within the abutting River Street. Due to the shallow depth of the existing sewer line within River Street, a sewer lift station will be installed on-site near River Street. The proposed 27-inch interceptor sewer pipeline segment that will bisect the Project Site is a regional line meant to increase sewer capacity at some point in the future for the Victor Valley region south of the Project Site. The City is working with VVWRA to install this 27-inch sewer line segment now to avoid the need to disrupt the project site after the Wellness Center is occupied. VVWRA does not have a full project scope and timing for the proposed 27-inch interceptor sewer system at this time. Furthermore, the Proposed Project is subject to review by City engineering staff to ensure adequate sewer service capacity. The Project would not result in significant impacts to sewer service.

The Proposed Project would result in a slight increase impervious surfaces on the site, which could result in alterations to the quantities and velocity of stormwater discharges relative to existing conditions. The Project would construct a stormwater drainage system to collect stormwater runoff originating on the Project Site and convey it to a retention basin in the northern portion of the Project Site. Proposed alterations to the Project Site have been designed to maintain the pre-development flow rates, volumes, locations, and characteristics leaving the Project Site in order to avoid adverse impacts downstream. Therefore, the Project would not result in significant impacts to drainage or runoff.

Electrical power, natural gas, and telecommunication facilities would need to be installed in conjunction with the associated improvements, but a project of this limited scope would not require construction of new facilities. Therefore, since the Project would not directly require the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, a less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Less than significant impact.

MWA produced a 2020 UWMP to address water management planning efforts to assure adequate water supplies to meet forecast demands over the next 45 years. The 2020 UWMP specifically assesses the availability of its supplies to meet forecast water uses during average, single-dry, and five consecutive years through 2065. Verification that future demands will not exceed supplies and assuring the availability of supplies in dry-year conditions are critical outcomes of the 2020 UWMP. According to the 2020 UWMP, MWA has a robust water supply portfolio capable of meeting the water demands in normal, single dry, and five consecutive dry years from 2020 through 2065. MWA's diverse water supply portfolio coupled with the system's flexible operations render the supply reliable in all year types including reasonable planned growth through 2065 (MWA 2020).

Grading and construction activities associated with the Proposed Project would require the use of water for dust control and cleanup purposes. The use of water during construction would be short term in nature. Therefore, construction activities are not considered to result in an adverse effect on the existing water system or available water supplies.

Operation of the Proposed Project would increase the daily demand for potable water supplied by the City. However, the Project is in accordance with the underlying residential density established by the General Plan and zoning designation, and it is therefore assumed that the needs of the Project were subsequently planned for. Additionally, the Project would comply with any restrictions imposed by the Water Shortage Contingency Plan during drought conditions. The Project would not result in additional demand on water supplies as future development has been previously accounted for and analyzed in the General Plan EIR and 2020 UWMP water demand projections. Thus, impacts on water supplies would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than significant impact.

According to the 2018 OTSP, there are existing deficiencies in the sewer lines along C and D streets. The proposed 27-inch pipeline would increase the system's carrying capacity and intercept additional lateral lines, reducing the burden placed on the existing lines. With the City's Capital Improvement Program & Sewer Master Plan System, as well as future and recent expansions by the VVWRA, it is anticipated that the impacts of the Project would be minimal. Furthermore, the Proposed Project is subject to review by City engineering staff to ensure adequate sewer service capacity. Therefore, the VVWRA should have adequate capacity to serve the Project's anticipated demand in addition to the provider's existing commitments in conjunction with associated fees and existing plans, as applicable and as needed. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than significant impact.

During construction of the facility, non-hazardous construction debris would be generated. Such debris would be recycled or disposed at the Victorville Landfill consistent with required salvage and recycling laws, ordinances, regulations, and standards. As of March 31, 2020, the Victorville Landfill had a remaining capacity of 79,400,000 cubic yards, a maximum permitted capacity of 93,400,000 cubic yards, and an estimated closure date of October 1, 2047 (CalRecycle 2021). This landfill accepts a maximum of 3,000 tons of waste per day. It is not anticipated that the construction and operation of the Proposed Project would result in the Victorville Landfill exceeding its design capacity. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

No impact.

Waste generated by the Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Assembly Bill 939 and the County Integrated Waste Management Plan, which require recycling programs that result in a 50 percent diversion away from landfills, would apply to new development. No impact would occur.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CALFIRE VHFHSZ Viewer Map, the Project Site is not located within a VHFHSZ (CALFIRE 2021).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No impact.

The Project Site does not include any emergency or public facilities that would be used during emergency response and would not involve closures of emergency routes. As such, the Proposed Project would not impair or interfere with an adopted emergency response plan. Furthermore, the Proposed Project is not located in or near a State Responsibility Area (SRA) or lands classified as VHFHSZ according to the CAL FIRE FRAP map (CAL FIRE 2021). Additionally, the Project Site is surrounded by residential, commercial,

light industrial, and park uses and contains a low level of mass-loading vegetation for wildland fire potential to occur on the site. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No impact.

The Project Site is located on relatively vacant land. The Proposed Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Proposed Project would not expose Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Furthermore, the site is not located in or near an SRA or lands classified as VHFHSZ (CALFIRE 2021). No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No impact.

The Project Site is surrounded by residential, commercial, and park uses and contains a low level of mass-loading vegetation for wildland fire potential to occur on the site. The Project would construct a Wellness Center Campus and would not exacerbate fire risk or impacts to the environment. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). As such, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No impact.

The Project Site is located on relatively flat land and is not characterized by steep slopes that could be susceptible to post-wildfire downslope or downstream landslides. The Proposed Project would not expose people or structures to significant risks as a result of runoff, postfire slope instability, or drainage changes. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

Impacts to biological and cultural resources are discussed in the respective sections of this Initial Study. Impacts to biological resources would be less than significant with incorporation of Mitigation Measures **BIO-1** through **BIO-4**. Impacts to cultural and tribal cultural resources would be less than significant with incorporation of Mitigation Measures **CUL-1** through **CUL-4** and **TCR-1** through **TCR-2**. Impacts to paleontological resources would be less than significant with incorporation of Mitigation Measure **GEO-2**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

Potentially significant impacts from the Proposed Project identified in this Initial Study would occur during construction and would be mitigated to a less than significant level. No operational significant impacts were identified. Accordingly, the Proposed Project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the Proposed Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the Project would have a less than cumulatively considerable impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Less than significant with mitigation incorporated.

The checklist categories of: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural, Geology and Soils, Hydrology and Water Quality, Population and Housing, Tribal Cultural Resoruces, Noise, Transportation, and Wildfire evaluate Project impacts that may have adverse effects on human beings, either directly or indirectly. All of the Project's impacts on human beings, both direct and indirect, that are attributable to the Project were identified and mitigated if necessary. Therefore, the Proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the Proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

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7.0 LIST OF APPENDICES

Appendix A – Air Quality/Greenhouse Gas Technical Report

Appendix B – Biological Resources Assessment

Appendix C – Cultural Resources Assessment (*confidential*)

Appendix D – Paleontological Assessment

Appendix E – Geotechnical Assessment

Appendix F – Phase I Environmental Site Assessment

Appendix G – Noise Impact Assessment

Appendix H – VMT Assessment