Stoddard Wells Road at Abbey Lane Industrial Project
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Site Plan Review PLAN22-00014

Applicant:
Suraj Victorville, LLC
1560 E. 6th Street
Corona, CA 92879

Lead Agency:
City of Victorville
Development Department - Planning
14343 Civic Drive
Victorville, California 92395-5001

Prepared by:

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October 2022

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LIST OF ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Victorville
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MDAQMD	Mojave Desert Air Quality Management District
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MTCO2e	Metric Tons Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides

NPDES	National Pollutant Discharge Elimination System
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
RWQCB	Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TRU	Truck Refrigeration Units
TUMF	Transportation Uniform Mitigation Fee

1 PURPOSE AND SCOPE

Suraj Victorville, LLC (Applicant) proposes to develop a 815,420 square foot (SF) industrial building within 40.81 gross acres of vacant lands along Stoddard Wells Road, south of Abbey Lane, designed to house one or more tenants, which have not been designated at this time, and will include an include an 16,950 SF mezzanine, a 798,470 SF warehouse, 43,260 SF of office space, 92 total truck dock positions, four grade door, 219 trailer stalls, 379 auto parking stalls, and related site landscaping, drainage, and includes 1 acre of street dedication (Proposed Project). The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of Interstate 15 (I-15) within the Desert Gateway Specific Plan area with a LI (Light Industrial) zoning, and specifically within Assessor's Parcel Numbers (APNs): 0472-181-11, 0472-181-12, 0472-181-13, 0472-181-43, 0472-181-44, 0472-181-47, 0472-181-72. The Project Site can be accessed by I-15, Stoddard Wells Road exit, located approximately 0.3 mile to the south of the Project Site.

The Proposed Project is subject to the approval of the following entitlements:

- Site Plan PLAN22-00014 to allow for the development of a 815,420 SF industrial building/warehouse on 40.81 acres of vacant land over seven parcels within the Desert Gateway Specific Plan, LI (Light Industrial) zoned area, located west of Stoddard Wells Road and south of Abbey Lane. The City will condition the Project to file a lot line adjustment/lot merger to merge all parcels into one parcel.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Victorville (the City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project would have a significant impact on the environment.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Proposed Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A Lead Agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. This Initial Study analyzes potentially significant impacts associated with the Proposed Project and incorporates mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a level of less than significant.

1.1 CONTENT AND FORMAT OF THE INITIAL STUDY

The Initial Study is organized as follows:

- **Section 1 – Purpose and Scope.** This section introduces the scope of the Proposed Project and the City's role in the project, as well as a brief summary of findings.
- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.
- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form, as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.
- **Section 5 – List of Preparers.** This section identifies the names and affiliations of the individuals who contributed to the preparation of the environmental evaluation.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.2 INITIAL STUDY SUMMARY OF FINDINGS

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project Site and are hereby incorporated by reference:

- *City of Victorville, General Plan 2030* (City, Sept. 2008). City of Victorville, approved September 24, 2008. (Available at https://www.victorvilleca.gov/home/showpublisheddocument/1730/636727985816700000. Prepared by Comprehensive Planning Solutions.
- *Draft Environmental Impact Report, City of Victorville General Plan 2030* (City, August 2008). Prepared by Comprehensive Planning Solutions.
- *Desert Gateway Specific Plan* (DGSP), February 10, 2010. (Available at https://www.victorvilleca.gov/home/showpublisheddocument/145/636692317923330000). Prepared by AECOM.

1.4 CONTACT PERSON

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

City of Victorville
Development Department - Planning
Attn: Travis Clark, Case Planner
14343 Civic Drive
Victorville, CA 92395-5001
Phone: (760) 955-5135
Email: tclark@victorvilleca.gov

2 PROJECT SUMMARY AND ENVIRONMENTAL DETERMINATION

2.1 PROJECT SUMMARY

1.	**Project Title:**	Stoddard Wells Road at Abbey Lane Industrial Project Site Plan PLAN22-00014
2.	**Lead Agency Name:** **Address**	City of Victorville Development Department - Planning 14343 Civic Drive Victorville, California 92395-5001
3.	**Contact Person:**	Travis Clark, Case Planner tclark@victorvilleca.gov (760) 955-5135
4.	**Project Location:**	Southwest corner Stoddard Wells Road and Abbey Lane Gross Acres: 40.81 acres; Net Acres: 39.81 Site Address: None assigned. Topographic Quad (USGS 7.5"): *Victorville* Topographic Quad Coordinates: T6 North, R4 West, Section 34 Latitude: 34°33'37.72"N, Longitude: -117°17'27.69"W APNs: 0472-181-11, 0472-181-12, 0472-181-13, 0472-181-43 0472-181-44, 0472-181-47, 0472-181-72
5.	**Project Sponsor's Name:** **Address**	Suraj Victorville, LLC 1560 E. 6th Street Corona, CA 92879
6.	**General Plan Designation:**	Desert Gateway Specific Plan
7.	**Zoning Designation:**	Desert Gateway Specific Plan – Light Industrial

8. Description of Project:

Suraj Victorville, LLC (Applicant) proposes to develop a 815,470 square foot (SF) industrial building within 40.81 gross acres of vacant lands along Stoddard Wells Road, south of Abbey Lane, designed to house one or more tenants, which have not been designated at this time, and will include an 16,950 SF mezzanine, a 798,470 SF warehouse, 43,260 SF of office space, 92 total truck dock positions, four grade doors, 219 trailer stalls, 379 auto parking stalls, and related site landscaping, drainage, and includes 1 acre of street dedication. The warehouse and mezzanine areas of the building will be constructed as a "gray shell" whereby tenant(s) would perform the final improvements, while the Proposed Project would fully build the office spaces.

9. Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 – *Surrounding Land Use***. The Project Site is currently vacant.

Table 1 - Surrounding Land Use

Direction	Land Use Description
North	Abbey Lane; Victor Valley Material Recycling Center (VVMRF) and its support facilities on north side of Abbey Lane, with a few non-conforming residential uses at the intersection of Abbey Lane and E Abbey Lane.
East	Vacant Land; I-15 approx. 0.21 mile east of Project Site
South	Vacant land; motel approximately 0.24 mile to south of Project Site
West	Rural Residential (non-conforming) and Mojave River

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- There are no State agencies in which discretionary approvals are required.

Local Agencies:

- City of Victorville:
  - Adopt CEQA compliance documents;
  - Approve Site Plan Review (PLAN22-00014) to allow the development of approximately 40 acres with an approximately 815,470 SF warehouse and distribution center.
- Lahontan Regional Water Quality Control Board:
  - Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

11. California Native American Consultation – NEED FROM CITY OF VICTORVILLE:

On May 18, 2022, the City of Victorville notified via certified mail the following tribal entities of the Project and that the 30-day timeframe in which to request consultation would end June 17, 2022, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Cabazon Band of Mission Indians. Result: No comments received. Consultation concluded.

- Morongo Band of Mission Indians. Result: Request for consultation received July 1, 2022. Follow-up with tribe, consultation concluded.

- Yuhaaviatam of San Manuel Nation. Result: Response received June 28, 2022 that although the tribe had no formal comments, mitigation measures were requested to protect unknown resources. Consultation concluded.

- Twenty-Nine Palms Band of Mission Indians. Result: Consultation concluded.

Mitigation measures to ensure resources to tribal cultural resources are minimized have been incorporated, as appropriate, into the Initial Study.

2.2 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

2.2.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the CEQA Guidelines.

2.2.2 Evaluation of Environmental Impacts

A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

2.2.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

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

2.2.4 Determination

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

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

Signature

11/2/22
Date

Travis Clark
Name

Senior Planner
Title

3 PROJECT DESCRIPTION

3.1 BACKGROUND

In 2010, the City of Victorville adopted the Desert Gateway Specific Plan (DGSP, AECOM, 2010). The DGSP planning area encompasses a more than 10,203-acre area at the northern edge of the City of Victorville and includes land both inside and outside of the city limits of the City of Victorville. The DGSP Specific Plan emerged from a major and comprehensive update to the City of Victorville General Plan and the creation of a redevelopment area following the closure of George Air Force Base, now reused as the Southern California Logistics Airport. The DGSP responds to the forces of local and regional growth, local and global economic changes, and international trade. These special opportunities and challenges necessitate a new approach to community building in Victorville, guided by transit-oriented development and sustainable practices. Therefore, DGSP will have higher density housing distinguished by special architectural character and public amenities. Moreover, DGSP establishes a framework for economic development, catalyzed by available redevelopment and public financing tools (AECOM, 2010).

The City of Victorville General Plan 2030 was adopted by the City Council on October 21, 2008. The General Plan designated the DGSP area as "Specific Plan." The DGSP serves as a legal document that implements the General Plan land use designation of "Specific Plan." This Specific Plan serves as a "blueprint" for development by establishing the distribution of land uses and the criteria for development of each land use set forth in the Plan. After the adoption of the General Plan, the City of Victorville zoned the Specific Plan area within its boundaries to "S-P (Specific Plan)" and pre-zoned the area outside its boundaries to "S-P (Specific Plan)" in order for the annexation of the areas outside of the City's boundaries to take place. The zoning and pre-zoning of the Specific Plan area to "S-P (Specific Plan)" and this Specific Plan establish the zoning regulations for the Specific Plan area. The requirements of the Specific Plan take precedence over the City's Zoning Ordinance. Provisions of the Zoning Ordinance will apply to the Specific Plan area if specifically stated in this Plan. As land outside the City's boundary is annexed into the City, that land will be subject to the Specific Plan.

Subsequent project applications, including development plans, tentative maps, conditional use permits, development agreements, and other development applications, are required to implement the Specific Plan. These applications will be reviewed for approval by the City pursuant to the Specific Plan.

The environmental impacts resulting from implementation of allowed development under the DGSP have been evaluated in the City of Victorville's General Plan Environmental Impact Report (EIR, State Clearinghouse Number 2008021086). As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before." Therefore, the City's EIR for the 2030 General Plan serves as the environmental documentation for the DGSP. The environmental analysis for the Proposed Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the City of Victorville's General Plan EIR, when applicable. All applicable mitigation measures adopted pursuant to the General Plan EIR would be imposed on subsequent projects in the DGSP area.

The City is presently undergoing a General Plan update that will change the present zoning and General Plan designation but the proposed amendments will not change the intended development of light Industrial. The proposed General Plan designation is Light Industrial and the Zoning proposed is M-1. No conflict is expected and the proposed development is in line with current and proposed zoning.

3.2 PROJECT SITE SETTING

The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of Interstate 15 (I-15) **(Exhibit 1 – *Reginal Vicinity* and Exhibit 2 – *Site Location: Aerial View*)**. It is bounded by Abbey Lane on the north, vacant land on the south, the Mojave River on the west, and vacant land uses on the east (Exhibit 2). The immediate Project vicinity is primarily vacant except for the Victor Valley Material Recycling Center (VVMRF) and its support facilities on north side of Abbey Lane, with a few rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west. The residential land uses are currently non-conforming as the Specific Plan zoning is Light Industrial.

The Proposed Project site is within the *Victorville* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 34, Township 5 North, Range 4 West **(Exhibit 3 – *Site Location: USGS).*** The Project comprises Assessor Parcel Number (APNs): 0472-181-11, 0472-181-12, 0472-181-13, 0472-181-43, 0472-181-44, 0472-181-47, 0472-181-72. Major roadways in the Project area include I-15 and Stoddard Wells Road.

Site Zoning

The Project site and Project vicinity are located within the DGSP zone of the City of Victorville's General Plan, and within the Light Industrial (LI) of the DGSP **(Exhibit 6 – *Site Zoning*)**. The Light Industrial designation provides for primarily basic employment and manufacturing uses. It also provides land for employment and allows greater flexibility as to the types of businesses. For this reason, the light industrial designation is generally located on the periphery of Desert Gateway and alongside the highways. The LI zoning within the Specific Plan correlates to the "M-1 – Light Industrial" General Plan zoning per the City's zoning code.

3.3 PROJECT CHARACTERISTICS - CONSTUCTION

The Project components include the following:

Site Plan: The Project proposes to develop a 815,470 SF industrial building within 40.81 gross acres of vacant lands along Stoddard Wells Road, south of Abbey Lane, designed to house one tenant, which has not been designated at this time, and will include an 16,950 SF mezzanine, a 798,470 SF warehouse, a 43,260 SF office, 92 total truck dock positions, four grade door, 219 trailer stalls, 379 auto parking stalls, and related site landscaping, drainage, and includes 1 acre of street dedication (refer to Off-Site Improvements in this section) (**Exhibit 7 – *Site Plan***). The lot coverage would be 46 percent where a maximum of 45 percent is allowed, and the floor area ratio (FAR) would be 0.46 where a maximum of 0.45 would be allowed.

The site is designed with building setbacks as required by City code. The building height would be a maximum of 50 feet. The color scheme of the warehouse is a variety of neutral earth tones with accents which are consistent with a color scheme to blend with the surrounding area (**Exhibit 8 – *Elevations***).

The Project Site currently contains two Western Joshua Trees (WJT), which are identified as a California Endangered Species Act candidate species. One tree is located within the planned off-site improvements within Abbey Lane; another is situated in a planned landscaped area along Stoddard Wells Road. The WJT along Abbey Way would be removed during grading. The WJT to be located within the landscape planter along Stoddard Wells Road would be protected during grading by the installation of a 30-foot fenced buffer as overseen by a qualified biologist or arborist (refer to Section 4.4, Biological Resources, for additional information).

Off-Site Improvements: Street improvements along the Project frontages include sidewalk and curb and gutter along Stoddard Wells Road and Abbey Lane. Both Stoddard Wells Road and Abbey Lane are paved roadways and no widening is proposed. Project improvements to Stoddard Wells Road and Abbey Lane include the following:

Stoddard Wells Road:

- Dedicate the right-of-way to accommodate the half-width of the 98-foot right-of-way for a designated arterial (49-feet) per the city's Standard Drawings for Public Improvements (Standard S-21 Street Geometric Cross-Sections).

- Construct curb/gutter, sidewalk, planting strips, and pavement along the project's frontage per city standards.

- Construct the Stoddard Wells Road driveway at the location specified on the site plan per the city's commercial/industrial driveway standards.

- Stripe a northbound left turn lane on Stoddard Wells Road to Project Driveway "A", approximately 200 feet in length plus a 120-foot-long transition.

Abbey Lane:

- Dedicate the right-of-way to accommodate the half-width of the 60-foot right-of-way for a local street (30-feet) per the city's Standard Drawings for Public Improvements (Standard S-21 Street Geometric Cross-Sections)

- Construct curb/gutter, sidewalk, planting strips, and pavement along the Project's frontage per city standards.

- Construct both Abbey Lane driveways at locations specified on the site plan per the city's commercial driveway standards.

Site Access: Primary access to the site (for trucks) is proposed via a driveway along Stoddard Wells Road. The proposed Stoddard Wells Road driveway includes:

- A full access driveway is proposed at Project Driveway "A" on Stoddard Wells Road located about 950 feet south of Abbey Lane. This Driveway "A" will provide the only access point for truck traffic. Proposed improvements to Stoddard Wells Road include striping a northbound left turn lane into the Project Driveway "A".

- Secondary access to the site (for passenger cars) is proposed vis two driveways on Abbey Lane. These driveways are located approximately 250 feet, and 1,275 feet, west of Stoddard Wells Road respectively. These driveways are not included in the level of service analysis.

Parking: The site contains a total of 379 parking spaces, which include eight spaces that are handicapped accessible, and represents more than the 376 stalls required by the City. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), parking spaces would be dedicated for low-emitting, fuel efficient and/or carpool/vanpool vehicles would be determined upon occupancy. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways would be provided in 39 of the existing planned standard parking spaces and in the existing/planned handicapped/van accessible for future charging of electric vehicles. Electrical vehicle charging would be provided after occupancy. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, 19 long-term bicycle parking spaces would be provided, the location to be determined upon occupancy. Additionally, 219 trailer stalls would be provided.

Landscaping and Hardscape: Landscaping is designed primarily for the Stoddard Wells frontage, a strip along Abbey Lane, and within the driveways and parking areas, for a total of approximately 262,275 sf of landscaped area (**Exhibit 9 - *Landscape Plan***). A black tubular steel fence with screen mesh would be installed on the east side along the Stoddard Wells Road frontage and on the north/Abbey Lane frontage. The Stoddard Wells Road frontage will be lined with a mix of a variety of tree species including but not limited to California Sycamore, Golden Rain Tree, Coast Live Oak, and Australian Willow, and drought tolerant ground cover and shrubs. Abbey Lane would be primarily Australian Willow and drought tolerant ground cover and shrubs

Fenestration and Glazing: As identified in the building elevations provided in Exhibit 7, exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete). Windows would consist of low reflective glass. The Project plans related to building materials are designed to ensure that glare does not create a nuisance to on- and off-site viewers of the Project site.

Site Lighting: Site lighting will be low-level light emitting diode (LED) that will be pointed downward at the parking lot and/or along the edges of the building. Refer to **Exhibit 8 - *Photometric Plan*** for lighting details.

Stormwater Management: The Project applicant has prepared a Water Quality Management Plan (Appendix F-1) that identifies stormwater management for the building operations/post construction. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. The drainage design treats the Project Site area as a single drainage area. Runoff will be conveyed via proposed curb and gutters and captured by proposed inlets throughout the site. Trench drains would capture runoff from the proposed truck docks. Runoff will then be conveyed via proposed private storm drain to a proposed underground infiltration for pollutant control and hydromodification control. Runoff from larger storm events will overflow and discharge at the Project Site's outfall along the western property line as sheet flow, which mimics the current condition. In the existing condition, there is a culvert that conveys offsite flows from Stoddard Wells Road into an existing onsite earthen channel. In the proposed condition, the culvert will be piped into a storm drain to convey the offsite flows to the outfall

along the southern property line as in the existing condition. This is to prevent the comingling of onsite and offsite flows.

Construction of the Proposed Project will also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the Project Site is more than 1 acre.

Utilities and Services: Public water is served by the City of Victorville (City), electrical service is readily available through Southern California Edison (SCE), and natural gas is available through Southwest Gas. Public sewer services are served by the City.

3.3.1 Construction Timing

Construction is anticipated to occur in one phase, beginning in 2023, lasting approximately 24 months. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction will require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately four months. Site activities include placement of underground water, sewer and other utilities underground throughout the site to service the structures. Typical equipment includes excavators and trenchers. Site excavation is anticipated to include 265,000 cubic yards of cut, 247,000 cubic yards of fill and 18,000 cubic yards of export.

Building Construction – construction of the one 815,470 SF building is expected to occur over 16 months. The construction method is concrete tilt-up – concrete is formed on the ground, lifted into place and braced. Typical equipment includes welders, concrete trucks, and cranes for lifting. Should a crane be utilized, the Project contractor will comply with all local, State, and federal regulations. The type of equipment will be evaluated and all permits obtained as necessary prior to construction.

Final Site Paving and Landscaping – this activity is anticipated to occur over four months. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed. Gravel will be placed in the storage yard during this time as well.

3.3.2 Best Management Practices During Construction

The following best management practices are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that

could contaminate nearby water resources. The Project is more than 1-acre, therefore, the contractor is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

3.4 PROJECT CHARACTERISTICS - OPERATIONS

As no tenant has been selected at this time, the specific operational scenario for the Proposed Project cannot be identified. However, it is anticipated that the Proposed Project will be conditioned to operate within the City of Victorville guidelines for type of use and hours of operation. The Light Industrial designation provides for primarily basic employment and manufacturing uses. It also provides land for employment and allows greater flexibility as to the types of businesses. For this reason, the light industrial designation is generally located on the periphery of Desert Gateway and alongside the highways. The LI land use within the DGSP correlates to the "M-1 – Light Industrial" General Plan zoning per the City's zoning code.

In general, the 815,470 SF warehouse includes a 798,470 non-refrigerated warehouse facility with one 16,950SF mezzanine, 43,260 SF for office space, 92 total truck dock positions, four grade doors, and 219 trailer stalls. Gates are designed at the two Abbey Lane driveways (one at each of the northwest and northeast entrances), for security of the dock areas, and a guard shack with a gate would be installed in the driveway of the main entrance off Stoddard Wells Road. The gates will be open during the tenant operating hours and/or as designated by the tenant operation schedule.

Based on the building size and layout, it is anticipated that the operation would employ approximately 600 total employees, including office personnel. The number of employees is estimated based on the US Energy Information Administration employee factor[1] of 1 employee for every 1,500 SF of warehouse space and 600 SF for office personnel. While no tenant(s) has been identified at this time, the logistics/warehouse operations typically involve shifts so that not all 600 employees are anticipated to be on site at the same time.

Vehicular access to the Proposed Project would be provided via three driveways. Two 40-foot driveways from Abbey Lane will be for both passenger vehicles and trucks. A 40-foot driveway for trucks only will be from Stoddard Wells Road. Truck circulation is provided by a 40-foot-wide lane that encircles the building. Office employee parking is located near the offices, which are located on the northwest corner, and the southwest and southeast corners of the building.

3.5 PROJECT APPROVALS

The following approvals and permits are required from the City of Victorville to implement the Proposed Project:

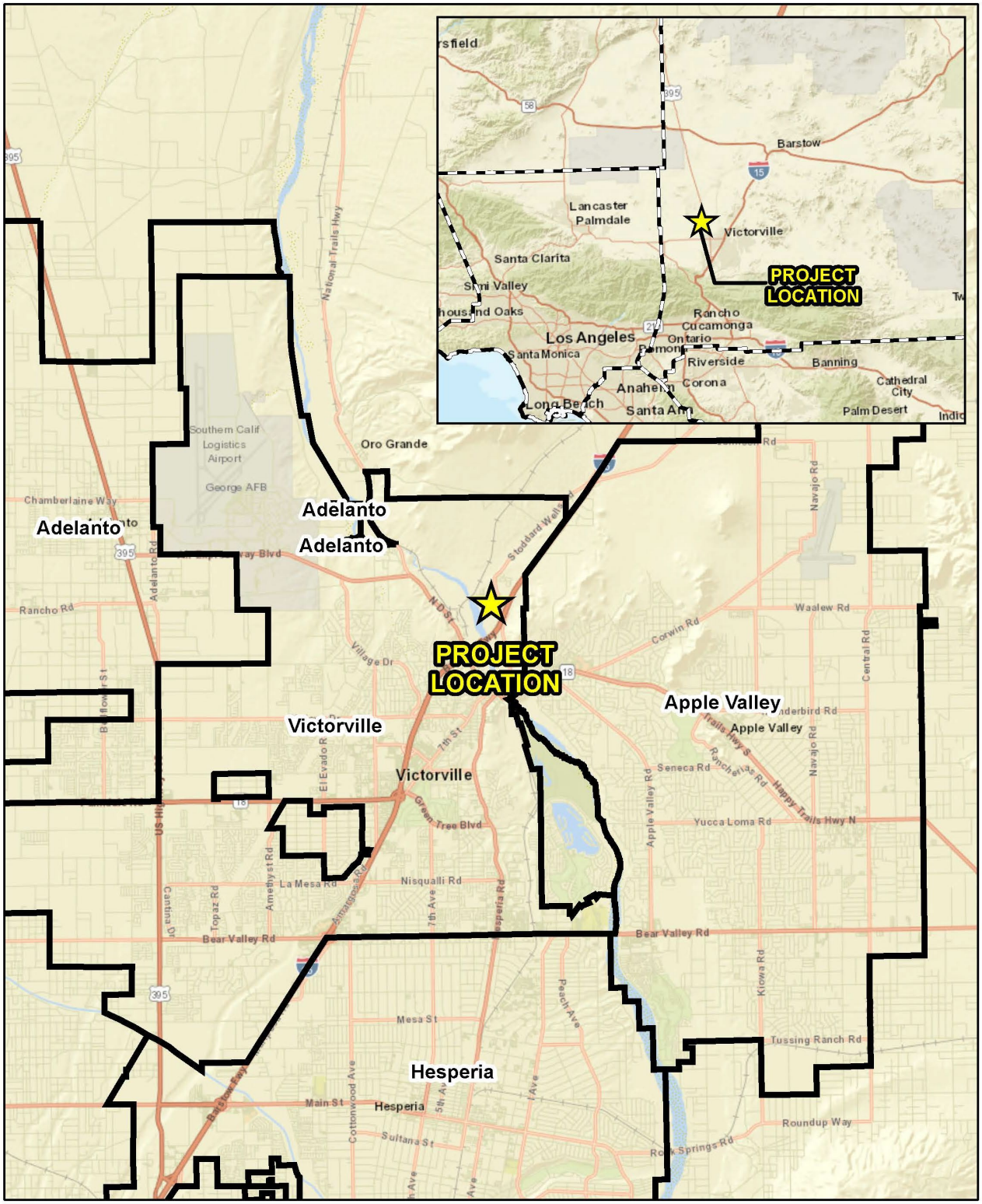
- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Site Plan PLAN22-00014 to allow for the development of an approximately 815,000 SF warehouse and distribution center on 40.81 acres of vacant land over six parcels within the Desert Gateway Specific Plan, LI (Light Industrial) zoned area, located west of Stoddard Wells Road and south of

[1] https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php

Abbey Lane. The City will condition the Project to file a lot line adjustment/lot merger to merge all parcels into one parcel.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Proposed Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.



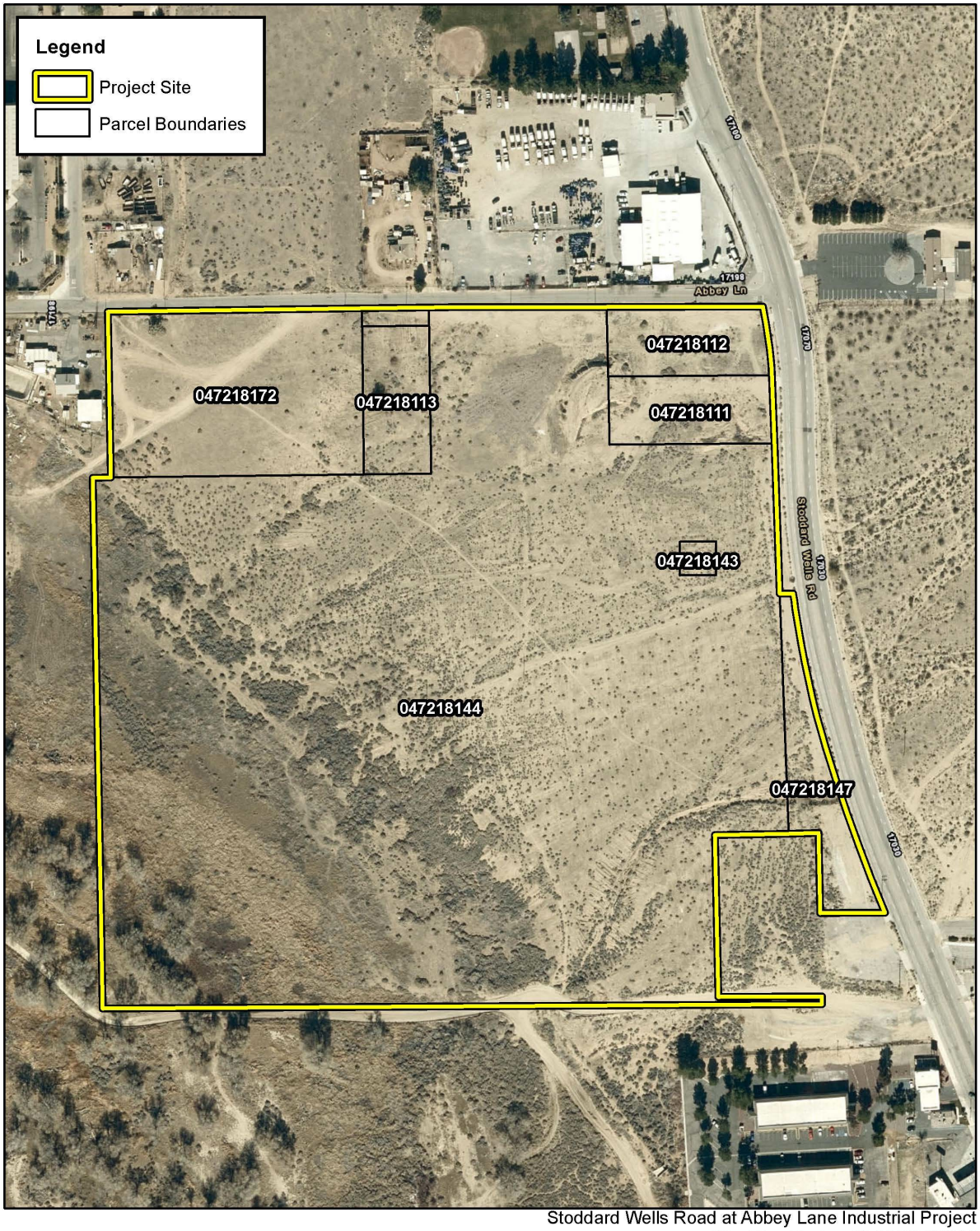
Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

Regional Vicinity

Exhibit 1

ELMT CONSULTING

Source: World Street Map, San Bernardino County



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

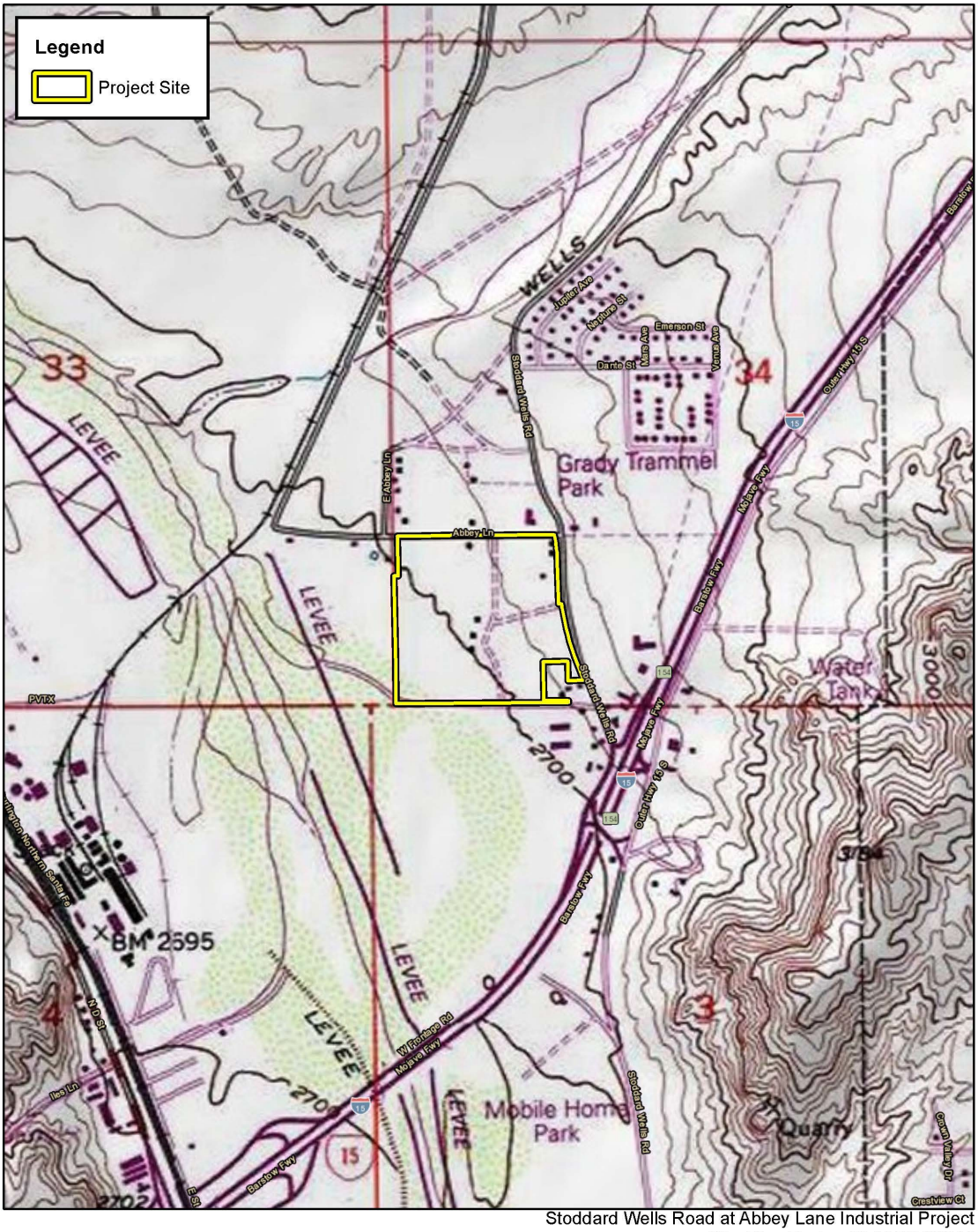
ELMT CONSULTING

0 125 250 500 Feet

Source: ESRI Aerial Imagery, San Bernardino County

Site Location (Aerial)

Exhibit 2

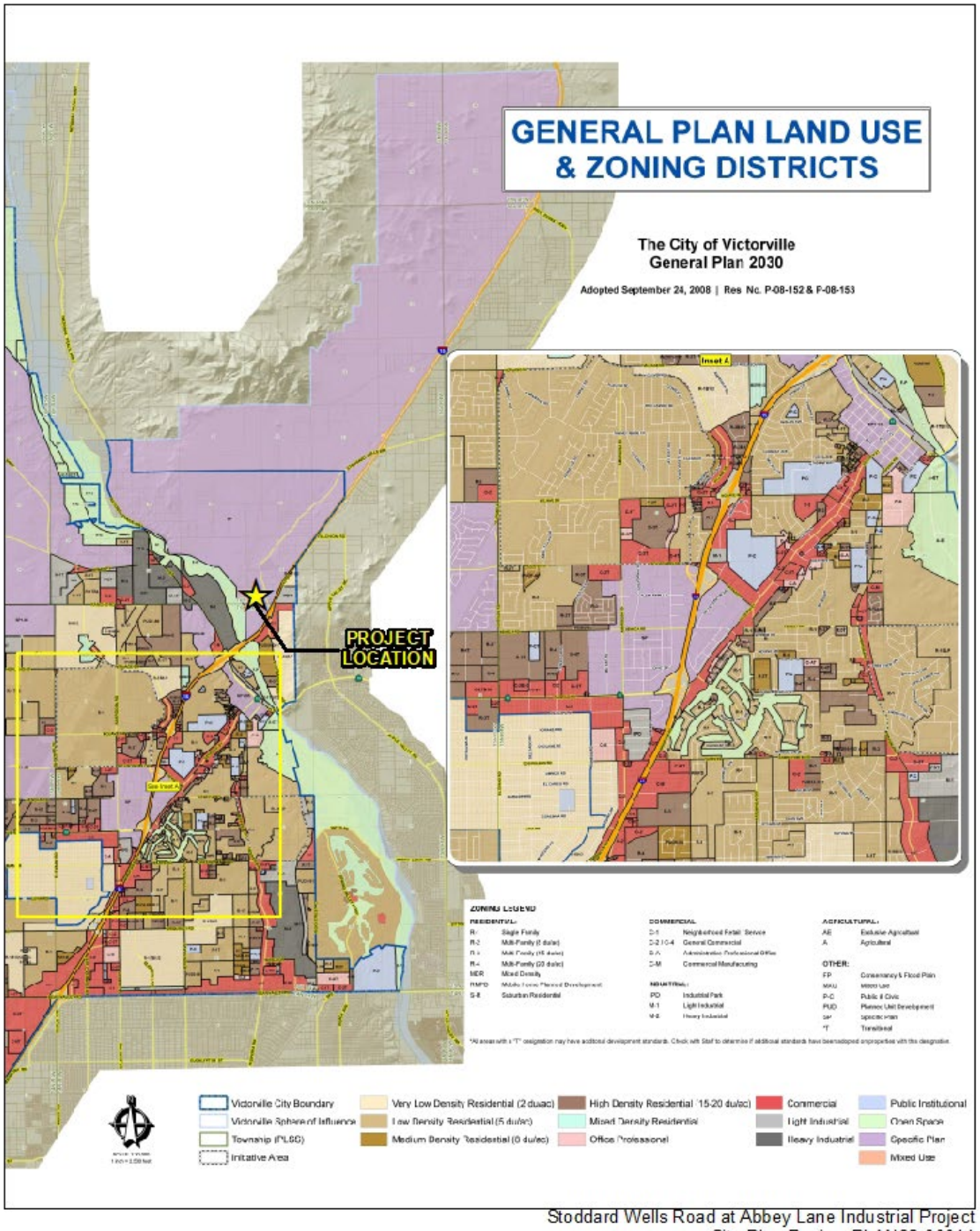


Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

Site Location (Aerial)

Source: USA Topographic Map, San Bernardino County

Exhibit 3



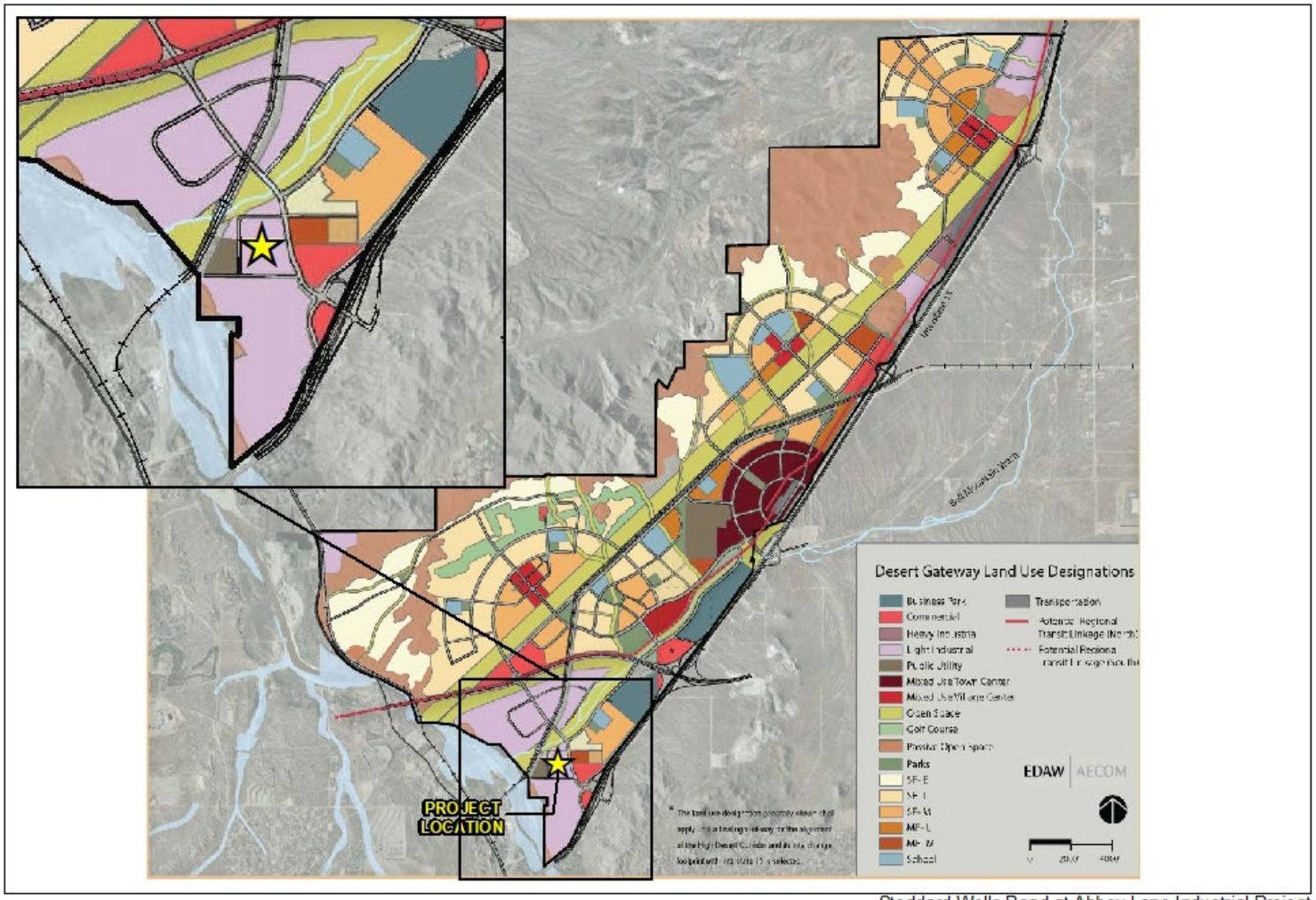
Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

CLMT CONSULTING | Not to Scale

Site Zoning: City of Victorville

Source: City of Victorville General Plan Land Use adn Zoning Districts Map, San Bernardino County

Exhibit 4



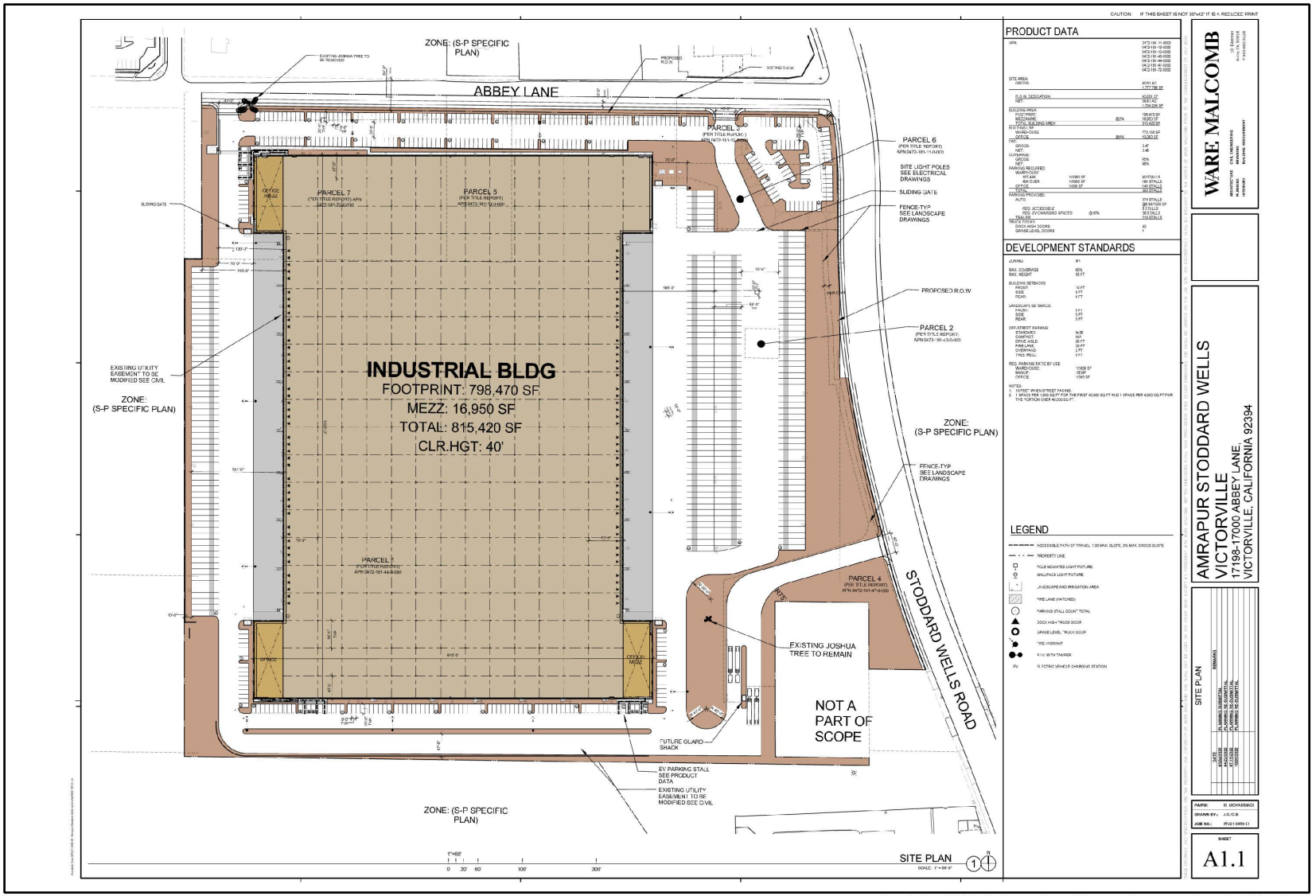
Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

ELMI CONSULTING | Not to Scale

Source: San Bernardino County

Site Zoning: Desert Gateway Specific Plan

Exhibit 5



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

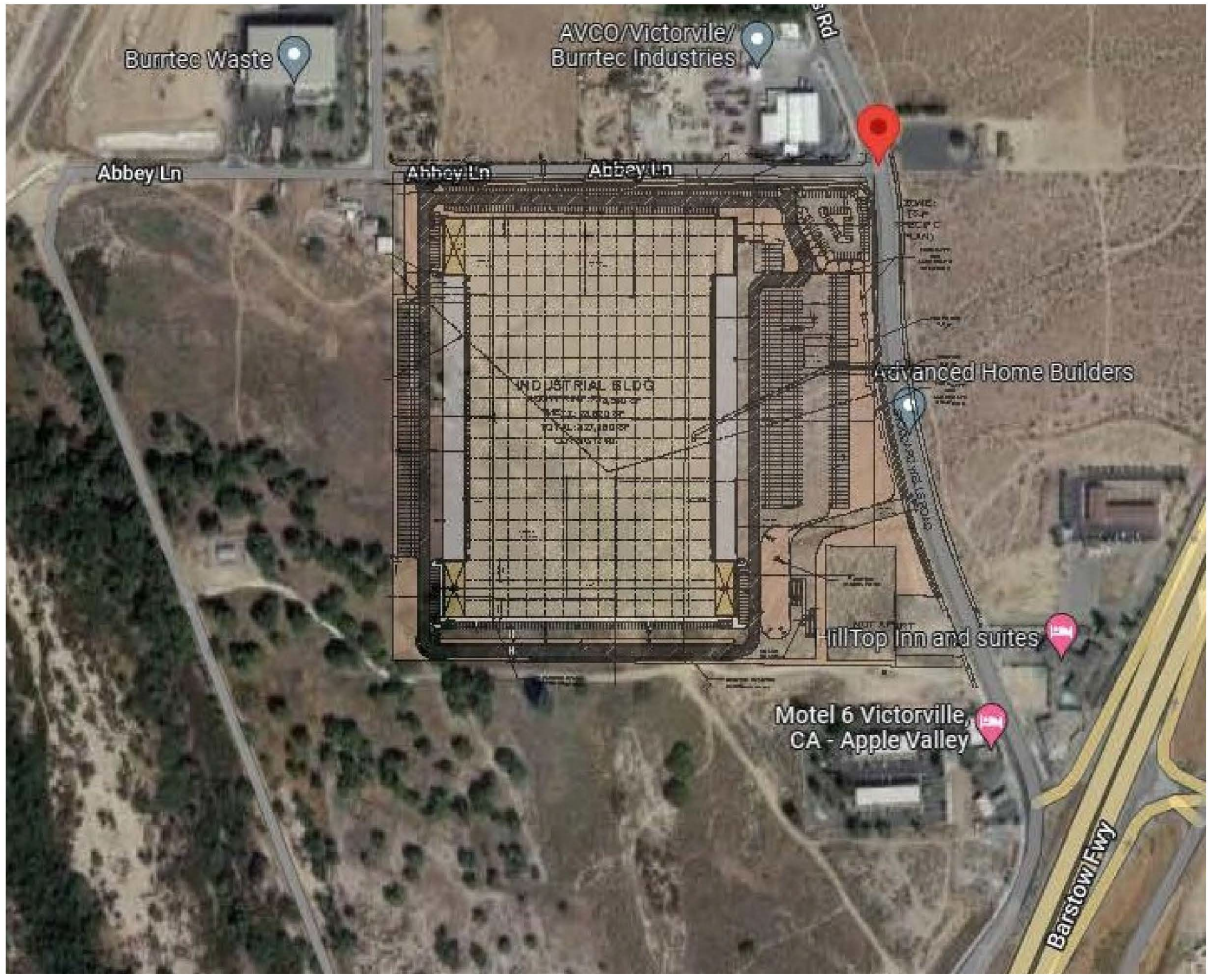
ELMT CONSULTING

Not to Scale

Source: San Bernardino County

Site Plan: Schematic

Exhibit 6



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

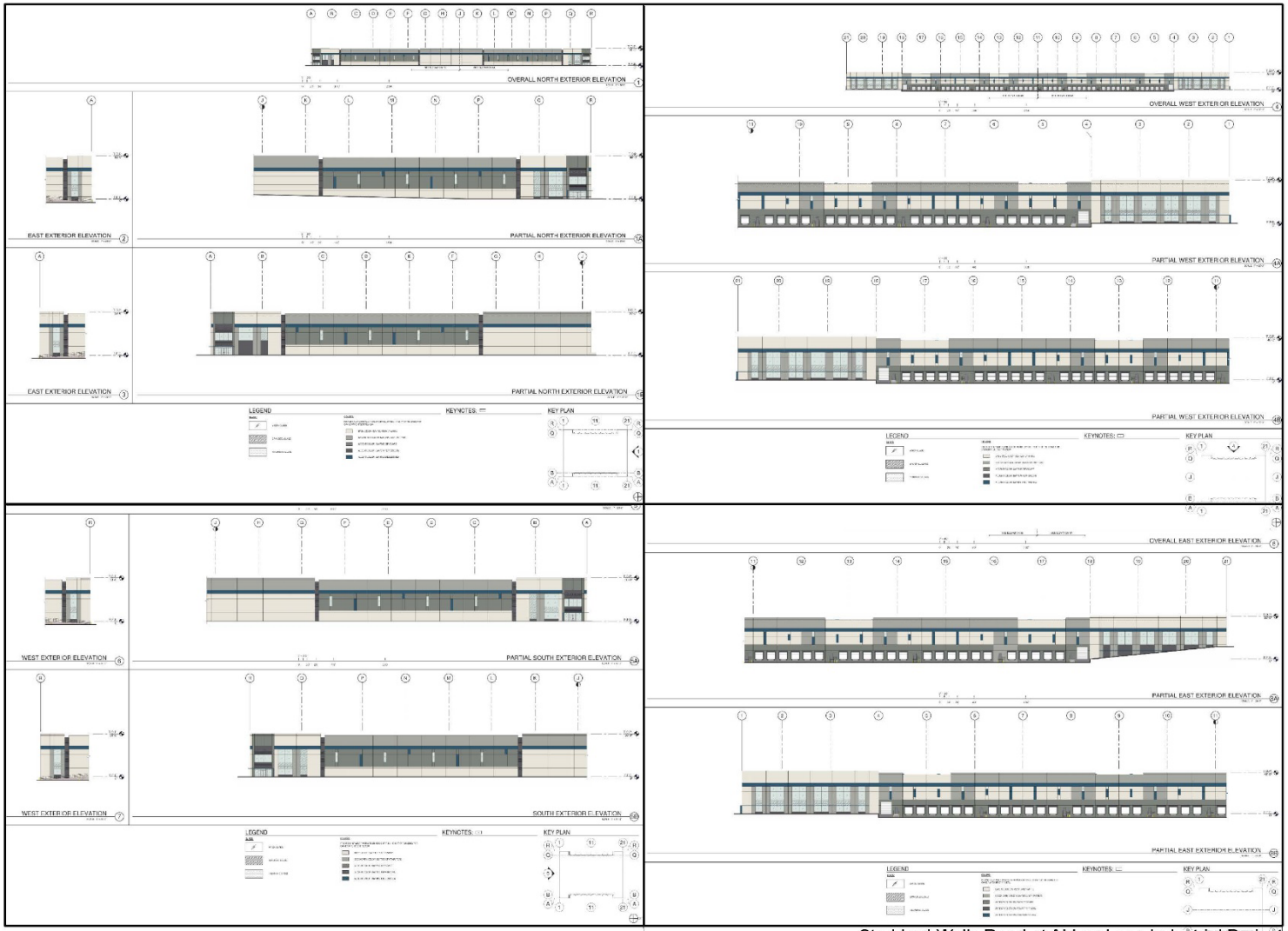
ELMT CONSULTING

Not to Scale

Source: San Bernardino County

Site Plan: Aerial

Exhibit 7



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

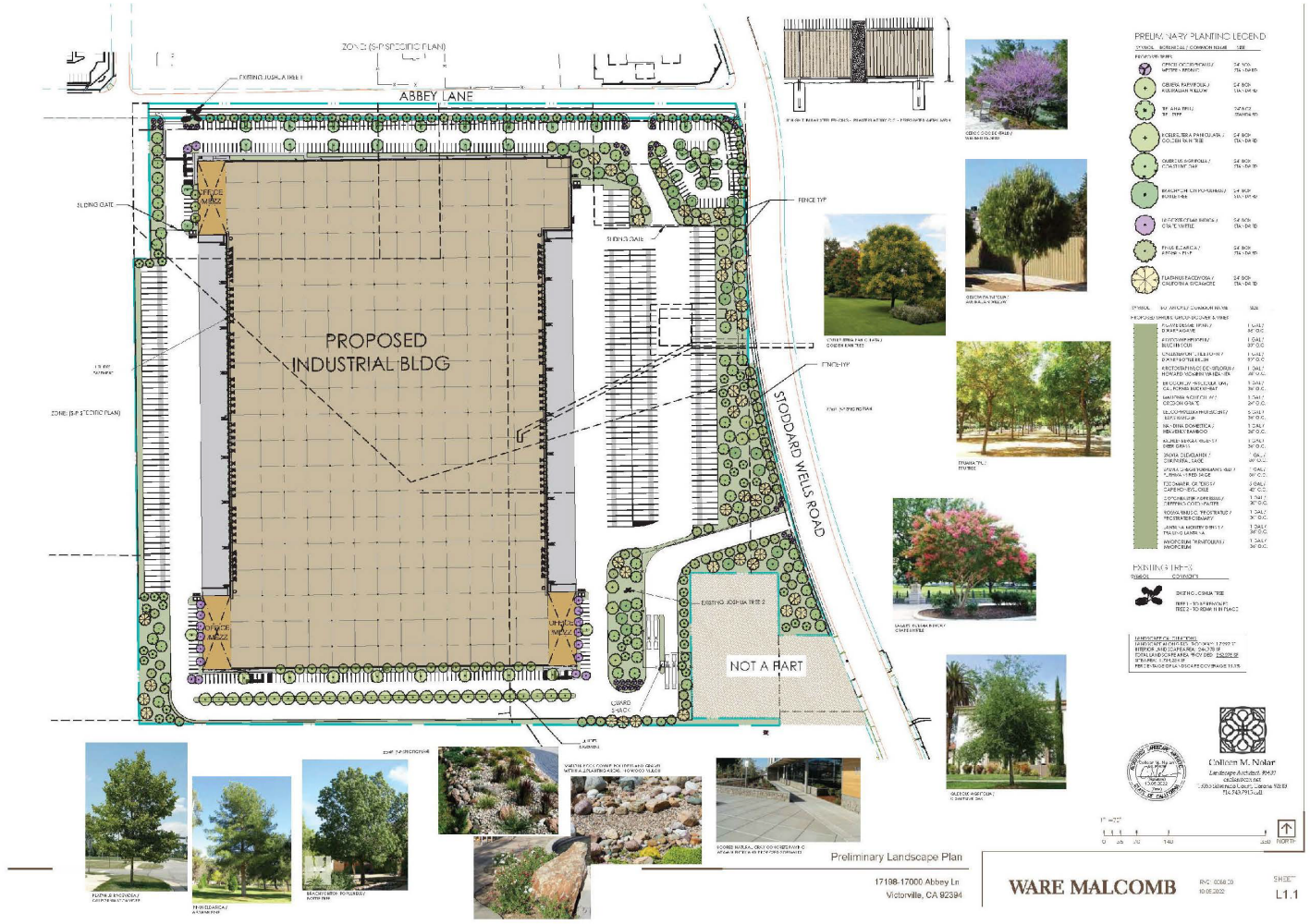
ELMT CONSULTING

Not to Scale

Source: San Bernardino County

Elevations

Exhibit 8



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

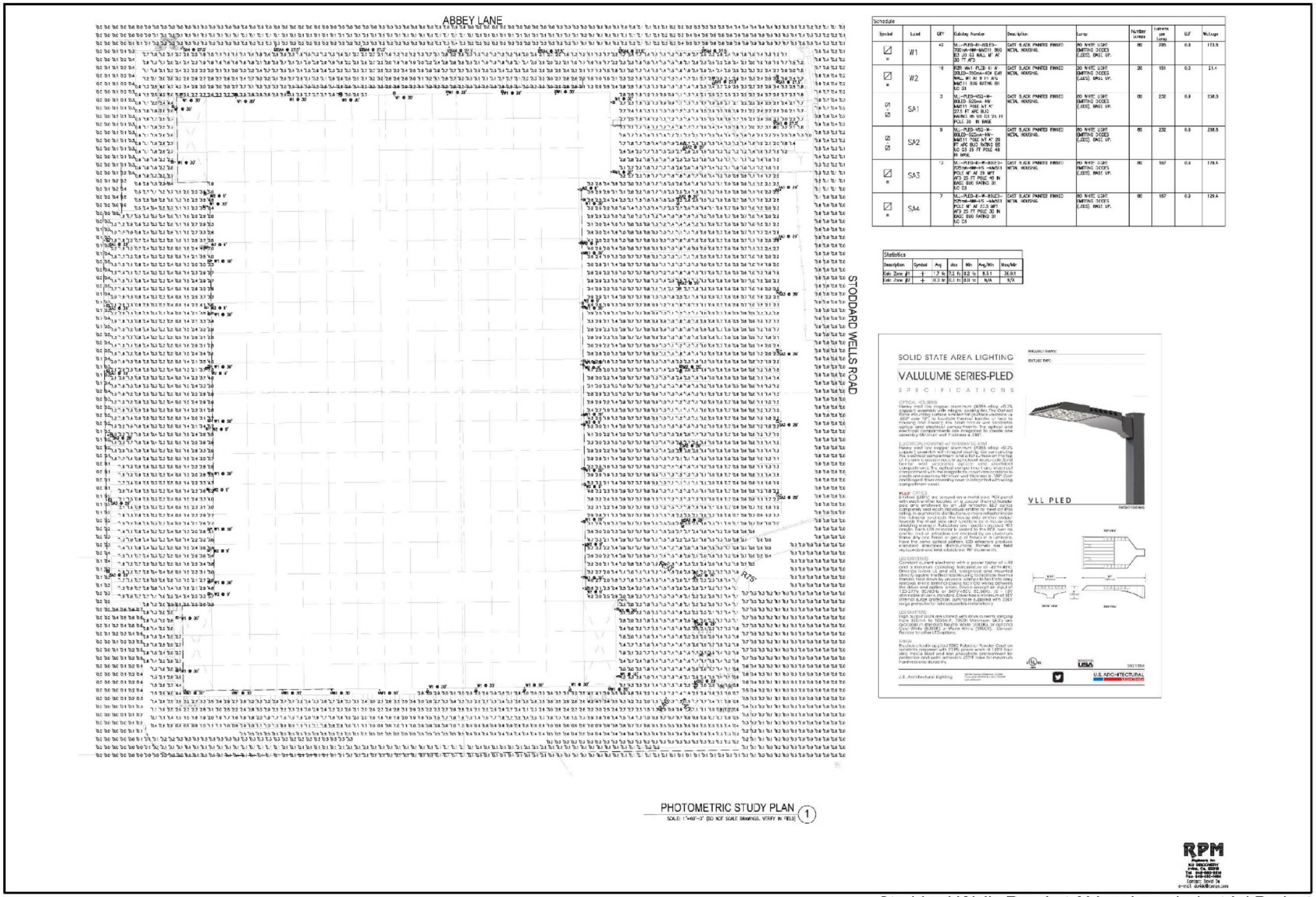
ELMT CONSULTING

Not to Scale

Source: San Bernardino County

Landscape Plan

Exhibit 9



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

Photometric Plan

ELMT CONSULTING

Not to Scale

Source: San Bernardino County

Exhibit 10

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Environmental Setting

The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of Interstate 15 (I-15) (Exhibit 1 and Exhibit 2). It is bounded by Abbey Lane on the north, vacant land on the south, the Mojave River on the west, and vacant land uses on the east (Exhibit 2). The immediate Project vicinity is primarily vacant except for the Victor Valley Material Recycling Center (VVMRF) and its support facilities on north side of Abbey Lane, with a few rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west.

The Project site and Project vicinity are located within the DGSP zone of the City of Victorville's General Plan, and within the Light Industrial (LI) of the DGSP (Exhibit 6). The Light Industrial designation provides for primarily basic employment and manufacturing uses. It also provides land for employment and allows greater flexibility as to the types of businesses. For this reason, the light industrial designation is generally located on the periphery of Desert Gateway and alongside the highways. The LI land use within the Specific Plan correlates to the "M-1 – Light Industrial" General Plan zoning per the City's zoning code.

4.1.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	

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

Discussion

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

Less Than Significant Impact. The CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project vicinity is primarily vacant and flat with rock hills and low mountains located throughout the area. The Project Site is within the DGSP, which is located primarily at the interchange of the planned High Desert Corridor expressway and Interstate 15. The High Desert Corridor will provide an additional east/west link in the transportation system serving the Los Angeles region, with an emphasis on goods movement and access to the Southern California Logistics Airport.

The site may be viewed from the I-15, however, the building elevations range from 48 to 50 feet high which will be lower than the wind turbines and rock processing plant that exist in Project region and can also can be viewed from the I-15. The immediate Project vicinity is partially developed with the VVMRF and rural residential land uses.

The Proposed Project would change the visual character of the Project site, which is currently vacant and undeveloped, by adding the office/warehouse building and landscaping. However, the Proposed Project will be consistent and compatible with existing and proposed general industrial development surrounding the Project site in terms of building height, massing, and development intensity. The Project Site is not a scenic vista nor are there designated scenic vistas in the vicinity where the Project would interrupt the views from any scenic vista. Therefore, there is a less than significant 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 Project Site is not within a state scenic highway. Therefore, no impacts associated with scenic resources within a state scenic highway would occur, and no mitigation would be required.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The Project is located within an area zoned as Light Industrial by both the City's General Plan and the DGSP. The Project is designed to be consistent with the City's Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity. Therefore, impacts are less than significant, and no mitigation is required.

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

Less than Significant Impact With Mitigation Incorporated. Impacts from light are typically associated with the use of artificial lighting at nighttime. Glare typically occurs during the day, generally caused by a reflection of sunlight on highly polished surfaces, such as windows, generally associated by mid- to high-rise buildings with exterior facades that are comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source light that contrasts with the surrounding ambient lighting.

The type of land uses typically sensitive to light and glare include residential uses, hospitals, senior housing, and other types of uses that may disrupt sleep. The closest sensitive receptors include the non-conforming residential uses that are located adjacent to the west, and across the street along Abbey Way. A motel exists approximately 0.32 mile southeast of the Project Site, along Stoddard Wells Road.

With respect to glare, the Project proposes to develop a 815,470 SF industrial building within 40.81 gross acres of vacant lands The warehouse and mezzanine areas of the building will be constructed as a "gray shell" whereby tenants would perform the final improvements, while the Proposed Project would fully build the office spaces. The Project elevations (Exhibit 8) identifies that there are few windows given the building is primarily a warehouse. Two offices are located on the west side of the building, and one office on the south side of the building. Therefore, there would be reduced glare to Stoddard Wells Road and Abbey Way from any office windows.

The Photometric Plan (**Exhibit 10 – *Photometric Plan***) identifies that there would not be light spillage off the site, and all lighting would be hooded to reduce spillage of light in the night sky. City of Victorville Ordinance Section 16-3.11.060 identifies that "The quality of light, level of lights as measured in footcandles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the glow or glare of the project." The Project development would occur over approximately 40 acres, which will be one of the larger developments in the immediate area. And though the Project vicinity is planned for development, there are no major developments that exist north or south of the Project site, or north or south along the I-15 corridor for several miles. Therefore, there is a significant potential that the lighting would be intense, causing a glow or glare, especially at night, for the adjacent residential (although they are non-conforming residential), the hotel to the south, and motorists along the I-15. To reduce the potential for the site to become a significant source of nighttime lighting, **Mitigation Measure AES-1** to require the City to review the light fixture temperature and/or

installation of timers to reduce the lighting to ensure consistency with the City's standards is required. It should be noted that the Southern California Logistics Airport (SCLA) is located approximately 5 miles to the west of the Project Site and is also located in a fairly undeveloped area. The SCLA Specific Plan, (MBA, February 2021) Section 5.5 requires that all parking lot lighting within the SCLA Specific Plan area be narrow spectrum amber LED lighting, as opposed to neutral white, cool white or warm white as identified on the Project photometric plan (Exhibit 10). AES-1 would require the City and the applicant to more fully explore lighting temperature and timing details and more fully develop plans to reduce impacts to nearby sensitive receptors as well as not cause the site to be a dominant source of lighting that can be viewed from I-15 at night.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the nearby residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact will be reduced to a less than significant level through the City's standard project review and approval process and with implementation of **Mitigation Measure AES-2** which requires that the City specifically review construction lighting plans.

4.1.3 Mitigation Measures:

AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that all on-parking lot lighting would be of a color temperature and/or contains that timers are included that would control the lighting to minimize light spill onto adjacent lots and to protect the night sky. Low intensity energy efficient parking lot lighting should be used. Parking lot lights should be secondary to the illumination of buildings and landscaped features. Low level, direct lighting on pedestrian walkways should be used. Refer to the lighting guidelines identified in the Southern California Logistics Airport Specific Plan for possible standards and alternatives.

AES-2: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes during construction shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

4.1.4 Conclusion

Implementation of **Mitigation Measure AES-1** and **Mitigation Measure AES-2** would reduce potential impacts of the Proposed Project associated with Aesthetics to less than significant.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion

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 nonagricultural use?

No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is identified as Grazing Land. Therefore, there would be no potential impacts associated with conversion of 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 nonagricultural use, and no mitigation would be required.

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

No Impacts. The Project site is not subject to of any Williamson Act contracts. No impacts would occur, and no mitigation is required.

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. No part of the Project site or its surroundings are designated as timberland. No impacts would occur, and no mitigation is required.

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

No Impact. There is no designated forest land on the Project site, and the Proposed Project would therefore not affect forests during construction or operations. No impacts would occur, and no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?

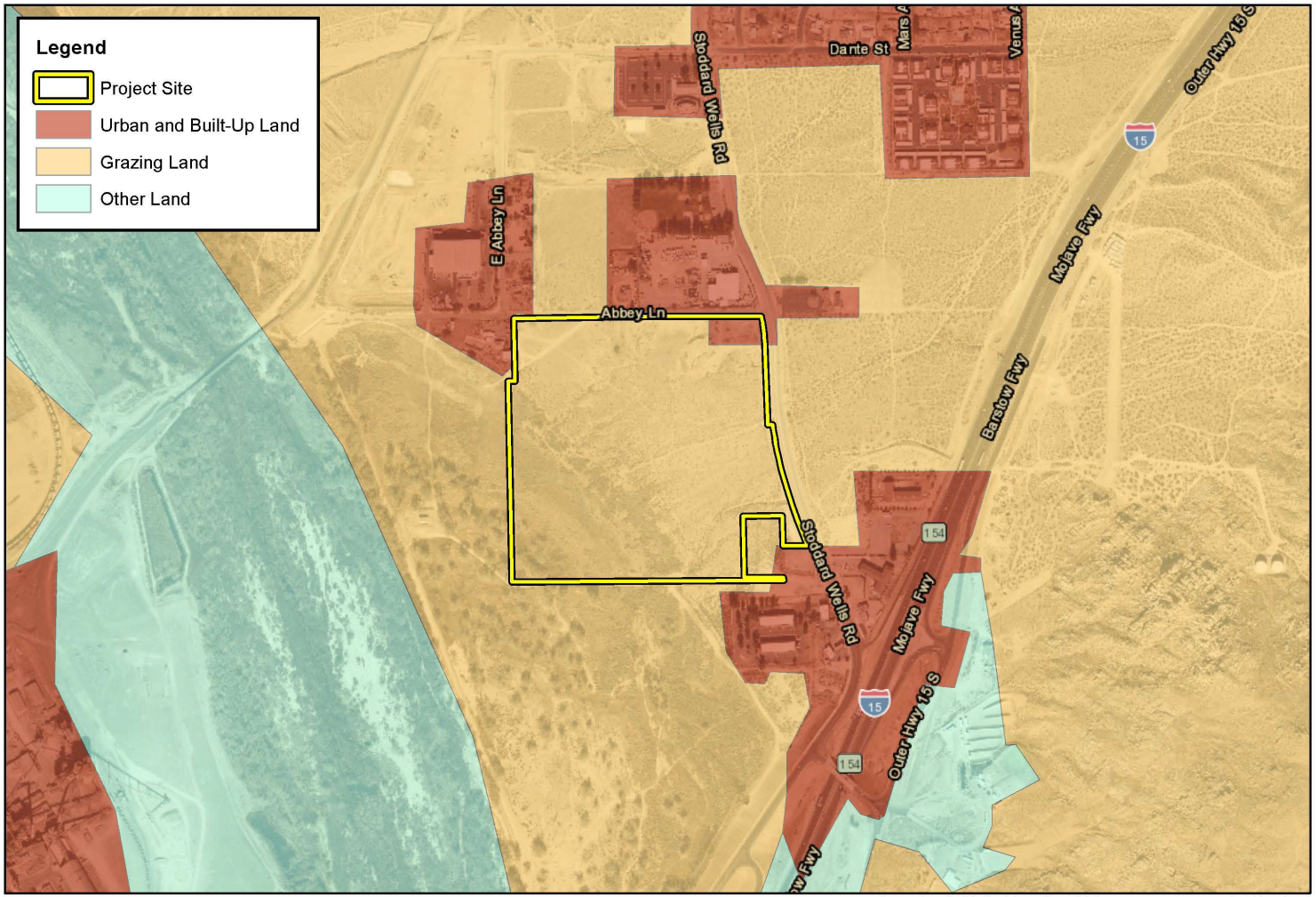
a) **Less Than Significant Impact**. The California Dept of Conservation defines Grazing Land as land on which the existing vegetation is suited to the grazing of livestock. However, there are no grazing or other agricultural activities occurring at the Project Site or the surrounding properties. The Proposed Project is also consistent with its current zoning, which is Light Industrial. As discussed under Thresholds II.2 (b) through II.2(d), the Proposed Project would not involve other changes in the existing environment that would result in conversion of forest land to non-forest land. Therefore, potential impacts associated with changes in the environment which could result in conversion of farmland to non-agricultural use would be less than significant, and no mitigation would be required.

4.2.2 Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Resources apply to the Proposed Project.

4.2.3 Conclusion

There are no potential impacts of the Proposed Project associated with Agriculture and Forestry Services, and no mitigation would be required.



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

Agricultural Designation

ELMT CONSULTING

0 250 500 1,000 Feet

Source: ESRI Aerial Imagery, California Farmland, San Bernardino County

Exhibit 11

4.3 AIR QUALITY

MD Acoustics performed an Air Quality and Greenhouse Gas Impact Study for the Proposed Project in May 2022 (**Appendix A – *Stoddard Wells Warehouse Air Quality, Greenhouse Gas, and Energy Impact Study,* MD Acoustics, June 27, 2022**).

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (ARB) regulates at the state level. The State is currently divided into 15 air basins, and each air basin is regulated on a regional level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The US environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project site is located in the City of Victorville, which is part of the Mojave Desert Air Basin (MDAB) which includes the desert portion of San Bernardino County. The SCAQMD’s 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The NAAQS and CAAQS attainment statuses for the SCAB are listed in **Table 2 - *Attainment Status of MDAQMD – Portion of Mojave Desert Air Basin***. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017.

Table 2 - Attainment Status of MDAQMD – Portion of Mojave Desert Air Basin

Pollutant	Federal Designation	State Designation
1-Hour Ozone	--	Nonattainment
8-Hour Ozone	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Unclassified/Attainment	Nonattainment
Lead	Unclassified/Attainment	Attainment
SO2	Unclassified/Attainment	Attainment
NO2	Unclassified/Attainment	Attainment

Notes:

[1] MDAQMD = Mojave Desert Air Quality Management District

[2] Source: California Air Resources Board (2019) (https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations) and MDAQMD (https://www.mdaqmd.ca.gov/air-quality/mdaqmd-attaiment-status).

4.3.2 Environmental Setting

The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. 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 these air masses.

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 the reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB averages between three and seven inches of precipitation per year (from 16 to 30 days with at least 0.01 inches of precipitation). The MDAB is classified as a dry-hot desert climate (BWh), with portions classified as dry-very hot desert (BWhh), to indicate at least three months have maximum average temperatures over 100.4° F.

The temperature and precipitation levels for Victorville, the closest monitoring station to the Project Site, shows that July is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Local Air Quality

The MDAQMD maintains an air-monitoring network that measures levels of several air pollutants throughout the air basin. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the project site have been used. The nearest air monitoring station to the project site is the Victorville monitoring station (Victorville Station) located approximately 3.75 miles east of the project site at 14306 Park Avenue. Table 5 in Appendix A presents the monitored pollutant levels within the vicinity which identifies that ozone and particulate matter (PM10) are the air pollutants of primary concern in the Project area. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

4.3.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

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

Less Than Significant Impact. According to the MDAQMD, a project would not obstruct the implementation of District rules and regulations if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). 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. An example of a non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area (relative to the applicable land use plan). The "one map approach" is employed by the County of San Bernardino, as it permits the use of a single map showing both General Plan land use designations and zoning classifications. The one-map approach assures that there will always be land use consistency between the County's General Plan and its Zoning Code.

The Project Site is located within the City of Victorville. The Proposed Project will be an industrial building. Per the City's General Plan Land Use & Zoning Districts map, the current land use zoning district is Light Industrial (M-1). The Project is consistent with the City of Victorville's zoning code.

Attainment plans prepared by the various air pollution control districts throughout the state are used to develop the State Implementation Plan (SIP) for the State of California. The proposed Project is located within the MDAQMD and, thus, is subject to the rules and regulations of the MDAQMD. The MDAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality attainment plan (AQAP) for the Basin. Regional AQAPs were adopted in 1991, 1994, and 1997. The following SIP and AQAP are the currently approved plans for the Basin region:

- 1997 SIP for O3, PM10, and NO2
- 1995 Mojave Desert Planning Area Federal PM10 Attainment Plan; no formal action by the EPA

The MDAQMD completed the MDAQMD 2004 Ozone Attainment Plan (State and federal) in April 2004, which has been approved by the EPA.

The MDAQMD currently recommends that projects with construction-related and/or operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25 tons per year or 137 pounds per day pounds per day of VOC
- 25 tons per year or 137 pounds per day of NOx
- 100 tons per year or 548 pounds per day of CO
- 25 tons per year or 137 pounds per day of Sox
- 15 tons per year or 82 pounds per day of PM10
- 12 tons per year or 65 pounds per day of PM2.5

The Air Quality Assessment in Appendix A modeled the Project's construction and operations to determine if the Project would exceed any threshold.

Table 3 – *Regional Significance – Construction Emissions* and **Table 4 – *Regional Significance – Operational Emissions*** identify that the Project would not exceed daily or annual regional thresholds.

Table 3 – Regional Significance – Construction Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Site Preparation						
On-Site[2]	2.66	27.52	18.24	0.04	8.93	5.10
Off-Site[3]	0.06	0.04	0.52	0.00	0.15	0.04
Total	**2.72**	**27.56**	**18.76**	**0.04**	**9.08**	**5.14**
Grading						
On-Site[2]	3.32	34.52	28.05	0.06	5.04	2.74
Off-Site[3]	0.20	6.25	2.37	0.03	1.17	0.36
Total	**3.52**	**40.77**	**30.42**	**0.09**	**6.20**	**3.10**
Building Construction						
On-Site[2]	1.57	14.38	16.24	0.03	0.70	0.66
Off-Site[3]	2.84	12.68	26.00	0.11	8.24	2.31
Total	**4.41**	**27.07**	**42.24**	**0.14**	**8.94**	**2.97**
Paving						
On-Site[2]	1.42	9.52	14.63	0.02	0.47	0.43
Off-Site[3]	0.05	0.02	0.40	0.00	0.12	0.03
Total	**1.46**	**9.55**	**15.03**	**0.02**	**0.59**	**0.46**
Architectural Coating						
On-Site[2]	124.41	1.22	1.81	0.00	0.06	0.06
Off-Site[3]	0.46	0.25	4.04	0.01	1.24	0.33
Total	**124.87**	**1.47**	**5.85**	**0.01**	**1.30**	**0.39**
Total of overlapping phases[4]	**130.75**	**38.08**	**63.12**	**0.17**	**10.84**	**3.82**
MDAQMD Thresholds	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Thresholds	No	No	No	No	No	No
Activity	**Pollutant Emissions (tons/year)**					
Annual Emissions	**2.96**	**6.53**	**8.82**	**0.03**	**2.19**	**0.79**
MDAQMD Annual Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with MDAQMD Rule 403.
[3] Off-site emissions from equipment operated on public roads.
[4] Building construction, paving, and architectural coating phases may overlap.

Table 4 – Regional Significance – Operational Emissions

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Area Sources[2]	19.18	0.00	0.15	0.00	0.00	0.00
Energy Usage[3]	0.79	7.18	6.03	0.04	0.55	0.55
Mobile Sources[4]	21.59	27.74	197.37	0.43	43.26	11.76
Total Emissions	**41.56**	**34.93**	**203.55**	**0.47**	**43.81**	**12.30**
MDAQMD Daily Thresholds	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Threshold?	No	No	No	No	No	No
Activity	**Pollutant Emissions (tons/year)[1]**					
Area Sources[2]	3.50	0.00	0.01	0.00	0.00	0.00
Energy Usage[3]	0.14	1.31	1.10	0.01	0.10	0.10
Mobile Sources[4]	3.36	5.14	33.61	0.07	7.72	2.10
Total Emissions	**7.01**	**6.45**	**34.72**	**0.08**	**7.82**	**2.20**
MDAQMD Annual Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

The Proposed Project is consistent with its zoning and land use designations of DGSP and City of Victorville Light Industrial. Therefore, the Proposed Project would not result in an inconsistency with the MDAQMD policy. The Proposed Project would not exceed MDAQMD thresholds for air quality constituents of concern, therefore, Project is found to be consistent with the MDAQMD. Therefore, potential impacts associated with an inconsistency with the MDAQMD rules, regulations and policies. would be less than significant, and no mitigation would be required.

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. The MDAB has been designated by the EPA as a non-attainment area for ozone (O3) and suspended particulates (PM10). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO2), nitrogen dioxide (NO2) and particulate matter (PM2.5) (refer to Appendix A). The MDAQMD also has developed regulatory standards for criteria pollutants that are considered pre-cursers to Ozone, PM10 and PM2.5 production. These include CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2).

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of carbon CO, volatile organic compounds (VOC), nitrogen oxides (NOx), SO2, PM10, and PM2.5, however, none are above the MDAQMD thresholds, as shown in Table 3. Therefore, potential impacts associated with construction emissions would be less than significant, and no mitigation would be required.

The Project is also required to comply with all MDAQMD rules and regulations including but not limited to idling engines and architectural coatings during construction. Additionally, MDAQMD Rule 403 establishes fugitive dust reduction measures during site grading. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NOx, CO, SO_2, PM10, and PM2.5, however, none are above the MDAQMD thresholds as shown in Table 4. As identified in Table 4, potential impacts associated with operational emissions would be less than significant, and no mitigation would be required.

The Project area is out of attainment for both ozone and particulate matter. Construction and operation of cumulative projects will further degrade the air quality of the Mojave Desert Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the MDAQMD methodology, projects that do not exceed the MDAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

Project operations would generate emissions of NOx, CO, PM10, and PM2.5, which would not exceed the MDAQMD regional thresholds and would not be expected to result in ground level concentrations that exceed the National Ambient Air Quality Standards or the California Ambient Air Quality Standards. Therefore, operation of the Project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors.

As a result, the project would result in a less than significant cumulative impact for operational emissions.

As demonstrated above, the Project impacts would be less than significant and not 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. As such, no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by MDAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The MDAQMD recommends avoiding siting new sensitive land uses such as residences, schools, daycare centers, playgrounds, or medical facilities within 1,000 feet of a major transportation project (50,000 or more vehicles per day). The Proposed Project involves the construction of an industrial building and would not be considered to be a sensitive receptor. The Project is not considered a major transportation project is only anticipated to generate approximately 6,958 daily vehicle trips (see Appendix A).

The closest existing sensitive receptors (to the site area) are the hotels located 185 feet to the southwest and the residential land uses located approximately 1,000 feet northwest. As the Proposed Project does not generate more than 50,000 vehicles per day, a project specific health risk assessment is not required or warranted. Impacts to nearby sensitive receptors are considered to be less than significant.

Project emissions for both construction and operations would not exceed MDAQMD thresholds of significance. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with MDAQMD's

rules and regulations, no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, potential impacts associated with other emissions, such as those leading to odors adversely affecting a substantial number of people, would be less than significant, and no mitigation would be required.

4.3.4 Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

4.3.5 Conclusion

Potential impacts of the Proposed Project associated with Air Quality would be less than significant, and no mitigation would be required.

4.4 BIOLOGICAL RESOURCES

A biological survey was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B** – ***Stoddard Wells at Abbey Lane Industrial Project Biological Resources Assessment,*** **ELMT Consulting, July 2022***)*.

4.4.1 Regulatory Setting

Given the local environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Endangered Species Act - Federal

The purpose of the United States Endangered Species Act that was established in 1973 provides protections for fish, wildlife, and plants that are listed as threatened or endangered; provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery; provides for interagency cooperation to avoid take of listed species and for issuing permits for otherwise prohibited activities; provides for cooperation with States, including authorization of financial assistance; and implements the provisions of the Convention on International Trade in Endangered Species of Wild Flora and Fauna. The US Fish and Wildlife administers the federal Endangered Species Act.

California Endangered Species Act

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity.

The California Department of Fish and Wildlife (CDFW) works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats. CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present.

4.4.2 Environmental Setting

The project site is generally located northwest of Interstate 15, east of U.S. Route 395, north of State Route 18, and south of State Route 58 in the City of Victorville, San Bernardino County, California (refer to (Exhibit 2 and Exhibit 3). The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of Interstate 15 (I-15) within the Desert Gateway Specific Plan area with a LI (Light Industrial) zoning, and specifically within Assessor's Parcel Numbers (APNs): 0472-181-11, 0472-181-12, 0472-181-13, 0472-181-43, 0472-181-44, 0472-181-47, 0472-181-72. The Project Site can be accessed by I-15, Stoddard Wells Road exit, located approximately 0.3 mile to the south of the Project Site.

A field investigation in November 2021 and April 2022 to determine the Project's potential to support sensitive habitat and species as well as the potential for drainage features that may require federal and/or State permits to be modified to support the Project (Appendix B).

4.4.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through				X

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
direct removal, filling, hydrological interruption, or other means				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion

a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated.

Vegetation and Land Cover

Based on the literature review and field survey located in Appendix B, **Table 5 – *Vegetation and Land Cover Types*** identifies the following vegetation and land cover types on the Project Site:

Table 5 – Vegetation and Land Cover Types

Plant Communities	Acres
Allscale Scrub	29.81
Cottonwood Stand	1.31
Disturbed	9.59
TOTALS	**40.81**

The majority of the project site supports an Allscale scrub (*Atriplex polycarpa alliance*) plant community is dominated by Allscale saltbush (*Atriplex polycarpa*), Vegetation layers tend to support an intermittent to open shrub layer with tree species limited or absent and an open to intermittent herbaceous layer supporting seasonal annuals. Plant species observed in this community include brittlebush (*Encelia farinosa*), hoary saltbush (*Atriplex canescens*),

jimsonweed (*Datura wrightii*), burrobush (*Ambrosia dumosa*), California buckwheat (*Eriogonum fasciculatum*), cheesebush (*Ambrosia salsola*), common sagebrush (*Artemisia tridentata*), desert croton (*Croton californicus*), desert dandelion (*Malacothrix glabrata*), matchweed (*Gutierrezia microcephala*), Mediterranean mustard (*Hirschfeldia incana*), narrowleaf goldenbush (*Ericameria linearifolia*), rattlesnake sandmat (*Euphorbia albomarginata*), rubber rabbitbrush (*Ericameria nauseosa*), sticky lessingia (*Lessingia glandulifera*), and western ragweed (*Ambrosia psilostachya*). Two western Joshua trees (*Yucca brevifolia*) were observed within this plant community.

The cottonwood stand occurs along the southwest corner of the Project Site. This plant community was historically associated with the Mojave River and is dominated by Fremont's cottonwood (*Populus fremontii*). Other low-growing plant species found within the understory include tarragon (*Artemisia dracunculus*), coyote brush (*Baccharis pilularis*), scalebroom (*Lepidospartum squamatum*), and tamarisk (*Tamarix ramosissima*). This plant community has been cut off from the influences of the Mojave River by a levee that separates the active portion of the River from the Project Site.

Special Status Species

According to the literature review conducted as part of the Biological Resources Assessment in Appendix B, nine special-status plant species have been recorded in *Victorville* USGS quadrangle. The only special-status plant species observed on-site were two western Joshua trees (*Yucca brevifolia*), which are identified as State Candidate Endangered. No other special-status plant species were observed on-site during the field investigation. With the exception of western Joshua tree, none of the other special-status plant species known to occur in the area are federally or state listed as endangered or threatened.

The Project Site consists of a vacant, undeveloped parcel that has been subject to a variety of anthropogenic disturbances. Based on habitat requirements for the identified special-status species, and known distributions, the analysis in Appendix B determined that the undeveloped portions of the Project Site do not have the potential to support any of the special-status species documented as occurring within the vicinity of the Project Site, except for the Western Joshua Tree. Therefore, special status species are presumed absent.

<u>Western Joshua Tree</u>

The western Joshua tree was granted candidate status under the California Endangered Species Act on September 25, 2020. This species is endemic to the Mojave Desert and occupies an elevation range of 1,600 and 6,660 feet above mean sea level. This species is recognized in several vegetation communities in varying densities. Known occupied communities include sagebrush scrub, desert shrub, southwestern shrubsteppe, pinyon-juniper woodland, and desert grasslands. When this species is dominant in high densities, the occupied habitat may be classified as a Joshua tree woodland, although densities are typically low due to their extensive and competitive root systems. Mature size varies greatly due to irregular branching, and large individuals can exceed 40 feet in height. Like other large members of family Agavaceae, western Joshua trees grow slowly, with estimated growth rates ranging from 2.3 to 4.6 inches per year depending on individual age and conditions. Western Joshua trees are long-lived species, with most estimates of average lifespan ranging from 150 to 300 years, although some estimates exceed 700 years.

The largest known western Joshua tree exceeds 60 feet in height and is an estimated 1,000 years old. Like other long-lived plant species, seed production occurs vaery slowly and irregularly, although rhizome production and clonal growth can occur. Western Joshua trees are only known to be pollinated by once species: the yucca moth (*Tegeticula synthetica*).

As a candidate endangered species, western Joshua trees have the same protection as listed species in the California Endangered Species Act. Joshua trees are also considered a significant resource under the CEQA and are a covered species under the Desert Plant Protection Act. In accordance with Section 2081 subdivision (b) of the California Fish and Game Code, removal of Joshua trees will require an Incidental Take Permit (ITP) to be prepared and processed if the Joshua trees cannot be avoided.

Of the 40.81 acre Project Site, only two western Joshua trees exist, and they are on opposite ends of the Project Site. There are no other Joshua Trees in the immediate vicinity of the Project Site. The two Joshua Trees on site are identified as follows:

Joshua Tree No.	GPS Location	Height	Clones	Branches/Flowers	Health
1	34.560735, -117.294570 (near southeast corner)	>5 meters	0 clone	35 branches/4 flowers	Poor Health, Decaying
2	34.557910, -117.291478 (near northwest corner)	1.5 meters	0 clones	8 branches/5 flowers	Good health

Based on the Proposed Project footprint, the larger Joshua tree on the northwest corner of the Project Site, which is in poor health, will be removed due to the road improvements and sidewalk required by the City along Abbey Lane. Based on current guidance from the CDFW regarding how to calculate mitigation for Joshua trees which are removed, the Project's impacts to this one Joshua tree would be approximately 1.13 acres (refer to discussion in Section 5 of Appendix B for detailed information).

The smaller of the two Joshua trees, located near the southeast corner of the site, will not be impacted from Project implementation as it will be located in a landscaped planter and will be preserved in place. Due to the small size of the tree being preserved, the lack of cloning which indicates a lack of a seed base, and lack of other Joshua trees on the property or in the immediate vicinity, the biological assessment recommended that a 30-foot buffer be established during construction to ensure the tree's preservation.

To reduce impacts to Joshua Trees to less than significant, **Mitigation Measure BIO-1**, located at the end of this section, requires the applicant to obtain an Incidental Take Permit (ITP) from the California Dept of Fish and Wildlife (CDFW) that will establish mitigation ratios for the tree that would be removed. Additionally, for the tree that would remain, the applicant will work with the

CDFW on an appropriate buffer for construction to allow for protection of the tree. Consultation with CDFW would reduce potential impacts to less than significant.

Burrowing Owl

The burrowing owl is designated by the CDFW as a California species of special concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. They are dependent upon the presence of burrowing mammals (such as ground squirrels) for roosting and nesting habitat.

Despite a systematic search of the Project Site performed during the Biological Resources Assessment (Appendix B), no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Portions of the Project Site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. However, no small mammal burrows that have the potential to provide suitable burrowing owl nesting habitat (greater than 4 inches in diameter) were observed within the boundaries of the Project Site or off-site improvement areas. Additionally, the site supports and is surrounded by tall trees and buildings that provide perching opportunities for large raptors (i.e., red-tailed hawk) that can prey on burrowing owls. Being that no appropriate burrows or burrowing owl habitat was found, focused burrowing owl surveys are not recommended.

However, to ensure burrowing owls have not moved into the site prior to construction, **Mitigation Measure BIO-2** to provide a site survey prior to construction is required to reduce potential impacts to less than significant.

Mojave Desert Tortoise

The Mojave population of the desert tortoise (*Gopherus agassizii*) was listed as Threatened on April 2, 1990 and a recovery plan was published in June 1994 (revised May 2011) to describe a strategy for recovering the Mojave population of the desert tortoise including the identification of five recovery units, recommendations for a system of Desert Wildlife Management Areas (DWMAs) within the recovery units, and development and implementation of specific recovery actions, especially within DWMAs. The establishment of recovery units and DWMAs was intended to facilitate an ecosystem approach to land management and desert tortoise recovery.

Based on the 2018 Revised Recovery Plan, the Project Site is located within the Western Mojave Recovery Unit but is not located within any designated DWMAs. Additionally, the Project Site is not located within designated Critical Habitat for the desert tortoise, and no desert tortoise have been recorded on the Project Site. Additionally, despite a systematic search of the Project Site during the biological assessment (Appendix B), no suitable desert tortoise burrows or sign were observed during the field investigation.

However, to ensure desert tortoise have not moved into the site prior to construction, **Mitigation Measure BIO-3** to provide a site survey prior to construction is required to reduce potential impacts to less than significant.

Mohave Ground Squirrel

The Mohave ground squirrel is endemic to the western Mojave Desert, California. It occupies portions of Inyo, Kern, Los Angeles, and San Bernardino counties in the western Mojave Desert. In general, the species ranges from near Palmdale on the southwest to Lucerne Valley on the southeast, Olancha on the northwest and the Avawatz Mountains on the northeast (Appendix B). This species was listed as threatened under the California Endangered Species Act in 1985.

The literature review recorded one individual of Mohave ground squirrel as occurring approximately 1 mile north of the Project Site. However, the Project Site and surrounding area have undergone changes due to urbanization and agricultural land uses resulting in the loss of the native habitat for this species. Urban development has also resulted in direct loss of individuals due to increased vehicle use and an increased abundance of domestic pets.

According to the habitat intactness data from the Desert Renewable Energy Conservation Plan (DRECP), the Project Site and surrounding area consists of very low-quality habitat for this species. The Project Site consists of a disturbed habitats with compacted soils. Further, a recent study by Leitner (2015) on the current status of the Mohave Ground Squirrel did not detect any species within or around the boundaries of the Project Site. Based on habitat requirements for Mohave ground squirrel, the biological assessment in Appendix B determined the Project Site does not contain the native desert scrub habitats or sandy, alluvial soils preferred by this species. Additionally, the Project Site is isolated from any connectivity to other more suitable habitat by Mojave River west of the Project Site, Interstate 15 south and east of the Project Site, and existing residential and industrial developments north of the Project Site. Therefore, the biological assessment in Appendix B determined that this species is presumed absent from the Project Site.

Critical Habitat

Federally designated Critical Habitat for southwestern willow flycatcher (SWWFL) is located along the western boundary of the project site (refer to Exhibit 8 in Appendix B). Specifically, this section of Critical Habitat is known as the Mojave Management Unit and belongs to the Basin and Mojave Recovery Unit. However, there are Primary Constituent Elements (PCEs) that must be present for the habitat to be considered suitable habitat for the SWWFL.

The portion of SWWFL critical habitat that lies within the western boundary of the Project Site does not provide any of the above listed PCEs which are essential to the conservation of the SWWFL. The stand of cottonwood on the southwest corner of the project site is outside the hydrologic influences of the Mojave River and lacks the preferred plant species composition, density, and structure needed to provide suitable nesting habitat. Further, since the Project does not involve a physical modification to the Mojave River, there is no federal nexus (i.e., CWA Section 404 permit, federal funding, etc.), the presence of Critical Habitat would not trigger consultation with the US Fish and Wildlife Service under Section 7 of the federal Endangered Species Act. However, if final design results in impacts to the Mojave River and a Corps CWA

Section 404 permit is required, then a Section 7 consultation with the USFWS will likely be required to determine if loss or adverse modification to Critical Habitat would occur.

b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service present on the Project Site (Appendix B). The Allscale Scrub and stand of cottonwood trees are not considered sensitive natural communities. There would be no impact, and no mitigation is required.

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

No Impact. The Project site is does not contain any federally protected wetlands. There are no impacts, and no mitigation is required.

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?

Less Than Significant Impact With Mitigation Incorporated. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas.

The Project Site has not been identified as occurring in a wildlife corridor or linkage, however, the western boundary of the Project Site abuts a Wildlife Corridor as designated by the San Bernardino County General Plan. This linkage is associated with the Mojave River and is relatively undeveloped and consists of natural habitats which allows wildlife to easily move through relatively undisturbed habitat in search of food, shelter, or nesting habitat.

The Project Site does not support or function as a wildlife movement corridor or linkage. As such, implementation of the Proposed Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area since there is ample habitat adjacent to the project site to support wildlife movement opportunities. However, implementation of the Proposed Project has the potential to indirectly and temporarily impact (i.e., noise) potential wildlife movement opportunities along the western boundary during construction activities. Given that the Mojave River traverses urban areas where noise and dust are also found within the overall linkage area, it is likely that birds and other species are accustomed to human activity. Therefore, the Proposed Project would have a less than significant impact 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, and no mitigation is required.

However, the vegetation on site and adjacent trees may attract birds and other mammal species that are protected by the MBTA, such as hoary bat and Yuma myotis, both special-status bat species, which were determined to have a low potential to occur on the Project Site. As such, implementation of **Mitigation Measure BIO-4** and to perform a pre-construction nesting bird survey and **Mitigation Measure BIO-5** to perform a pre-construction bat survey, are required to reduce potential impacts to nesting birds and bats protected by the MBTA is required to reduce the Project's potential impacts.

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

Less Than Significant. Certain desert plant species (i.e. Western Joshua trees and Mojave yuccas) are regulated pursuant to Section 80073 of the California Desert Native Plant Act and Section 88.01.060 of the San Bernardino County Development Code. Impacts to these species should be avoided in all instances. The Western Joshua Tree is a candidate species for CESA, and as such, is afforded a higher level of protection than any local policies or ordinances could provide, as well as sets for regulatory requirements for mitigation.

There are no biological resources on the Project Site that are applicable to local ordinances that are not already afforded a higher protection level under a State or federal regulation. Therefore, there is a less than significant impact with local policies and ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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 an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Therefore, impacts to any local, regional, or state habitat conservation plans are not expected to occur from development of the Proposed Project, and mitigation is not required.

4.4.4 Mitigation Measures

BIO-1: For any Western Joshua Trees that would be removed, the Project applicant shall obtain an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) under CDFW under §2081 of the California Endangered Species Act (CESA), prior to the relocation, removal, or take (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill").

Mitigation would consist of purchase of credits from an approved conservation bank at an agreed upon ratio with CDFW that fully mitigates impacts to Joshua tree. The project applicant will prepare and process a Section 2081 ITP with

CDFW and will purchase credits out of an approved conservation bank prior to project implementation.

For any Joshua Tree that would remain, an area of 30 feet around the Joshua Tree at will be identified with a highly visible barrier (e.g., orange snow fencing) that will represent an Environmentally Sensitive Area (ESA). The fencing is to be installed by the contractor, as directed by the monitoring biologist, around the tree and maintained during construction. No grading or fill activity of any type will be permitted within the ESA. In addition, no construction activities, materials, or other equipment will be allowed within the ESA. All construction equipment will be operated in a manner to prevent accidental damage to nearby preserved areas. No structure of any kind or incidental storage equipment will be allowed within the protected zone. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of cut or fill material in areas adjacent to the ESA.

BIO-2: A pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities to ensure that burrowing owls remain absent, and impacts do not occur to occupied burrows on or within 500 feet of the project site. In accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), two (2) pre-construction clearance surveys should be conducted 14 – 30 days and 24 hours prior to any ground disturbance or vegetation removal activities.

BIO-3: A pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities to ensure desert tortoise remain absent, and impacts do not occur to desert tortoise on the project site.

BIO-4: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site-preparation activities for an implementing projects are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (nonlisted), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (nonlisted), or within

100 feet of sensitive or protected songbird nests until the nest is no longer active.

BIO-5: No less than 60 days prior to initiating Project activities, the Project biologist shall conduct a bat roosting habitat suitability assessment of any vegetation that may be removed, altered, or indirectly impacted by the Project activities. Any locations with potential to support roosting bats shall be surveyed by the Project biologist using an appropriate combination of structure inspection, sampling, exit counts, and acoustic surveys. Surveys shall be conducted during the appropriate time of day/night to ensure detection of bats. The results of the pre-construction bat surveys shall be submitted to CDFW for review no less than 30 days prior to the initiation of Project activities. If the presence of bats within the Project is confirmed, avoidance and minimization measures, including the designation of buffers based upon what bat species are found, and phased removal of trees, shall be developed and submitted to CDFW for review and approval. If the site supports maternity roosts, Applicant shall avoid disturbing those areas during the breeding season and shall compensate for impacts and losses to maternity roosts and/or special-status bat habitat through a mitigation strategy approved by CDFW.

4.4.5 Conclusion

Implementation of **Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4** and **BIO-5** would reduce potential impacts of the Proposed Project associated with Biological Resources to less than significant.

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was performed to determine potential impacts to historic and archaeological resources (**Appendix C – *Cultural Resources Assessment, Stoddard Wells Industrial Park Victorville, San Bernardino County, California*, BCR Consulting, February 18,2022**).

The study in Appendix C included a records search, intensive-level pedestrian field survey, paleontological resources overview, and Sacred Lands File Search with the Native American Heritage Commission. The records search revealed that 17 cultural resource studies have taken place resulting in the recording of two cultural resources within one half-mile of the Project Site. The Project Site has been subject to one previous cultural resource assessment (Tang et al. 2010) and no cultural resources have been previously identified within the Project Site boundaries.

4.5.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).* Research completed through the South Central Coastal Information Center (SCCIC) revealed that 17 cultural resources studies have taken place resulting in the recording of two cultural resources within one half-mile of the Project Site. The Project Site has been subject to one previous cultural resource assessment and no cultural resources have been previously identified within its boundaries, as listed in Table A of Appendix C. One site was a pre-historic hearth located within a one-half mile of the site, and the other was a historic-period structure within one-half mile of the site.

During the field investigation conducted as part of Appendix C, the Project Site consisted of artificial disturbances that were the result of mechanical grading associated with construction and demolition of former residences, recent off-road vehicle activity, and refuse and sediment dumping. The Project Site has been subject to sheetwashing and aeolian deflation. It exhibits a southwesterly aspect and runoff flows towards the Mojave River which is located adjacent to the Project Site to the southwest. Soils include sandy silt, and vegetation includes creosote scrub and mixed seasonal grasses. One historic-period well site and associated irrigation pipes and a utility tower were identified within the Project Site boundaries. This site has been temporarily designated MOA2101-H-1. This resource has been recorded in detail on Department of Park and Recreation (DPR) 523 forms (refer to Appendix C). No well equipment or machinery was identified, and recordation has indicated that the site does not have any data potential. The cultural resources assessment identified that the site is not eligible for listing in the California Register of Historical Resources (California Register) and as such is not considered a historical resource (i.e. is not significant) under CEQA.

The BCR Consulting report evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project site. Therefore, potential impacts associated with an adverse change to a historical resource would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). No other potential markers of prehistoric human activities were found in the on the Project site.

However, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the Project site should be treated as potentially sensitive for archaeological resources. Implementation of **Mitigation Measures CUL-1 and CUL-2,** located at the end of this section, are required to manage unanticipated discoveries of archaeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey. Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to unanticipated discoveries of archaeological resources.

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

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and surveys of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. However, implementation of **Mitigation Measure CUL-3** would manage unanticipated discoveries of human remains.

4.5.2 Mitigation Measures

CUL-1 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 Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), and any other tribes noticed in accordance with AB52, shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era 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-2 If significant pre-contact and/or historic-era 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 YSMN, and any other tribes noticed in accordance with AB52, for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

4.5.3 Conclusion

Implementation of Mitigation Measures **CUL-1, CULT-2,** and **CUL-3** would reduce potential impacts of the Proposed Project associated with Cultural Resources to less than significant.

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations, and is based on information provided in Appendix A.

4.6.1 Regulatory Setting

A full list of energy regulations is provided in the Energy Analysis in Appendix A. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

4.6.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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 Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses (Appendix A) were utilized to determine the potential energy demand. The CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands. Electricity used for the Project during construction and operations would be provided by Southern California Edison, which serves more than 15 million customers. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. Natural gas would be provided to the Project by Southwest Gas. Project-related vehicle trip energy consumption will be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

Construction Energy

The Project's estimated energy consumption during construction is provided in Appendix A (refer to Tables 12-16. In summary, the usage was estimated as follows:

- Table 12: Project Construction Power Cost and Electricity Usage: 837,387 kWh.
- Table 13: Construction Equipment Fuel Consumption Estimates: 69,867 gallons of diesel fuel.
- Table 14: Construction Worker Fuel Consumption Estimates: 105,539 gallons.
- Table 15: Construction Vendor Fuel Consumption Estimates (Medium Heavy Duty Trucks): 122,026 gallons.
- Table 16: Construction Hauling Fuel Consumption Estimates (Heavy Heavy Duty Trucks): 6,677 gallons.

Construction of the proposed offices and warehouse would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Project construction is required to comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints

Therefore, Project compliance with State regulations will reduce impacts to less than significant and no mitigation is required.

Operations

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

To model the Proposed Project's energy usage, the vehicle fleet mix was used as determined in the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A). The Proposed Project was modeled to generate approximately 6,968 trips per day as a worst case scenario and includes both trucks and automobiles (Appendix A). Table 17 in Appendix A shows that an estimated 1,151436 gallons of fuel would be consumed per year for the operation of the Proposed Project. The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Table 18 in Appendix A identifies that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – General Heavy Industry: 26,742,100 kBTU/year
- Electricity – General Heavy Industry: 8,205,430 kWh/year
- Electricity – Parking Lot: 84,000 kWh/year

In 2020, the non-residential sector of the County of San Bernardino consumed approximately 9,866 million kWh of electricity.15 In addition, the estimated natural gas consumption for the proposed project is approximately 26,742,100 kBTU per year. In 2020, the residential sector of the County of San Bernardino consumed approximately 7.2 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2020 demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration,

cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would also comply with the CALGreen Code as it:

- Provides outdoor secure bicycle facilities.

- Allows for 39 future electric vehicle charging parking spaces by installing raceways for the equipment.

The site's current land use classification is Light Industrial according to the DGSP General Plan Land Use Map and is consistent with the current land use classification. As such, the energy demands of the Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and Regional planning documents.

The Project therefore would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. Therefore, there is a less than significant impact, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Given the above, the Proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 Mitigation Measures

No mitigation measures associated with impacts to Energy apply to the Proposed Project.

4.6.5 Conclusion

There would be less than significant of the Proposed Project associated with Energy resources, and no mitigation would be required.

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

A geotechnical investigation was prepared for the Proposed Project (**Appendix D - *Preliminary Geotechnical Investigation Report, Proposed Industrial Building, 17198-17000 Abbey Lane, Victorville, California 92394,* TGR Geotechnical, December 8, 2021**).

Regional Geologic Setting

The proposed development is located in the western Mojave Desert, in San Bernardino County, California. The area is located within what is known as the Mojave Block, which is a tectonic region bounded by the San Andreas fault to the southwest, and the Garlock fault to the northeast (Appendix D). The mountains that border the Mojave Desert were uplifted along these faults and other secondary faults that generally trend to the northwest across the Mojave Desert. It is theorized that in the geologic past, much of this area was intermittently submerged with water, at which time a large amount of sediment was deposited along the valley floor (Appendix D). The entire region was then intruded by granitic rocks, elevated and subsequently deeply eroded. Finally, during the more recent geologic past, deformation occurred throughout the Mojave Block due to the very active San Andreas, Garlock and associated fault zones (Appendix D).

On a local scale, the site is underlain by relatively young alluvial silt, sand and gravel derived from adjacent higher ground and deposited in the site vicinity (Appendix D).

Soils

The upper 5 to 10 feet of soil generally consists of tan to light brown silty sand in a dry condition underlain by interbedded layers of silty sand and sand to 51.5 feet below existing grade, which was the maximum depth explored during the geotechnical investigation in Appendix D. The Natural Resource Conservation Service, US Dept of Agriculture (USDA) identifies the site soils as primarily Cajon-Arizo Complex 2 to 15 percent slopes (57.3 percent), Villa Loamy Sand (15.3 percent) and Cajon Sand 2 to 9 percent slopes (2.2 percent), as identified on **Exhibit 12 – *Soils Map***.

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations. The subject site is not an area susceptible to liquefaction per the County of San Bernardino, Geologic Hazards Map (Appendix C). However, groundwater was encountered at a relatively shallow 40 feet below ground surface in Boring B-3 in the northern central portion of the site during the geotechnical investigation.

Faulting

The subject site, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto and Elsinore fault zones. These fault systems produce approximately 5 to 35 millimeters per year of slip between the plates.

By definition of the State Mining and Geology Board, an active fault is one which has had surface displacement within the Holocene Epoch (roughly the last 11,000 years). The State Mining and Geology Board has defined a potentially active fault as any fault which has been active during the Quaternary Period (approximately the last 1,600,000 years). These definitions are used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazard Zones Act of 1972 and as subsequently revised in 1994 (Appendix D) as the Alquist-Priolo Geologic Hazard Zoning Act and Earthquake Fault Zones.

The intent of the act is to require fault investigations on sites located within Special Studies Zones to preclude new construction of certain inhabited structures across the trace of active faults.

The Project Site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act (Appendix D). The geotechnical investigation in Appendix D revealed that there are no known active or potentially active faults located within or immediately adjacent to the Project Site.

The nearest fault to the Project Site is the Helendale fault located approximately 9.4 miles northeast of the Project Site. Other nearby faults are the Ocotillo Ridge fold, located approximately 10.7 miles southeast of the Project Site, the Ord Mountains fault zone located approximately 11.1 miles southeast of the Project Site, the Bowen Ranch fault located approximately 13.4 miles southeast of the subject site and the Mirage Valley fault located approximately 14.5 miles northwest of the Project Site.

4.7.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• 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				X

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
Division of Mines and Geology Special Publication 42.				
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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.*

  Less Than Significant Impact. The Project site is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone (Appendix D). There is no impact to this criterion, and no mitigation is required.

- *Strong seismic ground shaking?*

  Less Than Significant Impact. The site is situated in an area of high regional seismicity. The nearest fault to the Project Site is the Helendale fault located approximately 9.4 miles northeast of the Project Site. Since no known faults are located within or near the Project Site, surface fault rupture is not anticipated. However, due to the close proximity of known active and potentially active faults, severe ground shaking should be expected during the life of the proposed structures. The Project is required to be constructed consistent with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads, which will reduce impacts from ground shaking. Therefore, the impacts are less than significant, and no mitigation is required.

- *Seismic related ground failure, including liquefaction?*

  Less Than Significant Impact. The Project site is mapped within the County of San Bernardino as an area of low potential for liquefaction. Therefore, the impacts are less than significant, and no mitigation is required.

- *Landslides?*

  No Impact. The Project site and the surrounding area is flat. Therefore, there is no impact, and no mitigation is required.

Based on the above, the Project will have a less than significant impact regarding exposure people or structures to potential substantial adverse effects of earthquakes, ground shaking, liquefaction and landsides, and no mitigation is required.

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

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Project is required to comply with MDAQMD rules relating to dust control (such as MDAQMD Rule 403) and rules to protect water quality including preparing a SWPPP to be approved by the RWQCB. Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant.

Operations of the Proposed Project involve a 815,470 SF industrial building within 40.81 gross acres of land. The open storage area will be covered with gravel, an all weather surface, which would reduce loss of topsoil and reduce the creation of dust.

Therefore, Project impacts regarding soil erosion or loss of topsoil are less than significant, and no mitigation is required.

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 Impact. Refer to the above discussion regarding hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide and low potential for liquefaction. Therefore, because no aspects of the Proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, potential impacts would be less than significant, and no mitigation is required.

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 soil is a soil/clay (such as montmorillonite or bentonite) that is prone to expansion or shrinkage due directly to variation in water volume. Expansive soils swell when exposed to large amounts of water and shrink when the water evaporates. This continuous cycle of wet to dry soil keeps the soil in perpetual motion causing structures built on this soil to sink or rise unevenly, often requiring foundation repair. Expansive soils are comprised primarily of minerals (incredibly fine particles) with little to no organic material and are thus incredibly viscous, proving difficult to drain.

The onsite near surface soils that would underly the proposed Project are classified by the USDA as primarily sandy type soils, which have a low shrink-swell potential. Therefore, Project impacts regarding expansive soils would be less than significant, and no mitigation is required.

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 Project does not propose to install septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

g) **Less Than Significant Impact With Mitigation Incorporated.** The Project Site is flat, and there are no rock outcroppings or unique geologic features within the Project Site.

Surface geology within the Project area is mapped as Qa, or Modern alluvium of the Mojave River (Holocene) and Qf, or Modern alluvial fan deposits (Holocene). In general, alluvium has the potential to contain fossorial elements.

Project excavation may exceed 5 feet in some areas of the building footings to achieve adequate engineered compaction.

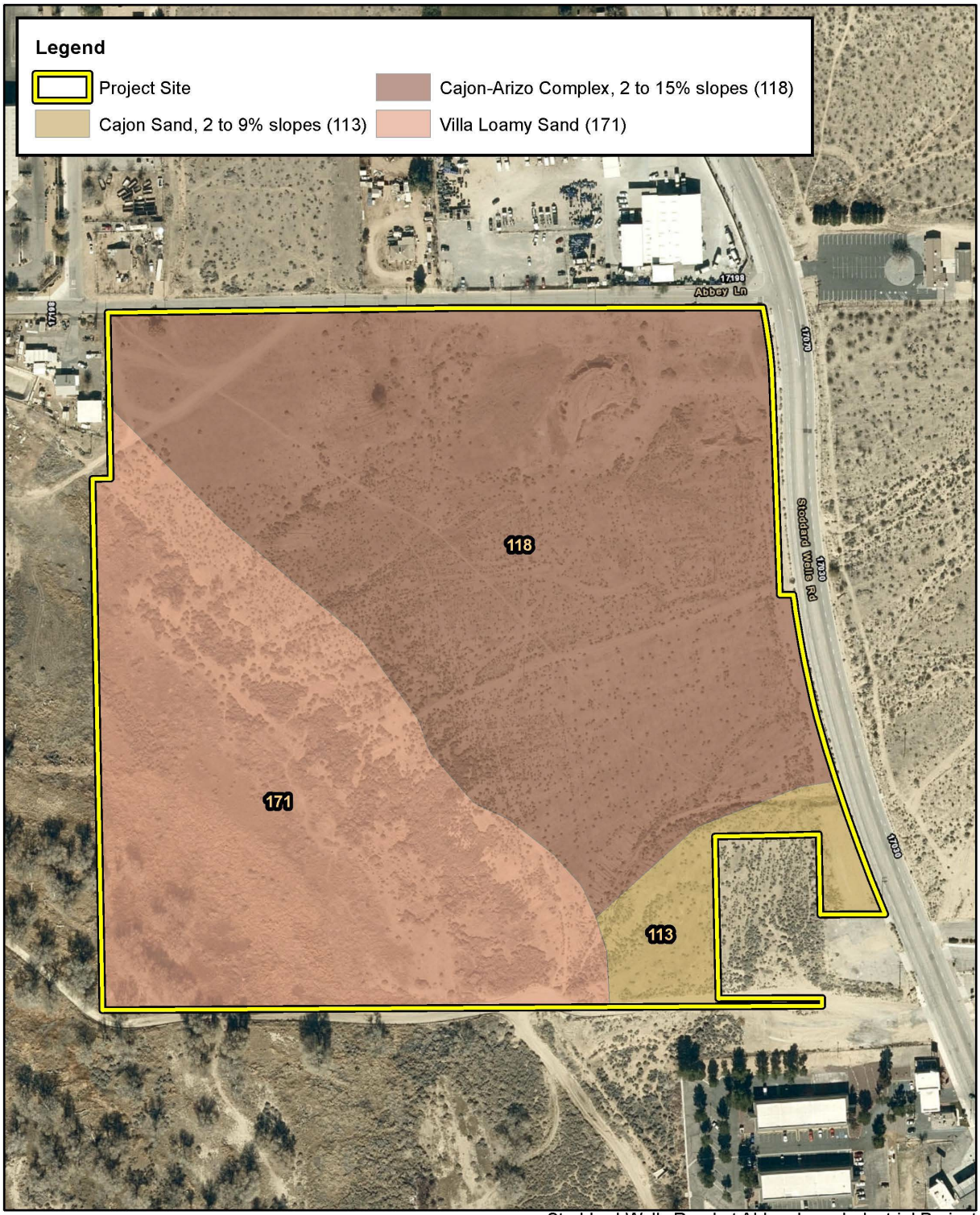
Due to the variability and unknown paleontological sensitivity of the Project Site, **Mitigation Measure GEO-1,** is required to manage unanticipated discoveries of paleontological resources. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant.

4.7.3 Mitigation Measures

GEO-1 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Victorville Planning Director. With direction from the Planning Director, a paleontologist certified by the County of San Bernardino shall evaluate the find prior to resuming ground disturbing activities in the immediate vicinity. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

4.7.4 Conclusion

Implementation of **Mitigation Measure GEO-1** would reduce potential impacts of the Proposed Project associated with Geology and Soils to less than significant.



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

ELMT CONSULTING

0 125 250 500 Feet

Source: ESRI Aerial Imagery, Soil Survey Geographic Database, San Bernardino County

Soils

Exhibit 12

4.8 GREENHOUSE GAS EMISSIONS

A Greenhouse Gas Analysis was prepared for the Project in as part of the Air Quality Assessment (Appendix A).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

The Project is within the Mojave Air Basin, which is under the jurisdiction of the MDAQMD.

According to MDAQMD CEQA and Federal Conformity Guidelines, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request which threshold is most appropriate for a given project; in general, for GHG emissions, the MDAQMD significance emission threshold of 100,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is sufficient. A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation.

4.8.2 Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NO2) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. Table 6 in Appendix A provides a description of each of the greenhouse gases and their global warming potential.

For the purposes of Greenhouse Gas Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with the CalEEMod model based on construction and operational parameters (Appendix A).

The greenhouse gas emissions from Project construction equipment and worker vehicles are shown on Table 10 of Appendix A. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 91 metric tons of CO_2e per year.

Operational emissions occur over the life of the Project. The operational emissions for the Project are 11,252 metric tons of CO_2e per year as shown in Table 11 of Appendix A. The total emissions of 1,001.7 MTCO2e/year (including amortized construction emissions of 13.3 MT) would not exceed the MDAQMD annual threshold of 100,000 MTCO2e or the MDAQMD daily threshold of 548,000 pounds of CO2e.

Therefore, potential impacts associated the generation of greenhouse gas emissions would be less than significant, and no additional project-specific mitigation would be required.

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

Less Than Significant Impact.

In November 2017, the California Air Resources Board released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long- term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 15 of Appendix A. As shown in Table 15 of Appendix A, the Project is consistent with the applicable strategies and would result in a less than significant impact.

Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the Project will also comply with applicable Green Building Standards and City of Victorville's policies regarding sustainability (as dictated by the City's General Plan). With incorporation of regulatory compliance and credit for reductions due to location-based efficiency measures, impacts are considered to be less than significant, and no mitigation is required.

4.8.4 Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas apply to the Proposed Project.

4.8.5 Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant, and no mitigation would be required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment was prepared for the Project to determine the potential for hazardous materials to exist on site (**Appendix E – *Phase 1 Environmental Site Assessment Future Stoddard Wells Industrial Facility, 39.82-Acre Property, Victorville, California 92394,* Ardent Environmental Group, July 29, 2022**). The Phase I ESA included a search for recorded environmental cleanup liens; review of federal, tribal, State, and local government records; visual inspection of the property and of adjoining properties; and interviews with current owners, operators, and occupants.

4.9.1 Regulatory Setting

The San Bernardino County Fire Department – Hazardous Materials Division is the local agency responsible for the enforcement of a variety of hazardous materials management requirements. The Fire Department is the state designated Certified Unified Program Agency (CUPA) for the County of San Bernardino (excluding the City of Victorville). The purpose of the CUPA program is to provide a comprehensive approach to reduce the overlapping and sometimes conflicting requirements of different governmental agencies. The CUPA provides consolidation and consistency in reporting requirements, permit formats, inspection criteria, enforcement standards, and fees for various hazardous materials programs. The CUPA is required by state law to maintain a list of facilities within the County that are known to use, store, and/or generate hazardous materials/wastes. Facilities that handle hazardous materials or generate hazardous waste must obtain a permit from the CUPA.

4.9.2 Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include a crane, a forklift/pallet jack, jackhammers, and demolition saws.

Project Site

The Phase I Environmental Site Assessment (Appendix E) identified that the Project Site has been primarily vacant between 1953 and 2005, with the exception of scattered residences in the northeastern corner, the northern portion and south-central portion of the site. In 1975, two underground fuel tanks were reportedly installed at an address identified as 17070 Stoddard Wells Road, believed to have been the northeastern portion of the site. In 1988, the underground fuel tanks were removed.

4.9.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard or excessive noise to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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. Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil,

grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris.

With mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with construction of the Project would be less than significant, and no mitigation is required.

Given that tenants are unknown, the types of operations that would occur are not known. However, tenant operations would be required to comply with all federal, State and local laws pertaining to hazardous materials handling, transport, use and disposal. Therefore, with mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with operations of the Project would be less than significant, and no mitigation is required.

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. Construction and operation of the Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department - Hazardous Materials Management Services.

With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Therefore, because the City and its contractors are required to comply with federal, State, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant, and no mitigation would be required.

Operations

In general, the facility is designed to be a warehouse with a trucking component. Although a tenant has not been selected, the tenant would be required to required comply with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management.

Exposure of people or the environment to hazardous materials during operation of the proposed project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits; proper storage locations and containers; and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Although operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials), with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, there would be a less than significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials, and no mitigation would be required.

c) *Would the project 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 closest school to the Project Site is the Victorville Northgate Head Start Program, located approximately 0.41 mile northeast, and the Puesta Del Sol Elementary School, located approximately 1.65 miles southwest. The DGSP identifies zoning and land use areas for schools, but none would be located within one-quarter mile of the Project Site (refer to DGSP, page 4-1). Since there are no existing or planned schools within one-quarter mile of the Project site, no impacts would occur, and no mitigation is required.

d) *Would the project 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. Government Code Section 65962.5(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project site.

Based on the result of the database review the Project site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Additionally, a Phase 1 Environmental Site Assessment was performed for the Project in accordance with ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices for All Appropriate 312) and is located in Appendix D. The assessment reviewed Federal, State and local environmental databases provided by Environmental Risk Information Service (ERIS) for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances, as well as reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. The Site is not listed on any of the standard ASTM databases reviewed in the ERIS database report.

Therefore, there are no impacts because the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code, therefore, no mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project site is located approximately 5 miles east of the Southern California Logistics Airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area because the Project Site is not located within the influence of an airport land use plan or, or within 2 miles of a public airport or public use airport. There would be no impacts, and no mitigation would be required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Development of the Project site would not interfere with any of the daily operations of the City of Victorville Emergency Operation Center, City of Victorville Fire Department, or San Bernardino County Sheriff's Department. Access to the Proposed Project is via three, 40-foot-wide driveways: one driveway along Stoddard Wells Road, which would be the main driveway for trucks, and two driveways off of Abbey Way, which may be utilized by either trucks or passenger vehicles. The Project's fire lane encircles the building. Emergency response and evacuation for the City are based on numerous access routes. The Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets. All construction activities would be required to be performed according to the standards and regulations of the City, City Fire Dept and sheriff's departments. For example, the Project applicant and construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the City of Victorville Fire Department to ensure that the Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Victorville's emergency operations plan or evacuation plan. Project-related impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The California Public Utility Commission's Fire Threat Map includes three Tiers/Levels of fire threat risk. Tier 1 consists of areas that have the lowest hazards and risks, Tier 2 consists of areas where there is an elevated risk for destructive electric line-ignited wildfires, and Tier 3 consists of areas where there is an extreme risk for destructive electric line-ignited wildfires. The City of Victorville's *Wildfire Mitigation Plan* (November 2019), identifies that the City of Victorville is located within Tier 1. Additionally, the Project would be required to comply with the City's current building and planning codes including but not limited to fire access, building sprinklers, fire wall separations, and property weed abatement. Therefore, Project's potential exposure of people or structures to wildfire is less than significant because the Project would be required to comply with City requirements relative to fire prevention, and no mitigation is required.

4.9.4 Mitigation Measures

No mitigation measures associated with impacts to Hazards and Hazardous Materials apply to the Proposed Project.

4.9.5 Conclusion

Potential impacts of the Proposed Project associated with Hazards and Hazardous Materials would be less than significant, and no mitigation would be required.

4.10 HYDROLOGY AND WATER QUALITY

A Water Quality Management Plan (WQMP) for the Project to address post-construction drainage management (**Appendix F-1 – *Mojave River Watershed Water Quality Management Plan for Amrapur Stoddard Wells, Victorville, CA,* Ware Malcomb, April 22, 2022**). A hydrology study to determine the site hydrology conditions was also prepared for the Project (**Appendix F-2 – *Preliminary Hydrology and Hydraulics Study for Amrapur Stoddard Wells, Victorville*, Ware Malcomb, July 8, 2022**).

4.10.1 Regulatory Setting

The Lahontan Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The County of San Bernardino and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the San Bernardino region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0036. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

4.10.2 Environmental Setting

The Mojave Desert is found at elevations of 2,000 to 5,000 feet above mean sea level and is characterized by cool winter temperatures and warm summer temperatures, with its rainfall occurring almost entirely in the winter. Climatological data obtained for the City of Victorville indicates the annual precipitation averages 6.18 inches per year. Almost all of the precipitation in the form of rain occurs in the months between October and April, with hardly any occurring between the months of May and September. The wettest month is February, with a monthly average total precipitation of 1.22 inches. The average

minimum and maximum temperatures for the region are 45.7 and 78.9 degrees Fahrenheit (°F) respectively with December and January (monthly average 41° F) being the coldest months and July being the hottest (monthly average 100° F).

Floodplains

The Project site does not contain any natural drainages or waterways, according to the biological resources report in Appendix B. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate the Project site is not located within any flood hazard areas (**Exhibit 13 – *National Flood Hazard Map***).

Water Supply

Water service is provided to the Project by the Victorville Water District (VWD), Victorville Water District Improvement District #1 (VWD ID#1). The VWD ID#1 operates the larger of the two improvement districts within the city of Victorville and serves potable water to approximately 72,000 customers. The infrastructure system at the end of 2005 for the VWD ID#1 included nearly 400 miles of distribution and transmission mains, 23 active wells, 1 booster pumping station (3 booster pumps), 18 water storage reservoirs, and 8 pressure-regulating stations. The VWD ID#1 has four primary pressure zones, three sub-zones and one small, isolated pressure zone in an elevation range between 2700-feet and 3200-feet (City of Victorville, August 14, 2008).

Water supply is currently pumped from forty (40) well pumping plants with a combined capacity of 52 million gallons per day (MGD). The water system has twenty-seven (27) above ground storage reservoirs with a capacity of approximately seventy-five (75) million gallons. This extensive storage capacity allows the Water District to operate the well pumping plants during off peak times, which saves in power costs and meet fire flow requirements throughout the City. The water distribution system consists of over 500 miles of pipelines ranging in size from 4-inch (current minimum diameter is 8-inch) to 30-inch.

4.10.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
• result in substantial erosion or siltation onsite or offsite;		X		
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the construction general permit (CGP, 2009-0009-DWQ - Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

Adherence to the BMPs in the WQMP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation is required.

Operations

The Project applicant has prepared a WQMP (Appendix F-1) that identifies stormwater management for the building operations/post construction. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. The Proposed Project is the construction of a new industrial warehouse building, parking areas, covered truck docks, loading stalls, landscaping, and utilities on approximately 39.8 acres of undeveloped land. The Proposed Project site area is considered as a single drainage area. Runoff will be conveyed via proposed curb and gutters and captured by proposed inlets throughout the site. Trench drains will capture runoff from the proposed truck docks. Runoff will then be conveyed via proposed private storm drain to a proposed underground infiltration BMP for pollutant control and hydromodification control. Runoff from larger storm events will overflow and discharge at the Project site's outfall along the western property line and sheet flow over land, mimicking the existing condition.

In the existing condition, there is a culvert that conveys offsite flows from Stoddard Wells Road into an existing onsite earthen channel. In the proposed condition, the culvert will be piped into a storm drain to convey the offsite flows to the outfall along the southern property line as in the existing condition. This is to prevent the comingling of onsite and offsite flows.

As tenants have not yet been identified, the Applicant will contract with a third-party maintenance group or be directly responsible for the long-term maintenance of WQMP stormwater facilities for the privately-owned property.

The results Hydrology Study (Appendix F-2) identified that the proposed condition will detain the increase in the 10-year 24-hour storm event volume, as well as the 100-year 1-hour storm event volume. It will also reduce the 10-year 24-hour and 100-year 1-hour peak flow rates using the proposed subgrade infiltration gallery's detention capacity. Drainage facilities will be sized to convey storm flows for the 10-year 24-hour storm event. The runoff from the 10-year 24-hour and 100-year 1-hour storm events will pond in proposed infiltration basin before eventually discharging via an overflow pipe that connects to an outfall at the western boundary. The proposed on-site stormwater network will provide adequate retardation of runoff flow to mitigate the increase in peak flow or discharge in the proposed condition.

Overall, implementation of the BMPs in the WQMP and compliance with NPDES MS4 permit requirements would reduce water quality and waste-discharge impacts from operational activities to less than significant, and no mitigation is required.

b) Would the project 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. VWD's potable water system supplies water solely from groundwater pumped from the Mojave River Basin (Basin). The Basin is adjudicated, and MWA serves as the Watermaster. Per the Mojave Basin Area Judgment, producers in the Mojave Basin Area are allocated a Free Production Allowance (FPA). Producers may pump more than their FPA, provided they purchase replacement water. Funds collected for replacement water are then used by MWA to purchase imported water supplies in wet years and recharge them into the Basin for use in dry years (City of Victorville, June 2021).

Natural groundwater supply estimates are based on the long-term averages, which account for inconsistency in natural supplies (i.e., historic periods of drought are included in the long-term average). Therefore, VWD does not have any inconsistent water sources that result in reduced supplies in dry or multiple-dry years. Therefore, this UWMP concludes that VWD has adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout the 25-year planning period. VWD will continue aggressive water conservation efforts, increased use of RW to offset potable water demand, and participation in new water supply projects with MWA to ensure that supplies continue to meet current and projected demands (City of Victorville, June 2021).

The Project Site's stormwater runoff will be treated by the proposed subgrade infiltration gallery, which not only mitigates for peak flow reduction and detention of the 10-year 24-hour storm event runoff volume deficit, but also infiltrates the Design Capture Volume (DCV) for water quality purposes. The calculated DCV value which will be infiltrated is equal to 88,932 cubic feet. The proposed subgrade infiltration basin has an adequate storage capacity equal to 129,361 cubic feet (Appendix F-2).

Therefore, the Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Thus, impacts to groundwater recharge and groundwater supplies would be less than significant.

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

- *result in substantial erosion or siltation onsite or offsite;*

Less Than Significant Impact With Mitigation Incorporated. The Project drainage is designed in a manner that will mimic existing drainage patterns. Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. During construction and with implementation of the SWPPP, the project would provide standard erosion sediment control measures that would protect against erosion, including installation of groundcover (e.g., landscaping as required) and other BMPs such as use of gravel bags and straw wattles to allow for

sediment retention. The Project would also be required to comply with the mandatory requirements of the NPDES to control and reduce the potential for siltation to occur. The post Project condition includes a series of stormwater infiltration basins that would capture stormwater, allowing it to percolate into the ground. Runoff from larger storm events will overflow and discharge at the Project site's outfall along the western property line and sheet flow over land, mimicking the existing condition. However, because the underground system is designed to capture most of the flows, any overflow is anticipated to be minimal, and sheetflowing across land is the currently existing condition.

The Project Site is not located in an area that would be subject to flood flows.

One unnamed ephemeral water feature was observed on the southeast corner of the project site during the field investigation (refer to Appendix B). The onsite drainage feature, after flowing offsite, eventually infiltrate east of the Mojave River and is separated from the Mojave River by an existing levee. However, the onsite drainage will fall under the regulatory authority of the Regional Board as waters of the State, and, CDFW as a jurisdictional streambed. Impacts to on-site jurisdictional areas would require a Regional Board Report of Waste Discharge permit and CDFW Section 1602 Lake or Streambed Alteration Agreement prior to project implementation. Therefore implementation of **Mitigation Measure HYD-1** to obtain appropriate permits prior to grading is required to reduce potential impacts to less than significant.

The onsite drainage features do not have a surface hydrologic connection to downstream waters of the United States and would not be regulated by the US Army Corps of Engineers.

- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*

Less Than Significant Impact. The WQMP prepared for the Project (Appendix F-1) identifies that runoff would be conveyed via proposed curb and gutters and captured by proposed inlets throughout the site. Trench drains would capture runoff from the proposed truck docks. Runoff will then be conveyed via proposed private storm drain to a proposed underground infiltration BMP for pollutant control and hydromodification control. Runoff from larger storm events will overflow and discharge at the Project site's outfall along the western property line and sheet flow over land, mimicking the existing condition. The Hydrology Study in Appendix F-2 identifies that the approximately 88,932 cubic feet of stormwater is anticipated to be generated by the Project Site design. The proposed subgrade infiltration basin has an adequate storage capacity equal to 129,361. Therefore, the Project would not substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite. The impact would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Refer to the answers above.

- *impede or redirect flood flows?*

No Impact. The FEMA Flood Insurance Rate Maps (Exhibit 13) indicates that the Project site is not located within any flood hazard areas. Therefore, the Project would not impede or redirect flood flows. There would be no impact, and no mitigation is required.

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

No Impact. The FEMA Flood Insurance Rate Maps (Exhibit 13) indicates that the Project site is not located within any flood hazard areas. The Project site also does not occur within areas where a tsunami or seiche could occur. Therefore, there would be no impact with respect to the risk of release of pollutants due to project inundation, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

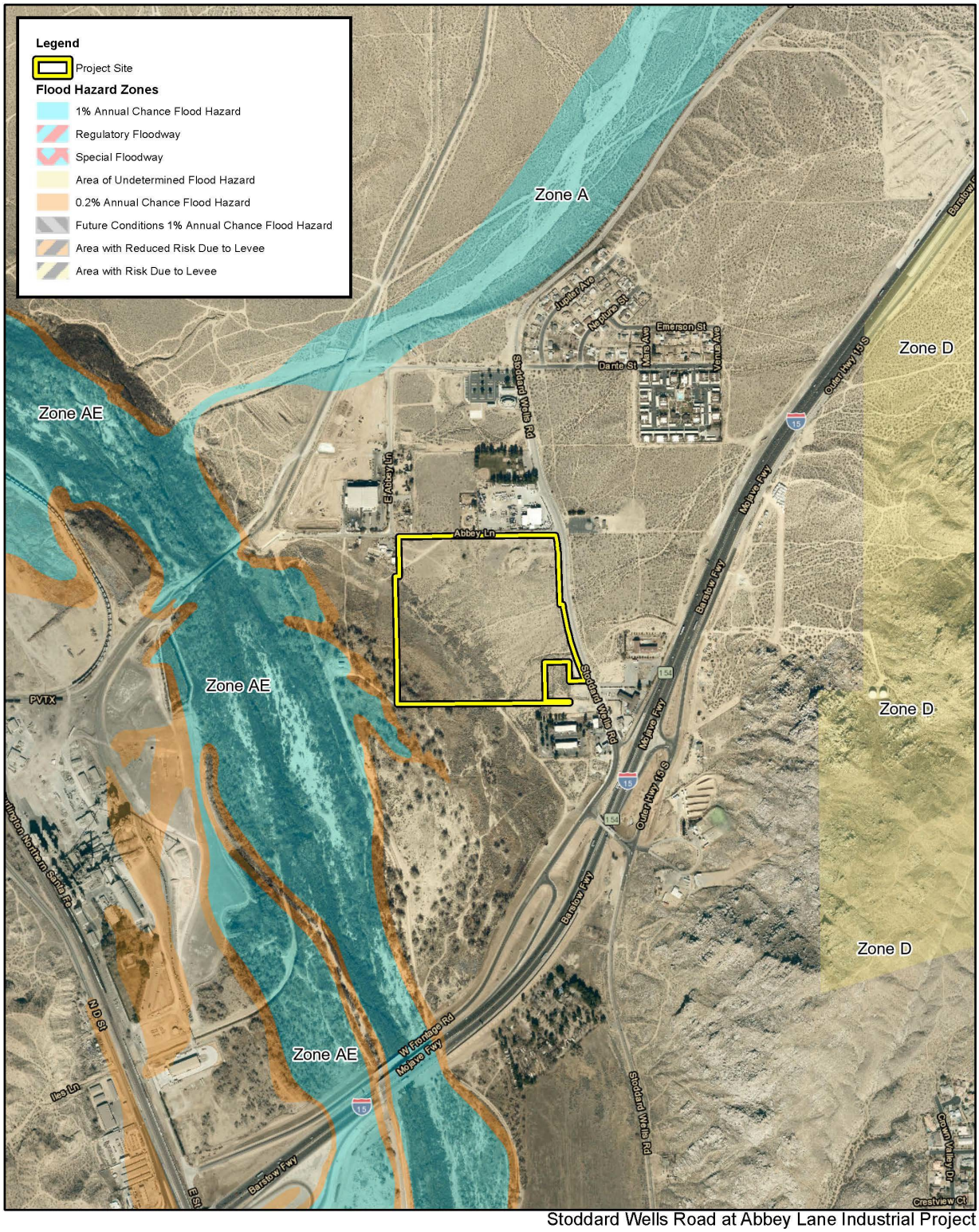
Less Than Significant Impact. The Proposed Project would comply with the City's and County's MS4 permit, as noted above. Implementation of Project's PWQMP during proposed construction activities would reduce any impacts associated with water quality to less than significant. In addition, the Proposed Project does not include any activities that will interfere with any groundwater management plan as all construction would occur entirely within the Proposed Project site. Impacts would be less than significant. Therefore, overall, impacts are less than significant, and no mitigation is required.

4.10.4 Mitigation Measures

HYD-1: Prior to issuance of grading permits, the City of Victorville will ensure that the applicant has obtained permits from the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB) relative to modifying the on-site drainage; alternatively, concurrence from these agencies that no permit is required may be provided.

4.10.5 Conclusion

Implementation of **Mitigation Measure HYD-1,** impacts associated with Hydrology and Water Quality would be less than significant.



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

National Flood Hazard Map

Source: ESRI Aerial Imagery, FEMA National Flood Hazard, San Bernardino County

Exhibit 13

4.11 LAND USE PLANNING

4.11.1 Regulatory Setting

The Project Site is located within the City's General Plan planning area known as the North Mojave Planning Area. The Project Site's zoning per the City's General Plan is "Specific Plan," more specifically, the within the Desert Gateway Specific Plan (DGSP). The DGSP is a planning document that implements the goals and policies of the City's General Plan. The DGSP contains detailed development standards and implementation measures to which future projects located within the specified geographic area must adhere.

The Proposed Project includes a building that will house a non-refrigerated warehouse with offices, which is consistent with the Light Industrial (LI) Land Use Designation in the DGSP. The LI Land Use Designation in the DGSP is identified as follows:

> *The Light Industrial designation provides for primarily basic employment and manufacturing uses.. Similar to the Business Park, it provides land for employment, and allows greater flexibility as to the types of businesses. For this reason, the light industrial designations should be located on the periphery of Desert Gateway and alongside the highways.*

The LI land use in the DGSP corresponds to the City's M-1 zoning (City of Victorville Development Code Section 16-3.06.010). The City defines M-1 as follows (Section 16-3.11.010: - *General purpose and intent***)**

> *The M-1 (Light Industrial) district, is intended to provide appropriately located areas for the establishment of industrial uses and directly related activities which will foster a mutually beneficial and compatible pattern of industrial land uses. The regulations of use and standards of development set forth for the M-1 district are those deemed necessary to provide the environment for the efficient and desirable use of light industrial land, and to provide the proper safeguards to protect nearby nonindustrial district uses, and to exclude any use which by reason of its nature or manner of operation would be objectionable or detrimental to adjacent properties by reason of noise, smoke, dust, noxious gases, vibrations, glare, heat, fire hazard or the discharge of industrial wastes emanating from the use. This zone district will allow for uses from the industrial park district so long as the commission finds that those uses will not adversely affect the ability to develop other uses identified in the M-1 zone district.*

4.11.2 Environmental Setting

The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of I-15 (Exhibit 1 and Exhibit 2). It is bounded by Abbey Lane on the north, vacant land on the south, the Mojave River on the west, and vacant land uses on the east (Exhibit 2). The immediate Project vicinity is primarily vacant except for the VVMRF and its support facilities on north side of Abbey Lane, with a few rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west. The residential land uses are currently non-conforming as the Specific Plan zoning for the existing residential parcels is Light Industrial.

The Project comprises Assessor Parcel Number (APNs): 0472-181-11, 0472-181-12, 0472-181-13, 0472-181-43, 0472-181-44, 0472-181-47, 0472-181-72. Major roadways in the Project area include I-15 and Stoddard Wells Road.

4.11.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The Project Site is vacant, and the immediate Project vicinity is primarily vacant except for the VVMRF and its support facilities on north side of Abbey Lane, with a few non-conforming rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west. The residential land uses are currently non-conforming as the Specific Plan zoning for the existing residential parcels is Light Industrial. The planned land uses in the vicinity of the Proposed Project site have similar zoning and land use designations of Light Industrial. Therefore, the Proposed Project is consistent with the surrounding land uses and there are no impacts with regard to the division of an established community.

b) Would the project 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?

Less Than Significant. The City of Victorville General Plan 2030 was adopted by the City Council on October 21, 2008. The General Plan designated the Desert Gateway area as "Specific Plan." The Desert Gateway Specific Plan serves as a legal document that implements the General Plan land use designation of "Specific Plan." The Desert Gateway Specific Plan serves as a "blueprint" for development by establishing the distribution of land uses and the criteria for development of each land use set forth in the Plan.

The DGSP states that subsequent project applications, including development plans, tentative maps, conditional use permits, development agreements, and other development applications,

will be required to implement the Specific Plan. These applications would be reviewed for approval by the City pursuant to the Specific Plan.

Table 6 – *Desert Gateway Specific Plan Consistency* outlines the Goals, Policies and Implementation measures that are applicable to the Project approvals.

Table 6 – Desert Gateway Specific Plan Consistency

Specific Plan Objective or Policy	Project Consistency Analysis
LAND USE	
4.1 OBJECTIVE: **Include a variety of community-sustaining uses, achieving an integrated, urban place**	
Policy 4.1.2: *Land use designations established.*	*Consistent.* The Proposed Project of a warehouse and offices is consistent with the Light Industrial (LI) in that it would provide for basic employment and manufacturing uses, and provides for a greater flexibility as to the types of businesses.
Policy 4.1.6: *Permitted Uses*	*Consistent.* Table 4.4 of the DGSP identifies permitted, conditional, and prohibited uses within each land use designation. Any use not expressly listed in the Table 4.4 of the DGSP is prohibited unless the Director of Development determines that the use is in substantial conformance with the intent of the land use designation. The Proposed Project would be considered a "Logistics, warehousing and distribution as principal use" as identified in Table 4.4 of the DGSP, which is a "Permitted" use within LI.
Policy 4.1.7: *Criteria for conditional uses*	Section 16-2.05 of the City of Victorville Municipal Code provides the criteria under which uses are allowed, subject to conditional review. which shall apply to the Specific Plan area. Table 4.4 of the DGSP includes certain conditional uses for each land use designation. The Proposed Project is consistent with the LI Designation, therefore, no Conditional Use Permit is required. The City would process the Proposed Project under its rules for Site Plan Review under Section 16-3.01.

Specific Plan Objective or Policy	Project Consistency Analysis
4.2 OBJECTIVE: **Create distinct villages and districts** ***Policy 4.2.2:*** *Establish economic districts to support employment and economic development.*	*Consistent.* The Proposed Project lies within the "Stoddard Wells Industrial" area. The DGSP identifies this area as: "Along the west side of I-15, Stoddard Wells Industrial Park is the largest single industrial area. It is intended to complement businesses at Southern California Logistics Airport."
4.4 OBJECTIVE **Provide for harmonious interactions between land uses** ***Policy 4.5.1*** *Address the interface between land uses during project review.*	*Consistent*. This policy identifies that collector or arterial roadway, or a minimum 100-foot-wide transition space, shall separate residential and related uses from business park, industrial uses, railroads, and the mining haul road. The Project site lies within the center of southern Light Industrial land use block of the Stoddard Wells Industrial Park (refer to Exhibit 5), and all properties surrounding the Project Site are also identified as Light Industrial. The existing land uses of the Project vicinity include the VVMRF refuse center and rural residential, which are non-conforming to the current land use designation according to the DGSP. There are no designated residential, business park, railroads or mining operations within the Project Vicinity. Therefore, the Project Site is consistent with this Policy 4.5.1 where the purpose is to buffer various land uses.
MOBILITY	
5.1 OBJECTIVE **Make transit a central element of the mobility plan.** ***Policy 5.1.2.*** *Extend Victor Valley Transit Authority bus service to connect Desert Gateway to key local activity centers.*	*Consistent.* The VVTA services the Project Site via Route 22 (VVTC-Helendale), with a stop at Stoddard Wells Road/I-15 Interchange, and Stoddard Wells Road and Abbey Lane. The Proposed Project is estimated to generate approximately 600 jobs, some of which could utilize the VVTA service route. The Project is located at the corner of Stoddard Wells Road and Abbey Lane, and the DGSP designates Stoddard Wells Road as a VVTA bus route. The Project proposes some road improvements to Stoddard

Specific Plan Objective or Policy	Project Consistency Analysis
	Wells Road and Abbey Lane, but none of the improvements would inhibit VVTA services. Mitigation Measure TRAF-1 has been included to ensure VVTA services would keep up with the potential demand of jobs potentially created by the Project.
Policy 5.2.2 Provide adequate intersection capacity.	*Consistent.* The City of Victorville has approved the Proposed Project's Traffic Impact Analysis which identifies various road dedications and improvements to Stoddard Wells Road and Abby Lane.
5.7 OBJECTIVE **Plan for efficient, clean goods movement** ***Policy 5.7.1:*** *Plan for land uses that support goods movement*	*Consistent*. The Project proposes to construct an 815,470 SF industrial building for warehouse use.
6.1 OBJECTIVE **Further an Economic Development Strategy for the City of Victorville and High Desert Region**	*Consistent*. This section describes how the DGSP has developed a plan that would be overall provide a balance of jobs and housing and business diversity. The Proposed Project would be the first major business-related project in the DGSP and is consistent with the land use designed for the Project Site and therefore is consistent with this objective to further economic development for the region.
6.4 OBJECTIVE **Develop significant Industrial and business parks** ***Policy 6.4.1:*** *Designate areas for industrial and business park usage.*	*Consistent*. The Proposed Project is consistent with the LI land use designation for the DGSP.

Therefore, the Proposed Project is consistent with the Objectives and Policies within the DGSP and as such, the Project would not 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. The impact is less than significant, and no mitigation is required.

4.11.4 Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

4.11.5 Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant, and no mitigation would be required.

4.12 MINERAL RESOURCES

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Environmental Setting

Around the turn of the century, large deposits of limestone and granite were discovered, prompting cement manufacturing to become the leading industry in the valley. In 1916, the Southwestern Portland Cement Company (SPCC) began operation in Victorville. Located approximately one mile north of downtown Victorville on the northwest side of today's State Route 18, the SPCC plant was founded by Los Angeles-based concrete contractor Carl Leonard. Today there are three major cement operations in Victorville: Cemex, Mitsubishi Cement Corporation, and TXI Riverside Cement.

The Project Site is designated by the California Department of Conservation, Division of Mines and Geology as Mineral Resource Zone (MRZ) 3a, which is "Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2A or MRZ-2b categories." The Project Site is located on a vacant parcel within a Light Industrial zone where the use is identified as Warehousing and distribution facilities, industrial uses.

4.12.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

a) Would the project 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. The Project Site is designated Mineral Resource Zone (MRZ) 3a, which is defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-2 areas are where geologic data indicate that significant mineral resources are present. Since the Project Site is not designated MRZ-2, development of the Project Site would not impact the availability of known mineral resources in the surrounding area. Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur, and no mitigation would be required.

b) Would the project 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. See response to Threshold Question XIIa, above. Additionally, no areas in the City of Victorville have been designated as locally important mineral resource recovery sites on any local plan. Thus, the Project would have no impact on the availability of locally important mineral resource recovery sites.

4.12.4 Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

4.12.5 Conclusion

There are no potential impacts of the Proposed Project associated with Mineral Resources, and no mitigation would be required.

4.13 NOISE

A Noise Impact Analysis to determine potential impacts from noise associated with the development of the Proposed Project (**Appendix G** – ***Stoddard Wells Warehouse Noise Impact Study,*** **MD Acoustics, June 3, 2022)**.

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

Generally noise is perceptible at an increase of 3 dBA as illustrated below:

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt

outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 7 - *Vibration Source Levels for Construction Equipment* identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 7 - Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

4.13.1 Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in **Table 8 - *Land Use Compatibility Guidelines***, as identified in the City's General Plan Noise Element.

Table 8 - Land Use Compatibility Guidelines

Table N-3
Victorville Land Use Compatibility Standards

	Community Noise Exposure Ldn or CNEL, dB						
Land Use Categories	55	60	65	70	75	80 +	
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

Legend:
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 1 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.

City of Victorville

The City of Victorville outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code.

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element, and Chapter 13.01 of the Victorville Municipal Code outlines the acceptable maximum noise standards. **Table 9 – *City of Victorville Base Ambient Noise Levels*** is taken from Section 13.01.040 of the Victorville Municipal Code and shows that the City has an noise limit for all industrial uses of 75 dBA Leq at any time. If the ambient exceeds the 75 dB(A) standard, the ambient noise level becomes the standard.

Table 9 – City of Victorville Base Ambient Noise Levels

Zone	Time	Sound Decibel Levels
All residential zones	10:00 pm to 7:00 am	55 dB(A)
	7:00 am to 10:00 pm	65 dB(A)
All commercial zones	Anytime	70 dB(A)
All industrial zones	Anytime	75 dB(A)

Section 13.01.050 prohibits noise levels that exceed the standards shown in Table 9 by less than 5 dB(A) for a cumulative period of more than thirty minutes in any hour, less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour, less than 15 dB(A) for a cumulative period of more than 5 minutes in any hour, less than 20 dB(A) for a cumulative period of more than one minute in any hours, or by 20 dB(A) or more for any period of time.

4.13.2 Environmental Setting

The Project Site's zoning per the City's General Plan is "Specific Plan," more specifically, the within the Desert Gateway Specific Plan. The Proposed Project includes a building that will house a non-refrigerated warehouse with offices, which is consistent with the Light Industrial (LI) Land Use Designation in the DGSP. The LI Land Use Designation in the DGSP is designed to provide for primarily basic employment and manufacturing uses. Similar to the Business Park, it provides land for employment, and allows greater flexibility as to the types of businesses.

The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of I-15 (Exhibit 1, and Exhibit 2). It is bounded by Abbey Lane on the north, vacant land on the south, the Mojave River on the west, and vacant land uses on the east (Exhibit 2). The immediate Project vicinity is primarily vacant except for the Victor Valley Material Recycling Center and its support facilities on north side of Abbey Lane, with a few rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west. The residential land uses are currently non-conforming as the Specific Plan zoning is Light Industrial.

The Project proposes to develop a 815,470 SF industrial building within 40.81 gross acres of vacant lands along Stoddard Wells Road, south of Abbey Lane, designed to house one tenant, which has not been designated at this time, and will include an 16,950 SF mezzanine, a 798,470 SF warehouse, 43,260 SF of office space, 92 total truck dock positions, four grade door, 219 trailer stalls, 379 auto parking stalls , and related site landscaping, drainage, and includes 1 acre of street dedication (refer to Off-Site Improvements in Section 3.3 of this document) (Exhibit 7).

4.13.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

a) Would the project 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.

Construction

For construction noise, the Victorville Municipal Code prohibits the use of construction equipment between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or federal holidays. The code also sets a daytime noise limit at residential property at 65 dBA, though an exception is granted for "construction activity on private properties that are determined by the Building Official to be essential to the completion of a project."

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal

Code. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code.

The Project site is located in a Light Industrial land use area as designated by the DGSP, and there are no residentially zoned areas near the Project Site. However, several non-conforming residential uses exist directly adjacent to the Project boundary on the west and north although the properties are zoned Light Industrial.

Operations

Due to the location of the proposed facilities, receptors that may be affected by project operational noise include the residential land uses to the west and north. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. The model utilizes SoundPLAN's sound level data for the parking. Loading activity constitutes the Project's maximum operational noise levels. A total of four receptor locations were modeled in Appendix G to evaluate the Proposed Project's operational noise impact to adjacent land uses located on the north and east property lines. **Exhibit 14 – *Operational Noise*** identifies the Project's proposed operational noise level. The Project plus ambient noise levels are represented in **Table 10 – *Worst-Case Predicted Operational Noise Levels (dBA)*** and are anticipated to range between 61 to 62 dBA Leq at the receptors R1 – R4 which do not exceed the City's noise limit given by City's Municipal Code of 75 dBA Leq at industrial properties or the residential limit.

Table 10 – Worst-Case Predicted Operational Noise Levels (dBA)

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	City's noise Limit[4]	Change in Noise Level as Result of Project
R1	61	48	61	61	0
R2	61	42	61	75	0
R3	61	40	61	75	0
R4	61	54	62	61	1

Notes:
[1.] Receptor locations in Exhibit F. R1 and R4 are existing residential. R2 to R3 are industrial.
[2.] The measured ambient Leq .
[3.] See Exhibit F.
[4.] Industrial uses are acceptable up to 75 dBA Leq. Residential limit is exceeded by the ambient, then the ambient is the standard limit. Section 13.01.040 of the Victorville Municipal Code

Project-Generated Traffic

A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. In addition, the noise contours for 60, 65 and 70 dBA CNEL

were calculated. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

- Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

- Opening Year (Plus Project): This scenario refers to opening year + project (2024) traffic noise conditions for a warehouse building use.

- Future Projection (Plus Project): This scenario refers to future projection + project (2034) traffic noise conditions for a warehouse building use.

Table 7 within Appendix G compares the projected noise generated both without the Project and with the Project scenario and shows the change in traffic noise levels as a result of the Proposed Project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in Table 7 in Appendix G, the Project is anticipated to change the noise by 4 dBA CNEL in the worst-case scenario.

Although there is an increase in traffic noise levels, the impact is considered to have less than significant impact as the noise levels at or near any existing proposed sensitive receptor would be 68 dBA CNEL or less, and the change in noise level is 4 dBA or less. The 68 dBA CNEL projected is below the 75 dBA limit for industrial land uses. Therefore, the Project would not 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. Therefore, there is a less than significant impact, and no mitigation would be required.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A large bulldozer typically yields a worst-case 0.027 PPV (in/sec) which may be perceptible for short periods of time during grading along the western property line of the Project site but is below any threshold of damage. Any grading activity will take place during the construction phase of the Project and will be temporary in nature. The Proposed Project, once operational, is not likely to cause any groundboure vibration as rental equipment is picked up or dropped off. The site will be compacted to the required specifications and the rental equipment will remain stationary when stored on-site. Therefore, the Project's generation of excessive groundborne vibration or groundborne noise levels is less than significant, and no mitigation is required.

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?

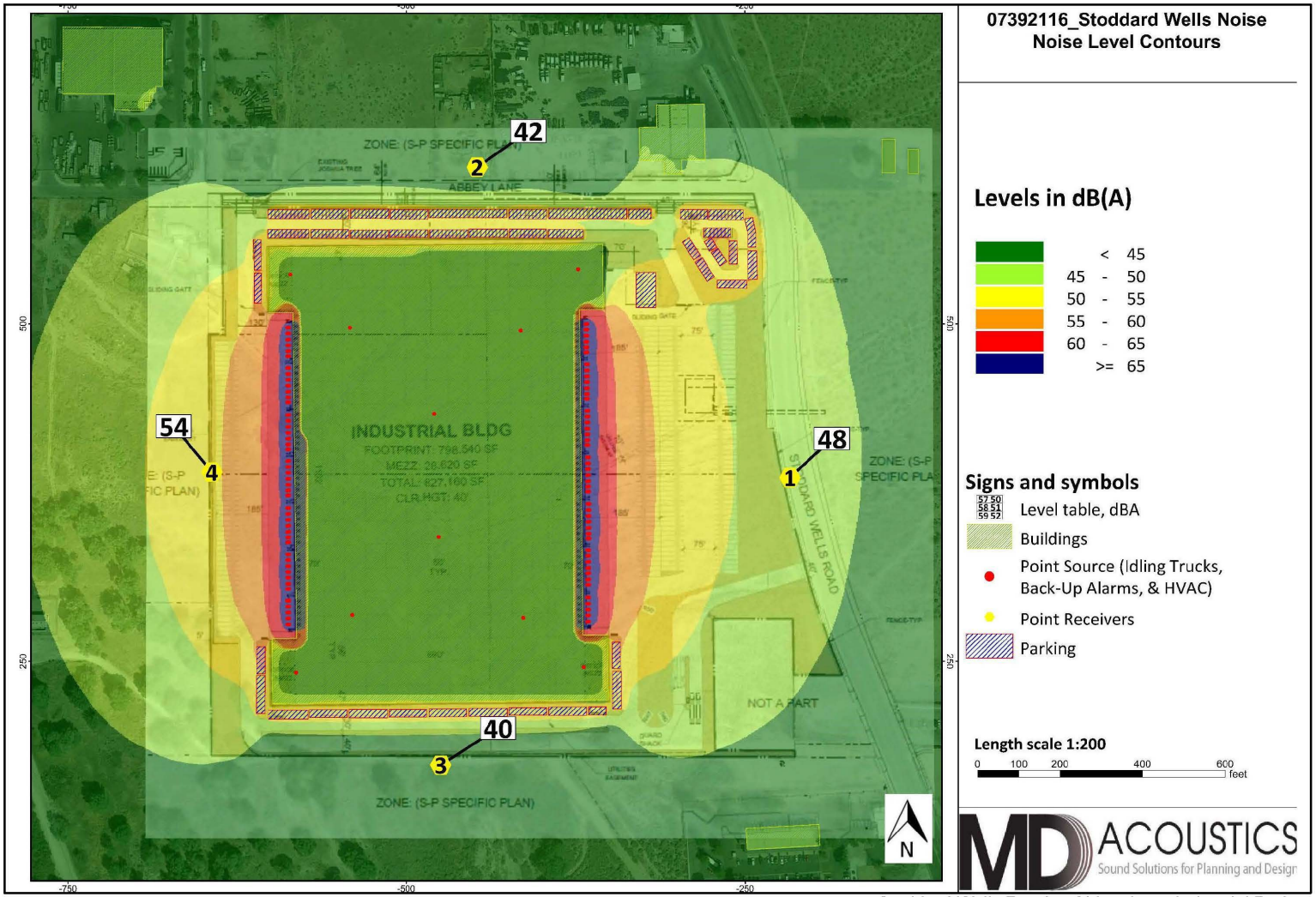
No Impact. The nearest airport is the Southern California Logistics Airport, located approximately 5 miles to the west of the site. Therefore, the Project is not located within the vicinity of a private airstrip or an airport land use plan or, within 2 miles of a public airport or public use airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. There would be no impact, and no mitigation is required.

4.13.4 Mitigation Measures

No mitigation measures associated with impacts to Noise apply to the Proposed Project.

4.13.5 Conclusion

Potential impacts of the Proposed Project associated with Noise would be less than significant, and no mitigation would be required.



Stoddard Wells Road at Abbey Lane Industrial Project
Site Plan Review PLAN22-00014
Initial Study/Mitigated Negative Declaration

Operational Noise

ELMT CONSULTING Not to Scale

Source: San Bernardino County

Exhibit 14

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

During the past decades, Victorville has grown rapidly. From 1990-2007, Victorville's population increased from 40,674 to 102,5381, a 152 percent increase. Between 2000 and 2007, Victorville's growth was almost more than twice its closest neighbor. As shown in Table 5.12-1 of the City's General Plan during those seven years, Victorville's population increased by 91 percent.

Neighboring Victor Valley cities grew from between 10 percent – 50 percent. The City of San Bernardino, the most urbanized of the cities listed in Table 5.12-1 of the City's General Plan, grew by 10 percent; Hesperia by 37 percent, Adelanto by 50 percent, and Apple Valley by 30 percent. By comparison, during the same 2000-2007, the County and the state grew much slower, with San Bernardino County's population at 20 percent and the state of California at 11 percent.

4.14.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) Would the project 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 Proposed Project would create jobs both during construction and operation and therefore, may indirectly contribute to population growth within the City. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City and that the Project would not attract a significant amount of new residents to the City.

Although the Proposed Project will include some expansion of infrastructure, this new infrastructure will all be constructed to serve the Proposed Project's needs and will not cause additional unplanned growth. The creation of jobs and necessary infrastructure to support the land uses proposed in the General Plan were already addressed and analyzed in the previous General Plan EIR.

Therefore, construction and operation of the Proposed Project would not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts would be less than significant, and no mitigation is required.

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

No Impact. The Project site is currently vacant and does not contain any structures. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. Thus, no impact is anticipated.

4.14.3 Mitigation Measures:

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

4.14.4 Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant, and no mitigation would be required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Police services are provided by contract with the County of San Bernardino, and the City of Victorville provides fire services. The Victor Elementary School District (VESD) and the Victor Valley Union High School District (VVHSD) provide the school services within the Project vicinity. Recreation services are provided by the City of Victorville.

4.15.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

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

Fire Protection

Less Than Significant Impact. The closest fire station to the Project site is Victorville City Fire Station 311 at 16200 Desert Knoll Drive, Victorville, CA approximately 4 miles south of the Project site. This station would be the first to respond to calls for service from the site. This station also currently services the Victor Valley Materials Recovery Facility (MRF), located across the street along Abbey Lane, as well as the Motel 6 on Stoddard Wells Road, south of the Project Site.

Development of the Proposed Project consists of a warehouse area and three offices. The remaining Project site would be paved parking and landscaping. The facility may increase the number of fire or emergency services calls. However, considering the proposed use, concrete building type and existing firefighting resources available at the Fire Station 311, adverse impacts

on Fire Department services are not expected to occur. The increase in fire service demand generated by the Proposed Project would not require the construction of a new fire station or improvements to the fire stations serving the City of Victorville and the Project area.

Additionally, the Proposed Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

Therefore, potential impacts associated with fire protection would be less than significant, and no mitigation would be required.

Police Protection

Less Than Significant Impact. The Victorville Sheriff's Department at 14200 Amargosa Road, approximately 5 miles south of the Project Site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The site will have perimeter fences/walls and will be secured during closure hours. The Project site is within the Victorville Sheriff's Station service area, and the Project would not require an expansion of San Bernardino County Sheriff's Department/Victorville City service area. The applicable Developer Impact Fees (DIFs) would be assessed to the Project which includes police services that could be used to add additional officers if deemed necessary by the Sheriff's Department.

Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

Schools

Less Than Significant Impact. The Proposed Project is located within the Victor Elementary School District (VESD) and the Victor Valley Union High School District (VVHSD) service boundaries. The Project will not directly increase the City's population as it does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or altered school facilities. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the Proposed Project does not include any new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the Proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, potential impacts associated with schools would be less than significant, and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities Developer Impact Fees (DIFs) shall be assessed and paid toward parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. Based on the above discussion, impacts are considered to be less than significant.

Other public facilities

Less Than Significant Impact. The Civic Center Planning Area serves as the governmental core for the City. This area includes local, county, state and federal governmental offices, as well as the State of California Superior Court County of San Bernardino courthouse. Other public facilities, including the library and community centers are located within the City. Desert Valley Medical Hospital (16850 Bear Valley Road) is an 83-bed acute care private for-profit hospital and Victor Valley Community Hospital (15248 11th Street) is a nonprofit 115-bed hospital with a heliport.

The Proposed Project is subject to development impact fees that are used to construct new facilities or expand existing facilities subsequent to increased demand. Since the Proposed Project does not include new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate mitigation fees. Therefore, impacts related to public services are less than significant, and no mitigation is required.

4.15.3 Mitigation Measures:

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

4.15.4 Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant, and no mitigation would be required.

4.16 RECREATION

The City of Victorville provides recreational services throughout the City. There are no parks or recreational facilities within the Project vicinity.

4.16.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

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

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project applicant proposes to construct a warehouse in an existing Light Industrial land use area of the Specific Plan, and therefore, it does not include any residential development or permanent residents. Although the Proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs will be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities will be offset through payment of the applicable Recreational Facilities DIFs. With payment of these fees, impacts to parks and other public recreational facilities would be less than significant and no mitigation is required.

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

No Impact. The Proposed Project does not propose development of any recreational facilities. Therefore, no impacts are anticipated.

4.16.2 Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

4.16.3 Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant, and no mitigation would be required.

4.17 TRANSPORTATION

A Trip Generation and Vehicle Miles Traveled Screening Analysis for the Proposed Project was prepared to determine potential impacts from transportation associated with development of the Project (**Appendix H-1 – *Focused Traffic Impact Analysis Report, Abbey Lane Industrial Development*, David Evans and Associates, August 9, 2022, with Addendum prepared April 25, 2022,** and **Appendix H-2 – *Focused Traffic Study Scope and Vehicle Miles Traveled [VMT] Screening for the Abbey Lane Industrial Development, Victorville, California*, David Evans and Associates, December 29, 2021)**.

4.17.1 Traffic Projection and Impact Analysis Methodology

Several methods are utilized to determine the traffic a potential project would generate and the potential impacts of that new traffic.

Level of Service Evaluation Method

The Level of Service (LOS) method is defined in the Highway Capacity Manual 6 and assigns a qualitative letter grade that represents the operations of the intersection, ranging from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 11 - *Level of Service Descriptors***. The City of Victorville's General Plan Circulation Element identifies a LOS "D" as generally acceptable (refer to Circulation Element, Policy 1.1.1).

Table 11 - Level of Service Descriptors

LOS	Description	Intersection Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or shortcycle length.	≤ 10	≤ 10
B	Operations with low delay occurring with good progression and/or short cyclelengths.	>10 and < 20	>10 and < 15
C	Operations with average delays resulting from fair progression and/or longer cyclelengths. Individual cycle failures begin to appear.	>20 and < 35	>15 and < 25
D	Operations with longer delays due to a combination of unfavorable progression,long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	>35 and < 55	>25 and < 35
E	Operations with high delay values indicating poor progression, long cycle lengths,and high V/C ratios. Individual cycle failures are frequent occurrences.	>55 and < 80	>35 and < 50
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80	> 50

Vehicle Miles Traveled Evaluation Method

Per City Resolution No. 20-031, the City's project review process utilizes VMT as the method to determine a project's impact on the environment for CEQA purposes.

Consistent with the requirements of CEQA Guidelines Section 15064.3, the City of Victorville adopted significance criteria for transportation impacts based on VMT when evaluating VMT to determine traffic-related impacts for land use development projects.

The State OPR also set forth guidance for agencies to use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (refer to CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.). The types of projects that are exempt from preparing a detailed VMT analysis are based on project size, maps, transit availability, and provision of affordable housing. The City of Victorville adopted two screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. These criteria include Daily Vehicle Trip Thresholds and Land Use Type.

4.17.2 Regulatory Setting

Senate Bill 743

Senate Bill 743, adopted in 2013, added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. The law also directed the Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected vehicle miles traveled (VMT) as the preferred transportation impact metric and applied its discretion to require use of VMT statewide, beginning in July 2020. Accordingly, jurisdictions must now use the VMT methodology as the metric for evaluating the environmental impacts on transportation under CEQA instead of the traditional level of service (LOS) methodology. Essentially a project's environmental impacts can no longer focus on vehicle delay at street intersections or on roadway segments but must use the miles a vehicle must travel between a dwelling and commerce, recreation and/or work. The intent of this shift in methodology is to encourage different land use and transportation decisions to reduce greenhouse gas emission, support in-fill development and improve public health through active transportation.

Regional Transportation Plan

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of Victorville

The City of Victorville's Circulation Element for its General Plan (Sept. 2008) was established to provide for a safe, convenient and efficient transportation system for the City. To meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The City's Circulation Element and the Final General Plan (2008) sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, ensuring easy and convenient access to the regional facilities, bicycle routes and pedestrian facilities, among other things. The City of Victorville identifies that a Level of Service "D" at intersections, is considered an acceptable level.

Desert Gateway Specific Plan

The Project is located on the southwest corner of Stoddard Wells Road and Abbey Lane. Stoddard Wells Road is currently a four-lane roadway with a striped median and a dedicated left turn lane at Abbey Lane, which is a two-lane roadway. The DGSP designates Stoddard Wells Road in the Project vicinity as a planned "Super Arterial" with six lanes and median. Abbey Lane and E. Abbey Lane (which connects to Abbey Lane near the Project Site) are both designated as "Industrial Collector" for two lanes.

4.17.3 Environmental Setting

The Project proposes to develop a 815,470 SF industrial building within 40.81 gross acres of vacant lands along Stoddard Wells Road, south of Abbey Lane, designed to house one or more tenants, which have not been designated at this time, and will include an 16,950 SF mezzanine, a 798,470 SF warehouse, 43,260 SF of office space, 92 total truck dock positions, four grade doors, 219 trailer stalls, 379 auto parking stalls, and related site landscaping, drainage, and includes 1 acre of street dedication. The warehouse and mezzanine areas of the building will be constructed as a "gray shell" whereby tenants would perform the final improvements, while the Proposed Project would fully build the office spaces.

The Proposed Project is situated on the west side of Stoddard Wells Road, south of the Abbey Lane, east of the Mojave River, and approximately 0.24-mile northwest of I-15 (Exhibit 1 and Exhibit 2). It is bounded by Abbey Lane on the north, vacant land on the south, the Mojave River on the west, and vacant land uses on the east (Exhibit 2). The immediate Project vicinity is primarily vacant except for the VVMRF and its support facilities on north side of Abbey Lane, with a few rural residential uses at the intersection of Abbey Lane and E Abbey Lane and adjacent to the Project Site on the west. The residential land uses are currently non-conforming as the Specific Plan land use designation is Light Industrial.

The Project includes the following improvements relative to transportation:

Off-Site Improvements: Street improvements include sidewalk and curb and gutter along Stoddard Wells Road and Abbey Lane. Both Stoddard Wells Road and Abbey Lane are paved roadways and no widening is proposed. Project improvements to Stoddard Wells Road and Abbey Lane include the following:

Stoddard Wells Road:

- Dedicate the right-of-way to accommodate the half-width of the 98-foot right-of-way for a designated arterial (49-feet) per the city's Standard Drawings for Public Improvements (Standard S-21 Street Geometric Cross-Sections).

- Construct curb/gutter, sidewalk, planting strips, and pavement along the project's frontage per city standards.

- Construct the Stoddard Wells Road driveway at the location specified on the site plan per the city's commercial/industrial driveway standards.

- Stripe a northbound left turn lane on Stoddard Wells Road to Project Driveway "A", approximately 200 feet in length plus a 120-foot-long transition.

Abbey Lane:

- Dedicate the right-of-way to accommodate the half-width of the 60-foot right-of-way for a local street (30-feet) per the city's Standard Drawings for Public Improvements (Standard S-21 Street Geometric Cross-Sections)

- Construct curb/gutter, sidewalk, planting strips, and pavement along the project's frontage per city standards.

- Construct both Abbey Lane driveways at locations specified on the site plan per the city's commercial driveway standards.

Site Access: Primary access to the site (for trucks) is proposed via a driveway along Stoddard Wells Road. The proposed Stoddard Wells Road driveway includes:

- A full access driveway is proposed at Project Driveway "A" on Stoddard Wells Road located about 950 feet south of Abbey Lane. This Driveway "A" will provide the only access point for truck traffic. Proposed improvements to Stoddard Wells Road include striping a northbound left turn lane into the Project Driveway "A".
- Secondary access to the site (for passenger cars) is proposed vis two driveways on Abbey Lane. These driveways are located approximately 250 feet, and 1,275 feet, west of Stoddard Wells Road respectively. These driveways are not included in the level of service analysis.

4.17.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact With Mitigation Incorporated. The City of Victorville's Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.

The City of Victorville General Plan Circulation Element, Policy 1.1.1 has established a minimum level of service (LOS) D for all City-maintained roads and intersections.

The analysis presented in Appendix H-1 identified that Stoddard Wells Road at Abbey Lane would operate at a LOS of either "A" or "B" in future plus Project conditions. The Proposed Project is located within a Specific Plan area where development has not yet occurred, and speculation could not be made for the study as where and when development would occur within the Specific Plan. Therefore, for the purpose of the Traffic Impact Study in Appendix H-1, the future conditions scenario represents conditions at the planning horizon year 2034 without traffic generated by the Project. This scenario is comprised of an ambient growth—a general rate of growth in traffic reflecting regional growth but not specific to any nearby development (assumed to be 3.5% annually for the Traffic Impact Study).

Therefore, the Project would not be inconsistent with the level of service as identified in the General Plan. The impact would be less than significant, and no mitigation is required.

Public/Mass Transit

Bus service in the City of Victorville is provided by the Victor Valley Transit Authority (VVTA), a joint powers agency serving Victorville and adjacent areas. The VVTA service area is comprised of the cities of Adelanto, Hesperia, and Victorville, the Town of Apple Valley, and San Bernardino County. Within the joint powers area, the VVTA currently operates 13 fixed-routes with various transfer points to adjoining routes, with additional subscriber services for certified riders. There are 10 fixed routes providing service within or through Victorville. Transit service currently is offered from 6:00 AM to 9:00 PM, Monday through Friday, and from 7:00 AM to 8:00 PM on Saturdays, with no service on Sundays and national holidays.

The VVTA services the Project Site via Route 22 (VVTC-Helendale), with a stop at Stoddard Wells Road/I-15 Interchange, and Stoddard Wells Road and Abbey Lane.

Construction activities along Stoddard Wells Road and Abbey Lane may cause service delays due to traffic control procedures during construction; however, traffic control measures to be utilized would be coordinated with the City and would be the same type that is experienced throughout the City in which VVTA is accustomed to encountering during its daily service.

The Proposed Project is estimated to generate approximately 600 jobs, even though a tenant and method of operation has not yet been determined. Some of these 600 could utilize the VVTA service route 22, thereby increasing ridership which may require VVTA to offer additional stop times.

The City of Victorville's General Plan Circulation Element identifies the following regarding public transit:

> **Objective 2.2: Expand public transit in conjunction with population growth**
>
> ***Policy 2.2.1:*** *Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTA).*
>
> > Implementation Measure 2.2.1.1: Consult with the VVTA during planning/design of major new development and redevelopment projects and public facilities, to incorporate appropriate public transit improvements, in optimal locations.

Because the Project would be considered a major new development, **Mitigation Measure TRAF-1** is required to ensure Project impacts to transit remain consistent with the General Plan. Mitigation Measure TRAF-1 requires the Project applicant to coordinate with VVTA as to Project construction and occupancy/tenant progress to ensure VVTA service level expectations can be met for the tenants that may occupy the facility.

Trails and Bikeways

The General Plan, Figure CIRC-6 *Non-Motorized Transportation Plan Map* identifies bike lanes in the City of Victorville. No bike lanes are identified on Stoddard Wells Road, and the Proposed

Project does not propose to install bike lanes as part of the Project improvements. Therefore, there would be no impact to trails and bikeways.

Overall, the project is compliant with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities, potential impacts associated with the circulation system would be less than significant, and no mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA.

The following is a screening assessment of the project based on criteria in the City of Victorville's Vehicle Miles Traveled (VMT) Analysis Guidelines adopted by the City in June of 2020 in conformance with SB 743.

Project Screening from Conducting VMT Analyses

Victorville uses screening criteria to determine if a development project is required to conduct a VMT analysis. If a project satisfies the criteria described below it is considered to have a less than significant impact on VMT and does not require an analysis.

Victorville has two criteria for screening projects from requiring a VMT analysis. The first criterion is based on the project's net daily increase in vehicle trips—if the project's net daily traffic generation is equal to or less than the City's threshold of 1,285 trips per day, it is exempt from a VMT analysis.

The second criterion is comprised of a list of specific land uses types and a maximum size threshold in terms of dwelling units for residential projects and floor area for non-residential projects. The listed types of land uses are deemed too small to cause a significant increase in VMT or they are considered "locally-serving" types of land uses that reduce VMT by providing nearby opportunities for employment, shopping, and services. Proposed projects matching the "project type" and falling within the size thresholds are exempt from a VMT analysis.

1. Screening for Net Increase in Daily Vehicle Trips

As shown in Appendix H-1, the project's net increase in daily trips is 6,812 PCE daily trips which exceeds the threshold of 1,285 daily trips in the City's guidelines. Based on this criterion, the project <u>is not</u> screened from requiring a VMT analysis.

2. Project Type Screening

According to the City of Victorville's VMT guidelines, the following types of land uses or development with the specified maximum size are exempt from having to conduct a VMT analysis:

- Single Family or Multifamily Residential – 136 dwelling units or less
- Office — 227,000 square feet or less
- Retail — 122,000 square feet or less
- **Warehousing — 829,000 square feet or less**
- Light Industrial — 296,000 square feet or less
- K-12 Public School
- Daycare/Childcare/Pre-K
- Affordable Housing
- Student Housing
- Community Institutions, Social Services and Public Buildings

The proposed project is comprised of **High-Cube Fulfillment Center Warehouse** building square footage of approximately 815,470 (includes office mezzanine floor area) is below the City's warehousing size threshold of 829,000 square feet of floor area. Based on this criterion, the project is screened from being required to conduct a VMT analysis.

Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts are less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Proposed Project includes street improvements to Stoddard Wells and Abbey Way, but these features do not entail any design features that would increase traffic hazards due to geometric design. The Project would be reviewed by City staff to ensure that adequate sight distance is provided at the three driveway locations (one on Stoddard Wells Road and two on Abbey Lane. Therefore, the impact is less than significant, and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project site using the driveways on either Stoddard Wells Road or Abbey Lane. The internal circulation includes ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project site's ingress and egress will be reviewed by the City Engineer for appropriate width and lanes. All access lanes

will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.5 Mitigation Measures

TRAF-1: Prior to the final Project approval, the applicant will demonstrate to the City that the Victor Valley Transit Authority (VVTA) has been contacted regarding the Project implementation schedule for construction, operations and tenant occupancy. The VVTA will provide information to the Applicant and the City as to if the VVTA has plans for the future provision of bus routing in the project area that would require service enhancements such as additional bus stops, or improvements to existing bus stops at the project access points. If the VVTA determines service enhancements to serve the Project are necessary, including road improvements such as bus turnouts, the Applicant shall develop the necessary road improvements. VVTA shall be responsible for the construction and maintenance of the bus stop facilities. Any bus turnouts shall conform to VVTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the Project.

4.17.6 Conclusion

Implementation of **Mitigation Measure TRAF-1,** impacts associated with Transportation would be less than significant.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was prepared by BCR Consulting in April 2022 (Appendix C). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Victorville.

City of Victorville AB 52 Tribal Consultation

On May 18, 2022, the City of Victorville notified via certified mail the following tribal entities of the Project and that the 30-day timeframe in which to request consultation would end June 17, 2022, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Cabazon Band of Mission Indians. Result: No comments received. Consultation concluded.

- Morongo Band of Mission Indians. Result: Request for consultation received July 1, 2022. Follow-up with tribe, consultation concluded.

- Yuhaaviatam of San Manuel Nation. Result: Response received June 28, 2022 that although the tribe had no formal comments, mitigation measures were requested to protect unknown resources. Consultation concluded.

- Twenty-Nine Palms Band of Mission Indians. Result: Consultation concluded.

4.18.1 Environmental Setting

The prehistoric cultural setting of the Mojave Desert has been organized into many chronological frameworks (Appendix C), although there is no definitive sequence for the region. The difficulties in establishing cultural chronologies for the Mojave are a function of its enormous size and the small amount of archaeological excavations conducted there. Moreover, throughout prehistory many groups have occupied the Mojave and their territories often overlap spatially and chronologically resulting in mixed artifact deposits. Due to dry climate and capricious geological processes, these artifacts rarely become integrated in-situ. Lacking a milieu hospitable to the preservation of cultural midden, Mojave chronologies have relied upon temporally diagnostic artifacts, such as projectile points, or upon the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive, but can be limited by prehistoric occupants' concurrent use of different artifact styles, or by artifact re-use or re-sharpening, as well as researchers' mistaken diagnosis, and other factors (Appendix C).

The Uto-Aztecan "Serrano" people occupied the western Mojave Desert periphery. Kroeber (1925) applied the generic term "Serrano" to four groups, each with distinct territories: the Kitanemuk, Tataviam, Vanyume, and Serrano. Only one group, in the San Bernardino Mountains and West-Central Mojave Desert, ethnically claims the term Serrano. Bean and Smith (1978) indicate that the Vanyume, an obscure Takic population, was found along the Mojave River near Apple Valley at the time of Spanish contact. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. The Serrano lived mainly to the south (Bean and Smith 1978). All may have used the western Mojave area seasonally. Historical records are unclear concerning precise territory and village locations. It is doubtful that any group, except the Vanyume, actually lived in the region for several seasons yearly.

4.18.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) 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.		X		

Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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)?

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There were no resources that were identified as eligible for listing to the California Register of Historic Places within or near the Project site during the cultural resources assessment Appendix C. Therefore, there would be no impact to known tribal cultural resources. However, On June 28, 2022, the Yuhaaviatam of San Manuel Nation (YSMN) informed the City of Victorville during the

AB52 process that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the YSMN's present state of knowledge, YSMN did not have any concerns with the project's implementation, as planned, at this time. However, the SMBMI requested that **Mitigation Measures TCR-1 and TCR-2**, located at the end of this section, be made a part of the project/permit/plan conditions to protect for unidentified resources.

b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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 Impact With Mitigation Incorporated. The Project site is previously disturbed land and are no resources that have been identified as significant within or near the Project site. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. As discussed above, the Mitigation Measures TCR-1 and TCR-2 would be implemented to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities.

4.18.3 Mitigation Measures:

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), and any other tribe notified in accordance with AB52, shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era 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 find 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 YSMN, and any other tribe notified in accordance with AB52, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN, and any other tribe notified in accordance with AB52, for the remainder of the project, should YSMN 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 YSMN, and any other tribe notified in accordance with AB52. The Lead Agency and/or applicant shall, in good faith, consult with

YSMN, and any other tribe notified in accordance with AB52, throughout the life of the project.

4.18.4 Conclusion

Implementation of Mitigation Measure TCR-1 and Mitigation Measure TCR-2 would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water is supplied to the Project site by the Victorville Water District (VWD). Electricity is provided by Southern California Edison (SCE), and natural gas is provided by Southwest Gas. Public sewer service is served by the City of Victorville and treated by the Victor Valley Wastewater Reclamation Authority (VVWRA).

The applicant has obtained "Will Serve" letters from the City of Victorville for water services (**Appendix I – Will Seve Letters).**

4.19.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider 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?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Proposed Project site would be serviced by the existing electric lines, gas lines, wastewater and water lines within the vicinity of the Project site.

Water Facilities

The Project shall make two connections to the existing system, one connection in Abbey Lane and one in Stoddard Wells Road. To meet fire flow requirements, the City will condition the Project to construct capital improvement project Fire Flow – 05 (FF-05) as identified in the 2021 Water Master Plan Update (2021 WMP). The FF-05 project includes a new 12-inch pipeline on Abbey Lane from the existing 8-inch pipeline to the intersection of Abbey Lane and Stoddard Wells Road, replacing the existing 8-inch with 12-inch pipeline north of APN 0472-181-64 between Stoddard Wells Road and HWY 15, and replacing the existing 8-inch with 16-inch pipeline north of APN 0472-181-27 between Stoddard Wells Road and Hwy 15. Per the 2021 WMP, the FF-05 project is scheduled to be constructed past 2030. If the Project is constructed before this timeframe, then the Developer shall construct the FF-05 improvements. Therefore, there is a less than significant impact on the construction of water services, and no mitigation is required.

Wastewater Treatment Facilities

The City owns, operates, and maintains a sanitary sewer collection system including approximately 411 miles of sewer lines. The Project will complete the necessary infrastructure to connect the Project to the City's main line. Therefore, implementation of the Project would have a less-than-significant impact on the City of Victorville's ability to service wastewater and would not require construction or expansion of existing wastewater facilities.

The City of Victorville Public Works Department would provide sanitary sewer services to the Project Site. All proposed sewer lines within the Project Site will follow general street slopes. Payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. Payment of these fees would fund improvements and upgrades to surrounding sewer lines as needed, and would offset the project's increase in demand for wastewater collection services. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard, and no mitigation is required.

Stormwater Drainage Facilities

As detailed in Section 4.10, The Project applicant has prepared a WQMP (Appendix F-1) that identifies stormwater management for the building operations/post construction. Overall, the

existing drainage patterns were identified, and the design preserves the overall drainage pattern. The Proposed Project is the construction of a new industrial warehouse building, parking areas, covered truck docks, loading stalls, landscaping, and utilities on approximately 39.8 acres of undeveloped land. The Proposed Project site area is considered as a single drainage area. Runoff will be conveyed via proposed curb and gutters and captured by proposed inlets throughout the site. Trench drains will capture runoff from the proposed truck docks. Runoff will then be conveyed via proposed private storm drain to a proposed underground infiltration BMP for pollutant control and hydromodification control. Runoff from larger storm events will overflow and discharge at the Project site's outfall along the western property line and sheet flow over land, mimicking the existing condition.

In the existing condition, there is a culvert that conveys offsite flows from Stoddard Wells Road into an existing onsite earthen channel. In the proposed condition, the culvert will be piped into a storm drain to convey the offsite flows to the outfall along the southern property line as in the existing condition. This is to prevent the comingling of onsite and offsite flows.

As tenants have not yet been identified, the Applicant will contract with a third-party maintenance group or be directly responsible for the long-term maintenance of WQMP stormwater facilities for the privately-owned property.

Compliance with relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the Project's construction-related environmental impacts associated with the proposed storm drain improvements remain less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). At full buildout, the Project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the Project would likely be newer technologies, using less electrical power. Implementation of the Project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southwest Gas. Although the Project would require natural gas for building heating, the Project would comply with the most up to date Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the Project would generate a need for natural gas that is consistent with industrial uses. Implementation of the Project would not require new or expanded Southern California Gas Company facilities. Therefore, impacts to natural gas facilities would be less than significant

Telecommunications Facilities

The City is served by various telecommunication companies. Since the Project site is in an urbanized area and is largely surrounded by industrial uses, there are existing telecommunication

facilities that would be able to serve the project site. The telephone and cable provider specific to the Project site is Frontier Communications. Once the Project is completed, future employees of the Project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

b) Would the project 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. The VWD's current water supply consists of 34 active wells, which pump from the Upper Mojave Groundwater Basin, and two turnouts from the Mojave Water Agency's Regional Recharge and Recovery Project (R3), which produces stored groundwater. The applicant provided the City of Victorville with a water service feasibility study, which is on file with the City of Victorville. The study incorporated data from the VWD's 2020 Urban Water Management Plan (2020 UWMP), 2021 Water Master Plan Update (2021 WMP), facility inventory data, and water production data. Available supply for the Project was evaluated on the basis of total system firm capacity. The 2021 WMP calculated firm capacity with the two largest wells and the R3 supply being out of service. With these facilities out of service, the firm capacity of the system is 31,903 gallons per minute (gpm). The 2021 WMP supply criteria state that firm capacity should be greater than the maximum daily demand (MDD). The current system MDD as of 2020 is 25,265 gpm; this includes estimated demands for proposed projects which have been previously evaluated based on the City of Victorville 2010 Water Master Plan (2010 WMP) and the 2021 WMP and approved, but not yet constructed. Note that projects evaluated prior to the adoption of the 2010 WMP are not included in this total. Therefore, there is a current system wide firm capacity surplus of 6,638 gpm. The addition of the Project would decrease this surplus to 6,561 gpm. The firm capacity analysis shows that the system currently has sufficient firm capacity to meet the MDD. Therefore, the Project impacts are less than significant, and no mitigation is required.

The Project's industrial zoning was included in City's General Plan. The City reviewed the applicant's proposed water usage and determined that it could serve the Project (Appendix I). Therefore, the Project's water demands would be adequately served by the VWD's projected, current, and future water supplies. Therefore, impacts to water supply as a result of the Project would be less than significant.

c) Would the project 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. The VVWRA is responsible for wastewater treatment for a 279 square mile area that includes Apple Valley, Hesperia, Victorville, Spring Valley Lake and Oro Grande. VVWRA treats about 12 million gallons of wastewater per day. To support the VVWRA plant, the City of Victorville develops its system of trunk and interceptor sewers in cooperation with the VVWRA capacity. In addition to measures provided in the Municipal Code, with implementation of the General Plan 2030 policies and objectives for collection of storm drainage fees to support infrastructure expansion, the City is able to support VVWRA's development and

expansion of wastewater treatment and delivery for beneficial uses, water conservation and water quality protection. The Project has obtained a "Will Serve" letter from the City of Victorville indicating the City could service the Project with no additional facilities required (Appendix I). Therefore, the Project has a less than significant impact on wastewater treatment capacity, and no mitigation is required.

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. Burrtec Waste provides residential waste collection for the City, including the Project Site, and non-hazardous solid and liquid waste generated in the City is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. The landfill is located at 18600 Stoddard Wells Road in the northeastern quadrant of the City at approximately 2 miles north of the Project Site The Victorville Landfill has a maximum permitted capacity of 93,400,000 tons per day and a remaining capacity of 79,400,000 cubic yards. Overall, the landfill has a maximum permitted throughput of 3,000 tons per day and is expected to remain operational until 2047.

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. As indicated above, the Victorville Landfill has adequate capacity to accommodate such solid waste disposal needs over the short-term. Further, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2016 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant, and no mitigation is required.

Operations

Based on CalRecycle's *Estimated Solid Waste Generation Rates*[2], a variety of baseline rates have been used to determine the potential waste stream for warehouse operations. Based on one methodology which assumes 5 lbs/1,000 SF/day, the 815,000 SF Project could potentially generate approximately 4,073 lbs of refuse per day. As described above, the Victor Valley Landfill has ample capacity to service the Project. The impact would be less than significant, and no mitigation is required.

[2] https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. All collection, transportation, and disposal of solid waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each city in the County. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. The Project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

4.19.3 Mitigation Measures:

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

4.19.4 Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant, and no mitigation would be required.

4.20 WILDFIRE

4.20.1 Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires. As discussed in Section 4.9 of this document, the California Public Utility Commission's Fire Threat Map includes three Tiers/Levels of fire threat risk. Tier 1 consists of areas that have the lowest hazards and risks, Tier 2 consists of areas where there is an elevated risk for destructive electric line-ignited wildfires, and Tier 3 consists of areas where there is an extreme risk for destructive electric line-ignited wildfires. The City of Victorville's *Wildfire Mitigation Plan* (November 2019), identifies that the City of Victorville is located within Tier 1, which have the lowest hazard risks.

4.20.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

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

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by

the PUC or the City of Victorville. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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 Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the PUC or the City of Victorville. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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 Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the PUC or the City of Victorville. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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 Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by the PUC or the City of Victorville. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

4.20.3 Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

4.20.4 Conclusion

The Proposed Project would have no impact associated with Wildfire risk, and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the Project Site is vacant disturbed land and is not located within an urbanized area of the City. Two Joshua trees, a candidate endangered species, are present on site. Mitigation Measures **BIO-1** through **BIO-5** are proposed to reduce potential Project-related construction impacts to the Joshua Trees and sensitive wildlife species (burrowing owl, desert tortoise) that may be present on-site through the requirement for pre-construction surveys.. Such mitigation would reduce project impacts on sensitive wildlife species to less than significant. As indicated in Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, implementation of Mitigation Measures **CUL-1, CUL-2, and CUL-3,** as well as **TCR-1** and **TCR-2** would reduce the

project's potential environmental impacts to cultural and tribal cultural resources to less than significant. Therefore, the Proposed Project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

Thus, the Proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

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

The Proposed Project is being developed according to the General Plan and is an allowed use under the General Industrial land use designations. The analysis contained in the General Plan EIR determined that construction associated within the General Plan may have cumulatively significant impacts in the following areas: (General Plan EIR, p. 66)

- Air Quality
- Noise
- Population, Housing and Employment
- Transportation/Circulation

However, as demonstrated by the analysis in this IS, the Proposed Project would not result in any significant and unavoidable environmental impacts in any environmental category with implementation of Project-specific mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for incremental environmental effects of the Proposed Project to be considered when viewed in conjunction with the effects of past projects, current projects, or probably future projects. Project impacts would be less than significant with mitigation incorporated.

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

The Project is required to comply with a number of Project-specific mitigation measures that are identified throughout this document. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Therefore, with mitigation incorporated, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

5 LIST OF PREPARERS

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6 REFERENCES

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

AECOM, February 20, 2010. *Desert Gateway Specific Plan.*

City of Victorville, August 14, 2008. *Draft Environmental Impact Report, City of Victorville General Plan 2030 SCH No. 2008021086.*

City of Victorville, approved September 24, 2008. *City of Victorville, General Plan 2030* (City, Sept. 2008).

City of Victorville, November 19, 2019. *Wildfire Mitigation Plan.*

City of Victorville, February 2021. *Southern California Logistics Airport Specific Plan Review Draft.*

City of Victorville, June 2021. *2020 Urban Water Management Plan*

State of California, Department of Conservation, Farmland Mapping and Monitoring Program. https://maps.conservation.ca.gov/DLRP/CIFF.

United States Dept of Agriculture, Natural Resources Conservation Service (USDA), Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

Appendix A

Stoddard Wells Warehouse,
Air Quality, Greenhouse Gas, and Energy Impact Study,

MD Acoustics,

October 14, 2022

Appendix B

Stoddard Wells at Abbey Lane Industrial Project, Biological Resources Assessment,

ELMT Consulting, Inc,

July 2022

Appendix C

Cultural Resources Assessment, Stoddard Wells Industrial Park Victorville, San Bernardino County, California,

BCR Consulting,

February 18, 2022

Appendix D

Preliminary Geotechnical Investigation Report, Proposed Industrial Building, 17198-17000 Abbey Lane, Victorville, California 92394,
TGR Geotechnical,
December 8, 2021

Appendix E

Phase 1 Environmental Site Assessment,
Future Stoddard Wells Industrial Facility, 39.82-Acre Property
Victorville, California 92394,
Ardent Environmental Group,
July 29, 2022

Appendix F-1

Mojave River Watershed Water Quality Management Plan for
Amrapur Stoddard Wells, Victorville, CA,
Ware Malcomb,
April 22, 2022

Appendix F-2

Preliminary Hydrology and Hydraulics Study for
Amrapur Stoddard Wells, Victorville,

Ware Malcomb,

July 8, 2022

Appendix G

Stoddard Wells Warehouse Noise Impact Study,

MD Acoustics,

June 3, 2022

Appendix H-1

Focused Traffic Impact Analysis Report,

Abbey Lane Industrial Development,

David Evans and Associates,

August 9, 2022, with Addendum prepared April 25, 2022

Appendix H-2

Focused Traffic Study Scope and Vehicle Miles Traveled [VMT]

Screening for the Abbey Lane Industrial Development,

Victorville, California,

David Evans and Associates,

December 29, 2021

Appendix I

Will Serve Letters