

CITY OF VICTORVILLE

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	3103-561-11, -12
Applicant:	Rich Development 600 N. Tustin Avenue, Unit 150 Santa Ana / CA / 92705 714-835-3311
Project No:	PLAN22-00017
Staff:	Travis Clark, Senior Planner
Rep:	Salem Engineering Group, Inc. 8711 Monroe Court, Suite A Rancho Cucamonga, CA 91730 Telephone: (909) 980-6455 Email: ceqa@salem.net / Maria@Salem.net
Proposal:	Planned Development proposal to develop a carwash, coffee shop, and associated infrastructure including parking and landscaping.

PROJECT CONTACT INFORMATION:

Lead agency: City of Victorville

Contact person: Travis Clark, Senior Planner
Phone No: 760-955-5135
E-mail: planning@victorvilleca.gov

PROJECT DESCRIPTION:

Summary

The Project Applicant is proposing a development of 2.361 acres in the City of Victorville for the purpose of constructing and operating the following uses: one 3,600 square foot (sf) carwash, one 1,000 sf coffee shop, and associated improvements to include landscaping as well as 21 parking spaces and four bicycle spaces. The project is proposed for the northeast corner of Palmdale Road and Cantina Street. Although the proposed project would only develop 2.361 acres, the entirety of both parcels (5.5 acres) is analyzed herein.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals, or participation agreements.)

FEDERAL: There are no federal agencies in which discretionary approvals are required

STATE: There are no State agencies in which discretionary approvals are required

LOCAL AGENCIES: City of Victorville: Adopt CEQA compliance documents; Approve Site Plan Review (PLAN22-00017) to allow for the development of an express service carwash and restaurant on two vacant properties zoned C-1 (Neighborhood Service Commercial).

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

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

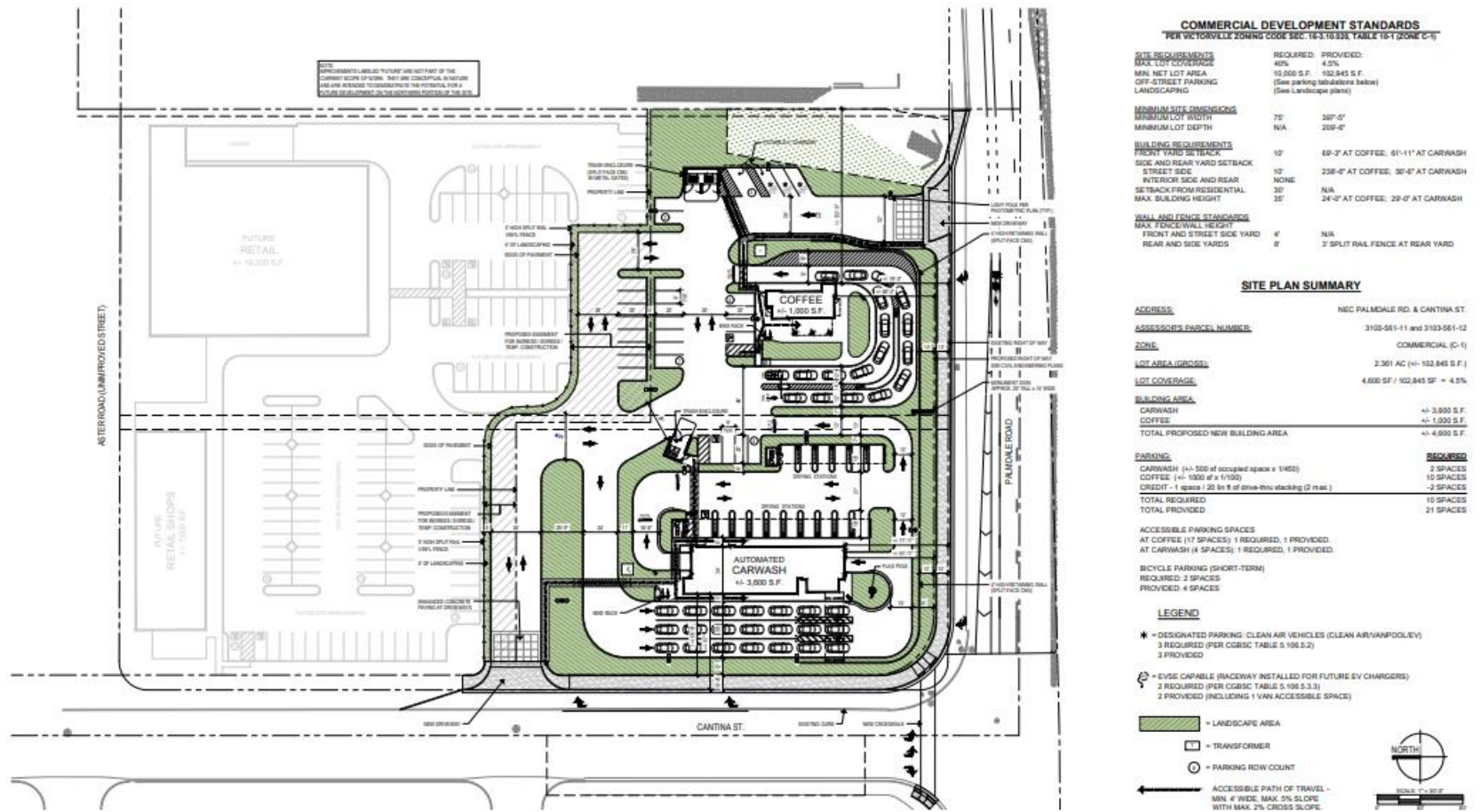
California Native American Consultation:

On June 16, 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 July 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: No comments received. Consultation concluded.
- Yuhaaviatam of San Manuel Nation. Result: Response received July 20, 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: No comments received. Consultation concluded.

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

Figure 1: Site Plan



COMMERCIAL DEVELOPMENT STANDARDS
 PER VICTORVILLE ZONING CODE SEC. 16-3.16335, TABLE 16-1 (ZONE C-1)

REQUIRED:	PROVIDED:
SITE REQUIREMENTS	
MAX. LOT COVERAGE	40%
MIN. NET LOT AREA	93,845 S.F. / 102,845 S.F.
OFF-STREET PARKING LANDSCAPING	(See parking tabulations below) (See Landscape plans)
MINIMUM SITE DIMENSIONS	
MINIMUM LOT WIDTH	75'
MINIMUM LOT DEPTH	269'-0"
BUILDING REQUIREMENTS	
FRONT YARD SETBACK	10'
SIDE AND REAR YARD SETBACK	69'-3" AT COFFEE; 61'-11" AT CARWASH
STREET SIDE	10'
INTERIOR SIDE AND REAR	NONE
SETBACK FROM RESIDENTIAL	30'
MAX. BUILDING HEIGHT	30'
WALL AND FENCE STANDARDS	
MAX. FENCE/WALL HEIGHT	4'
FRONT AND STREET SIDE YARD	N/A
REAR AND SIDE YARDS	8'
	2' SPLIT RAIL FENCE AT REAR YARD

SITE PLAN SUMMARY

ADDRESS:	NEC PALMALE RD. & CANTINA ST.
ASSIGNMENT'S PARCEL NUMBER:	3103-561-11 and 3103-561-12
ZONE:	COMMERCIAL (C-1)
LOT AREA (GROSS):	2.361 AC (+/- 102,845 S.F.)
LOT COVERAGE:	4,600 SF / 102,845 SF = 4.5%
BUILDING AREA:	
CARWASH	+/- 3,000 S.F.
COFFEE	+/- 1,000 S.F.
TOTAL PROPOSED NEW BUILDING AREA	+/- 4,000 S.F.

REQUIRED:	PROVIDED:
PARKING:	
CARWASH (+/- 500 of occupied space x 1/400)	2 SPACES
COFFEE (+/- 1000 of x 1/100)	10 SPACES
CREDIT - 1 space / 20 sq ft of drive-thru parking (2 max.)	2 SPACES
TOTAL REQUIRED:	14 SPACES
TOTAL PROVIDED:	21 SPACES
ACCESSIBLE PARKING SPACES:	
AT COFFEE (17 SPACES): 1 REQUIRED, 1 PROVIDED.	
AT CARWASH (4 SPACES): 1 REQUIRED, 1 PROVIDED.	
BICYCLE PARKING (SHORT-TERM)	
REQUIRED: 2 SPACES	
PROVIDED: 4 SPACES	

- LEGEND**
- ★ = DESIGNATED PARKING: CLEAN AIR VEHICLES (CLEAN AIR/VAN/POOLEY)
 - 3 REQUIRED (PER CGSBC TABLE 5.106.2.2)
 - 3 PROVIDED
 - ⚡ = EVSE CAPABLE (RACEWAY INSTALLED FOR FUTURE EV CHARGERS)
 - 3 REQUIRED (PER CGSBC TABLE 5.106.3.3)
 - 2 PROVIDED (INCLUDING 1 VAN ACCESSIBLE SPACE)
 - 🌿 = LANDSCAPE AREA
 - ⚙️ = TRANSFORMER
 - = PARKING ROW COUNT
 - ➡️ = ACCESSIBLE PATH OF TRAVEL - MIN. 4' WIDE, MAX. 2% SLOPE WITH MAX. 2% CROSS SLOPE.



NEW COMMERCIAL DEVELOPMENT
 NEC Palmdale Rd. & Cantina St.
 Victorville, California

CONCEPTUAL SITE PLAN

July 7, 2022

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

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

7/20/23
Date

Signature:

Date

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

The Project Site and surrounding area do not occur within a scenic vista. The Proposed Project includes the construction of a coffee shop, carwash, and associated improvements that would be similar in overall appearance to nearby existing commercial developments within the City and subject to the City's Design Guidelines as found in the Zoning Code. The Project will have a less than significant impact on scenic vistas. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

There are no designated County Scenic Highways within this area of San Bernardino County. In addition, there are no protected trees with the exception of the western Joshua Tree (candidate species), rock outcroppings, or historic buildings that occur on-site or within a State Scenic Highway that would be impacted by implementation of the Project. Joshua Tree mitigation measures are discussed in the Biological Resources section, below.

The Proposed Project will not substantially degrade the existing visual character of the site and its surroundings. The Project is consistent with the existing visual character of the area and will incorporate landscaping, screen walls and landscaping for exterior mechanical equipment and parking areas.

The Proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting proposed for the Project would be required to be hooded and shielded to protect surrounding properties from any resultant glare. The Project is designed to be architecturally compatible with surrounding development. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:				
2. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation: The Project site does not contain prime agricultural soils according to the State Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. As a result, the Project Site is located in an area that does not contain prime agricultural soils. The Project Site is not considered prime farmland, unique farmland or farmland of statewide importance.

The Project Site is not under a Williamson Act Contract as identified in the latest map prepared by the California Department of Conservation, Division of Land Resource Protection. According to the Williamson Act Maps used by the Land Use Services Division, there are no active Williamson Act Contracts for the Project Site or adjacent parcels.

Implementation of the Proposed Project would not conflict with existing zoning for, or cause re-zoning of, forest land, timberland, or timberland zoned for Timberland Production because the Project Site does not support these resources.

The Project Site does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use.

The Proposed Project would not involve changes in the existing environment, which, due to their location or nature, would result in conversion of Farmland to a non-agricultural use because, although the Project involves the development of commercial uses, the site is currently not used for agricultural purposes.

No Impact

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

AIR QUALITY Would the project:

3. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

The Project Site is in the City of Victorville in the Mojave Desert and is therefore within the Mojave Desert Air Quality Management District (MDAQMD).

Under state law, the MDAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in nonattainment. Every three years, the MDAQMD prepares a new Air Quality Management Plan (AQMP), which updates the previous plan and has a 20-year horizon. The AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the previous AQMP. The AQMP incorporates the latest Southern California Association of Government's (SCAG) forecasts for population, housing, and employment growth for managing Basin air quality.

A project may be inconsistent with the MDAQMD's AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The AQMP relies on local city general plans and SCAG's Regional Transportation Plan (RTP) forecasts of population, housing, and employment growth for managing Basin air quality.

The development of commercial uses on the Project site would not cause a direct increase in the City's population. Therefore, the Project would not conflict with the population forecasts on which the AQMP is based, and the small-scale of the construction and operations proposed would be consistent with Air Quality monitoring that was performed at the time of the current City General Plan's adoption. Impacts would be less than significant, including as they relate to sensitive receptors.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005) recommends against siting sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. It also recommends against siting receptors within 1,000 feet of distribution centers that accommodate more than 100 diesel trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. The primary concern with respect to heavy-traffic roadway and warehouse adjacency is the long-term effect of diesel exhaust particulates on sensitive receptors. The Project's location is consistent with these policies.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In April 2017, CARB released a technical advisory on how to reduce impacts related to diesel particulate matter entitled, Strategies to Reduce Air Pollution Exposure near High-Volume Roadways (CARB 2017b). Although the Project is not exposed to high-volume roadways, the same TAC (diesel particulates) and source of pollutants (heavy duty diesel trucks) are the concern with distribution facilities, and the strategies to reduce impacts from high-volume roadways would be similarly applicable to residences near distribution facilities. CARB envisioned that the advisory would be used by planners and other stakeholders to identify combinations of strategies that can be implemented to reduce exposure at specific developments or to recommend the consideration of these strategies in policy or planning documents. The advisory identifies installation of indoor high efficiency filtration that removes pollution from the air as one of seven strategies for reducing impacts from diesel particulates.

California building codes [California Energy Code, Section 150.0 (m)(12)(B)] require mechanical ventilation with a minimum filtration efficiency (MERV) 6 in new construction (CARB 2017b). MERV 6 filters are medium efficiency filters that remove large particles such as mold spores and cat and dog dander, but do not remove the finer particles produced from heavy duty trucks. MERV 13 high efficiency filters are capable of removing both large and small particulates. According to the advisory, MERV 13 filters remove more than 90 percent of particulates 1.0 to 10 microns in diameter, and more than 75 percent of particulates less than 1.0 microns in diameter.

The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County of San Bernardino's solid waste regulations.

Less than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

4. Wildlife & Vegetation

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. Wildlife Service?

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): A Biological Resources Assessment, Breeding Season Burrowing Owl Survey, and Botanical Survey dated September 2021 was prepared by RCA (Appendix A).

Substantiation:

The property is approximately 5.5-acres and is located on the northeast corner of the intersection of Palmdale Road and Cantina Street in the City of Victorville, California (APN: 3103-561-11 and 12). The site is located in Section 22, Township 5 North, Range 5 West (USGS Adelanto, CA 7.5-minute quadrangle). Vacant land is located to the north and south of the property with shopping centers located directly east and west of the site. An additional commercial center located to the west beyond US 395 and housing developments are located to the south of the property beyond Palmdale Road. The relatively flat site is approximately 950 meters above sea level and contains no slope. The property soil make up of Cajon Sand with a 0 to 2 percent slope.

There is no frequency of flooding, excessively well-draining, and has a high available water capacity. The vegetation community present on site supports a moderately disturbed desert scrub habitat encompassing mainly native plants and some non-native grasses. The site is dominated by creosote bush (*Larrea tridentata*), rubber rabbitbrush (*Ericameria nauseosa*), Joshua trees (*Yucca brevifolia*), Nevada jointfir (*Ephedra nevadensis*), Asian mustard (*Brassica tournefortii*), and cheatgrass (*Bromus tectorum*). Section 5.0 of Appendix B provides a more detailed discussion of the various plant species observed during the surveys.

The site supports a variety of wildlife, with many of them being birds. Although not seen, coyote signs were also observed on site including canid digs and scat throughout the property. Species that were not observed but are expected to occur on site given their abundance in the surrounding areas include California ground squirrel (*Otospermophilus beecheyi*) and antelope ground squirrel (*Ammospermophilus leucurus*). Birds observed included common ravens (*Corvus corax*), house finch (*Carpodacus mexicanus*) and rock pigeon (*Columba livia*). Section 5.0 provides a more detailed discussion of the various species observed during the surveys. No reptiles were observed during the field investigation due to the temperature and time of year. Species that are expected to occur on site include the common side-blotched lizard (*Uta stansburiana*) and western whiptail lizard (*Cnemidophorus tigris*).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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During the field surveys, a drainage channel was observed along the eastern boundary just outside of the site which runs north to south before it passes under Palmdale Road. There are also western Joshua trees on site. These are considered a candidate species for protected status by the State of California. Mitigation measure BIO-2 details how impacts to this species would be less than significant.

Less than Significant Impact with Mitigation

Mitigation:

BIO-1: *A nesting bird clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the birds during the nesting season. If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer (generally 300 feet for migratory and non-migratory songbirds and 500 feet raptors and special status species) will be determined by the wildlife biologist, in coordination with the CDFW, and will depend on the level of noise and/or surrounding disturbances, line of sight between the nest and the construction activity, ambient noise, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.*

BIO-2: *A comprehensive survey and evaluation of the Joshua trees on the site will need to be conducted and preparation of a Protected Plant Plan. The project applicant shall maintain the Joshua trees (Yucca brevifolia) at its current location on the project site. If any Joshua trees are to be relocated, removed, or otherwise taken, the project applicant shall obtain an incidental take permit from California Department of Fish and Wildlife (CDFW) prior to the relocation, removal, or take. The project applicant shall comply with all minimization and avoidance measures associated with the incidental take permit. A qualified biologist shall be present on the project site during all ground disturbance activities and shall oversee all project-related staging, storage areas, laydown areas, equipment storage, installation of exclusionary fencing, and any other ground disturbing activities to ensure that all minimization and avoidance measures that are part of the incidental take permit are followed.*

Any Joshua trees that are to be relocated on- or off-site shall require approval from the City of Victorville and shall comply with City standards, including the City's Joshua Tree Preservation Ordinance. If Joshua trees are to be relocated on-site, the proposed location shall be identified in a landscape plan and a replanting plan shall be prepared and approved by the City. The replanting plan shall be prepared by a botanist or biologist, and recommendations from the botanist or biologists shall be incorporated into the landscape plan and implemented.

BIO-3: *A focused plant survey is recommended for all special status plant species that have the potential to occur on the site to be performed during the blooming season (April - June) to determine the potential environmental effects of the proposed projects on special status plants and sensitive*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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natural communities following recommended protocols by the Department of Fish and Wildlife. If any sensitive species are observed on the property during future activities, CDFW and USFWS (as applicable) should be contacted to discuss specific mitigation measures which may be required for the individual species. CDFW and USFWS are the only agencies which can grant authorization for the "take" of any sensitive species and can approve the implementation of any applicable mitigation measures.

Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project:				
5.				
a) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

LSA was retained by the Project Applicant to conduct a cultural resources assessment for the Proposed Project. (Appendix B). The City required this study as part of the environmental review process to comply with the California Environmental Quality Act (CEQA). A cultural resources records search, additional research, a Sacred Lands File search and a field survey were conducted for the project area. No cultural resources have been previously documented within or adjacent to the project area and the closest prehistoric resource to the study area is more than ¾ of a mile away. Therefore, the sensitivity of the project area for undocumented cultural resources is low and no further cultural resource studies or monitoring are recommended. In the event buried cultural materials are encountered during earthmoving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

Less than Significant Impact with Mitigation Incorporated

Mitigation:

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*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within 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 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.

Monitoring: Monitoring required, if necessary, as described above.

ENERGY Would the project:				
6. Energy Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

This energy analysis for the proposed Palmdale Road Retail Development in Victorville, San Bernardino County, California (project) has been prepared by LSA in April of 2023 (Appendix C) using methods and assumptions recommended in the Mojave Desert Air Quality Management District's (MDAQMD) *California Environmental Quality Act (CEQA) Air Quality Handbook* (MDAQMD 2020).

The operations of the proposed project would consume energy from vehicle fuel and electricity. The project would not include natural gas. Electricity consumption has been estimated using the California Emissions Estimator Model (CalEEMod) (CAPCOA n.d.), equipment specifications, and project plans. Vehicle fuel usage has been estimated using the CalEEMod vehicle information for vehicle miles traveled (VMT) combined with fleet mix and fuel efficiency data from the CARB EMFAC2021 model (CARB n.d.). To be conservative and allow for a variation of the coffee shop plan, it was analyzed as a 3,000-sf building rather than the planned 1,000 sf building. To show a worst-case analysis, as the proposed project is a retail project, it was assumed that the project would operate 365 days per year.

The largest source of operational energy use would be vehicle operation of patron, employee, and delivery/service personnel. Based on the *Final Focused Traffic Impact Analysis Report* (David Evans and Associates, Inc. 2023) and information from the car wash developer, the coffee shop would generate 1,271 total daily trips and the car wash would generate 350 daily trips. CalEEMod was used to characterize these project-related trips.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CalEEMod assumed that for the Victorville region, the home-work trips would average 18.5 miles, work-other trips would average 10.0 miles, and other-other trips would average 4.5 miles. The CalEEMod output is included in Attachment B. The three primary fuels used for vehicles are gasoline, diesel, and electricity. The EMFAC2021 model was used to generate vehicle fleet mix and fuel efficiency rates applicable to the Victorville region. The EMFAC2021 output data are included in Attachment C of the Technical Report.

Table B shows the estimated annual fuel consumption for gasoline- and diesel-powered vehicles and electricity use for electric-powered vehicles. Table B shows that an estimated 222,171 gallons of gasoline fuel would be consumed per year, an estimated 42,741 gallons of diesel fuel would be consumed per year, and an estimated 66,554 kilowatt-hours (kWh) of electricity would be consumed per year by vehicles during operation of the proposed project.

Trip generation by the proposed project would be consistent with other similar retail uses of similar scale and configuration as reflected in the CalEEMod output (Attachment B). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips or in associated excessive and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

The annual electricity demands for facility operations were provided per the CalEEMod output and are shown in Table C of the Energy Study. The project would be designed to not use any natural gas.

As shown in Table C, the estimated electricity demand for facility operations would be approximately 139,212 kWh per year. Adding in the electricity demand from vehicles, the total project-related electricity demand would be approximately 205,766 kWh per year. In 2021, the nonresidential sector of San Bernardino County consumed approximately 10,381 million kWh of electricity (CEC n.d.). Therefore, the increase in electricity demand from the proposed project is insignificant compared to the County's 2021 demand.

Less than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

7.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive, as defined in Table 181-B of the California Building Code (2001) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

The Project Site does not lie within a State of California Alquist-Priolo Earthquake Fault Zone. The potential for a surface fault rupture within the Project boundary is considered unlikely since no fault lines intersect the Project Site. The Project Site is located in proximity to a number of faults and has the potential to be subject to severe ground shaking. While the potential for onsite ground rupture cannot be totally discounted the likelihood of such an occurrence is considered low due to the absence of known faults on-site and in the immediate vicinity.

Seismic ground shaking is a frequent occurrence throughout San Bernardino County. The subject site is within an area that is subject to strong earthquakes due to its location to the San Andreas fault. The site is located within Seismic Zone IV. Structures within this zone must meet the minimum design standards to allow a structure to remain standing after a seismic event. As is required by the Uniform Building Code, construction of the structures on the Proposed Project will comply with the California Building Code (CBC) and would ensure that potential impacts from seismic events are reduced to the least extent possible. As a mandatory condition of Project approval, the Proposed Project would be required to construct proposed structures in accordance with the California Building Code (CBC) which is established by the California Building Standards Code. The code is also known as Title 24, Part 2 of the California Code of Regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. With mandatory compliance of standard design and construction measures, potential impacts would be reduced to a less than significant and the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. Although liquefaction could affect the Project site during future seismic events, no aspect of the Project could increase those risks; CEQA requires an analysis of a Project's impacts on the environment as opposed to the environment's impacts on a Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The Project Site occurs on relatively flat terrain where landslides would not been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards.

The Project would include approval of erosion control plans prior to the issuance of grading and building permits. Measures to reduce and control erosion of soil during construction and post-construction operation are required by MDAQMD through its rules for control of fugitive dust, the Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the City of Victorville Public Works Department. Implementation of requirements under SCAQMD Rule 403 and the Project dust control mitigation plan would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to stormwater or water associated with construction. Typical BMPs include use of soil binders, mulch, silt fencing, gravel bag berming, fiber rolls and other similar techniques of soil stabilization and sediment control.

The Project site is not located in an area that is geologically unstable or would become unstable as a result of development. As mentioned above, it is unlikely that a landslide, lateral spreading, subsidence, liquefaction or collapse would occur onsite or in the Project vicinity as the area is relatively flat and no such hazards would result. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Lateral spreading is demonstrated by near vertical cracks with predominantly horizontal movement of the soil mass involved. On-site topography is relatively level, and the potential for seismically induced lateral spreading is considered remote.

The Project site is not located in an area that has been identified by the City as having the potential for expansive soils. The Project will also be connected to existing sewers and will not involve the use of septic tanks or other alternative wastewater systems.

As there are no identified unique paleontological or geological features on the site, the proposed project would not impact such features. However, the project will implement the following mitigation measures:

GEO-1: *If paleontological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. A qualified paleontologist (the "Project Paleontologist") shall be retained by the developer to make an evaluation of the find. If the resource is significant, Mitigation Measure GEO-2 shall apply.*

GEO-2: *If a significant paleontological resource(s) is discovered on the property, in consultation with the Project proponent and the City, the qualified paleontologist shall develop a plan of mitigation which shall include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation in the find a local qualified repository, and preparation of a report summarizing the find.*

With implementation of Mitigation Measures GEO-1 and GEO-2, impacts are less than significant with regard to paleontological resources.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact with Mitigation

Monitoring: Monitoring could be required as described above.

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

Substantiation:

According to CEQA Guidelines section 15064.4, when making a determination of the significance of greenhouse gas emissions, the “lead agency shall have discretion to determine, in the context of a particular project, whether to (1) quantify greenhouse gas emissions resulting from a project and/or (2) rely on a qualitative analysis or performance-based standards. Moreover, CEQA Guidelines section 15064.7(c) provides that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts” on the condition that “the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” LSA prepared a GHG memorandum dated April 13, 2023 (Appendix D).

City of Victorville Climate Action Plan

In September 2015 the City adopted a Climate Action Plan (CAP). The CAP is a document that specifically demonstrates how the City will reduce GHG emissions in order to be compliant with AB 32. It involves new construction in the City across all industries including residential, commercial, industrial, public, and institutional projects.

The CAP allows for the streamlining of projects by allowing developers to demonstrate that their project is consistent with the CAP through a screening table process, described below. The City is in the Mojave Desert Air Quality Management District (MDAQMD), which reviews development projects to ensure that they do not exceed GHG emissions thresholds set by the District.

Many gases make up the group of pollutants that contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of greenhouse gases (GHGs): Carbon dioxide (CO2), Methane (CH4), and Nitrous oxide (N2O). A threshold of 3,000 MTCO2e per year has been adopted by the County of San Bernardino Greenhouse Gas Emissions Reduction Plan (Emissions Reduction Plan).

The City has established GHG screening tables for the purposes of providing guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination are based upon San Bernardino County's Greenhouse Gas Emissions Reduction Plan Update, which includes GHG reduction targets for years 2020 and 2030 and the goals and policies to reach those targets.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Screening Tables have a range of point values assigned for each project design aspect incorporated into a project as a project design feature or mitigation. Projects that garner at least 100 points are considered to be consistent with the reduction quantities anticipated in the DRP, and thus, would be determined to have a less than significant individual and cumulative impact on GHG emissions per the CEQA Guidelines.

The Screening Tables use a base level of efficiency that corresponds to the California Building Energy Efficiency Standards for Residential and Non-residential Buildings (Title 24, Part 6) that became effective January 1, 2020. These are the Statewide minimum requirements of efficiency that are currently in effect. Table B of LSA’s GHG memorandum (appended) details the GHG screening table.

As shown in Table B of the GHG Technical Report, the project would achieve 101 points based on the point values assigned for the project features that have been incorporated into the design. These points exceed the minimum 100 points needed for screening purposes. Therefore, the project would be considered consistent with the City’s GHG-reduction strategy. Projects that garner at least 100 points are considered to be consistent with the reduction quantities anticipated in the DRP, and thus, would be determined to have a less than significant individual and cumulative impact on GHG emissions per the CEQA Guidelines.

GHG emissions based on jurisdiction’s land use maps are evaluated at the time a General Plan is adopted. Because the Project site is designated for commercial uses, and the Project does not propose uses outside of those that were already considered in the GHG analysis done in conjunction with the City’s adopted General Plan, GHG emissions from the Project would not conflict with MDAQMD thresholds. No mitigation is required.

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

- a) Select construction equipment based on low GHG emissions factors and high-energy efficiency.*
- b) All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.*
- c) All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.*

Less than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

9. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

Post construction activities of the proposed development would not require the routine transport or use of hazardous materials. Construction materials and their transport to the Project site would be typical of small-scale commercial construction. Palmdale Road is an emergency evacuation route, but construction would not require lane closures that could affect this route. The nearest school is Columbia Middle School. There are no runways within three miles of the project site.

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations and the Contractor would be required to implement Best Management Practices (BMPs). Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment.

There are no schools within one-quarter mile of the Project Site. The commercial development will not emit hazardous emissions and there would be no handling of hazardous or acutely hazardous materials, substances, or waste. The storage and use of hazardous materials are not associated with commercial development.

The Project Site is not located on site included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system (accessed August 22, 2022).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Future employees and users of the proposed Project will not be subject to significant risk since the Project Site is not within the landing or takeoff zones of the airport runways.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the Project has adequate access from two or more directions. Although construction can sometimes necessitate temporary land closures that could affect evacuation routes, land closures would not occur during this Project's construction phase.

The Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The Project Site is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and will not expose people, structures or infrastructure to risks of wildland fires.

Less than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
10. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Substantiation:

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.

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.

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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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).

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.

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 sheet flowing across land is the currently existing condition. The Project Site is not located in an area that would be subject to flood flows.

The FEMA Flood Insurance Rate Maps (Exhibit 13) indicate 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.

Less than Significant Impact with Mitigation

Mitigation:

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.*

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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LAND USE/PLANNING Would the project:				
11. Land Use				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

Implementation of the proposed Project would not physically divide an established community, as the proposed Project is proposed in an undeveloped area planned for commercial uses. Communities are considered to be divided when development proposes new infrastructure such as roads and railways, neither of which are proposed by the Project.

The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, because the Project is consistent with all applicable land use policies and regulations of the City's Zoning Code and General Plan.

In addition, the proposed commercial project would meet the following goals and objectives of the City's General Plan Land Use Element:

1. Goal #1 – Balanced Land Uses
2. Objective 1.1 – Plan new development that complements surrounding land uses and minimizes environmental impacts.
3. Policy 1.1.2 – Maintain Victorville as the commercial center for the Victor Valley.
4. Policy 1.2.3 – Ensure that new development is compatible with existing developments and public infrastructure.
5. Goal #2 – Economic Development
6. Policy 2.1.1 – Encourage development of land uses and infrastructure to support growth of businesses and commerce.

No Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
12. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Substantiation:

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.

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 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.

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.

No Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13.				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive levels of groundborne vibration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Substantiation:

A noise study was prepared for the Project and is attached as by MD Acoustics and attached as Appendix G. The following summarizes the findings of that study.

Two (2) baseline ambient measurements were performed over a 15-minute period at the Project site and represent the ambient noise condition within the Project vicinity. Ambient noise data indicate the average noise level of 55 to 59 dBA Leq. The predominant source of noise impacting the commercially zoned parcels to the north, east, west, and south is traffic noise propagating from Palmdale Rd. This study compares the Project’s operational noise levels to two (2) different noise assessment scenarios: 1) Project only operational noise level projections, 2) Project plus ambient noise level projections. Operational noise levels are anticipated to range between 35 dBA to 62 dBA Leq at adjacent commercial uses. Project plus ambient noise level projections are anticipated to range between 57 to 63 dBA Leq at adjacent commercial receptors. Levels will increase up to 6 dB at adjacent commercial properties. This increase in levels will have a “less than significant” impact in regard to compliance with the City’s standard.

The following outlines the Project design features:

1. The Project will incorporate an IDC 120HP Stealth Blower system or equivalent blower system to meet these acoustical benchmarks.
2. The Project proposes to house the vacuum turbine motors inside a 6’ tall four-sided CMU enclosure.

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD assisted housing developments near high noise areas. 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 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.

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regulatory tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix.” The matrix allows the local jurisdiction to clearly delineate the compatibility of sensitive uses with various incremental levels of noise.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Exhibit D from the Victorville General Plan (within the appendix).

The City of Victorville outlines their noise regulations and standards within the City's Noise Element from the General Plan and Chapter 13.01 of the Municipal Code. For purposes of this analysis, the City's General Plan and Noise Ordinance is used to evaluate the roadway noise and stationary noise impacts to and from the proposed project. The Noise Element outlines Goals and Policies and establishes Noise/Land Use Compatibility Criteria (Table N-3). This assessment will compare the project noise levels to the commercial noise limits since the proposed project and surrounding uses are zoned as commercial land. The project impacts were compared to the City's commercial noise standards.

To ensure that noise does not affect the health and serenity of Victorville residents, this element provides a systematic approach to identifying and appraising excessive noise in the Planning Area, quantifying noise levels, and addressing excessive noise exposure, and community planning for the regulation of noise. This element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise.

The City of Victorville outlines their noise regulations and standards within the Noise Element from the General Plan and Municipal Code. For purposes of this analysis, the City's General Plan and Noise Ordinance (Chapter 13.01) is used to evaluate the stationary noise impacts from the proposed project. The Noise Element outlines Goals and Policies and establishes Noise/Land Use Compatibility Criteria. This assessment compared the project noise levels to the noise limits in Section 13.01.040 of the Municipal Code.

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (vacuums and car wash blowers at the exit). The SP model assumes a total of 16 vacuums and the dryer systems are operating simultaneously (worst-case scenario) when the noise will in reality be intermittent and lower in noise level. In addition, the modeling takes into account the louver, windows, and openings on the car wash tunnel based on the plan elevations. The reference vacuum equipment sound level data is provided in Appendix C. All other noise-producing equipment (e.g., compressors, pumps) will be housed within mechanical equipment rooms.

Two (2) 15-Minute Short-term ambient noise measurements were conducted on or near the Project's property lines to represent the existing noise levels. The measurement measured the second-by-second Leq, Lmin, Lmax, and other statistical data (e.g. L2, L8...) over a 15-minute period. Noise data indicates that traffic along Palmdale Rd. is the primary source of noise impacting the site and the adjacent uses.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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This assessment utilizes the ambient noise data as a basis and compares Project operational levels to said data.

Noise data indicates the ambient noise level ranged between 55.2 dBA Leq to 59.4 dBA Leq near the Project site and surrounding area. Maximum levels reached 75 dBA as a result of traffic along Palmdale Rd. Additional field notes and photographs are provided in Appendix A. For this evaluation, MD has utilized the measured ambient noise levels and has compared the Project's projected noise levels to the said ambient level.

As shown in Table 2 of the study, the project does not exceed the City's commercial exterior noise limit. The project was compared to the existing measured baseline condition to the operational plus ambient noise condition to show the change in noise level. Table 2 provides the anticipated change in noise level as a Result of the proposed project. The existing noise levels are anticipated to have a noticeable increase Leq at the receptor locations analyzed. The noise level increase would be "Clearly noticeable" at the receptors.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:

14. Housing

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Substantiation:

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.

The proposed Project is not expected to induce substantial population growth in the area, either directly or indirectly, because the site is planned for the same type of commercial development for which it is designated in the City's General Plan.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Growth induced by a Project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for the Project will be provided by a number of public agencies. Infrastructure exists in the immediate vicinity and no service provider has indicated an inability to serve the Project. Therefore, the population growth associated with the proposed Project is less than significant and no impacts are identified or anticipated, and no mitigation is required.

The proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the Project site is currently largely undeveloped, and implementation would not affect existing housing.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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 following public services:

15. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Other Public Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

Fire Protection

The proposed Project will generate additional need for fire protection but is not expected to require additional services beyond those currently available and planned. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. The closest fire station to the site is Victorville City Fire Station 311 at 16200 Desert Knoll Drive, approximately four miles away.

Police Protection

Police services for the proposed Project will be provided by the County of San Bernardino Sheriff's Department under contract to the City of Victorville. The proposed Project will generate additional need for police protection but is not expected to require additional services beyond those currently available. Standard lighting and crime prevention through environmental design will be integrated into landscaping plans and other Project design features, which will serve as a safety feature and as a crime deterrent. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Schools

The project will not lead to new residents in the City or surrounding areas such that schools would be affected by population growth as a result of Project implementation.

Parks

The Project will not generate additional residents such that existing parks would need to be expanded or new ones constructed.

Other Public Facilities

The City's public works department maintains most roads, drainage easements and regional flood control facilities in the general Project vicinity. The project's frontage is on Palmdale Road, which is a State Highway under the jurisdiction of Caltrans.

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.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
20. Parks and Recreation				
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

The proposed carwash and coffee shop is not expected to result in an increase in 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. This type of development would not involve new residents in the City or surrounding area during either construction or ongoing operations and does not propose housing.

Less Than Significant Impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
21. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

Senate Bill 743 (SB 743) was signed by the Governor in 2013. Among other things, it determined that VMT analysis would be required for certain projects undergoing CEQA analysis as opposed to, or in addition to, the Level of Service (LOS) metric. A VMT screening analysis has been prepared by David Evans and Associates and is appended to this document as part of the larger Traffic Impact Analysis (TIA) (Appendix H).

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 criteria 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 criteria is comprised of a list of specific land use 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 Table A of the TIA, the project's net increase in daily vehicle trips is 2,163 which exceeds the 1,285 daily trip threshold in the City's guidelines. Based on this criterion, the project is not screened from requiring a VMT.

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:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 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 retail uses (a car wash and a fast-food restaurant with drive-through window). The combined building square footage (6,600 SF) of the proposed uses is below the City's retail size threshold of 122,000 square feet. Therefore, based on this criterion, the project is screened from conducting a VMT analysis.

The Proposed Project is an acceptable use under the City's General Plan and therefore would result in an amount of vehicle miles traveled that is already anticipated by the General Plan and evaluated in the associated General Plan EIR. Therefore, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1).

There are no incompatible uses (i.e., farm equipment) that occur within the Project vicinity. Discretionary actions for the Proposed Project by the City of Victorville includes approval of the Project design.

During construction and long-term operation, the Project Proponent would be required to maintain adequate emergency access for emergency vehicles as required by the City. The Proposed Project design features will be reviewed and approved during the City's Site Plan review process to ensure that the Project would not impede emergency access, including lane closures along emergency evacuation routes.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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, or 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:

22. Tribal Cultural Resources

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)?

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.)

Substantiation:

California Assembly Bill 52 (AB 52) was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

As a result of the tribal consultation process, the City received a response from the Yuhaaviatam of San Manuel Nation on July 20, 2022. The tribe requested the mitigation measures detailed below.

Less Than Significant Impact with Mitigation Incorporated

Mitigation:

TCR-1: *The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) 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 all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN 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*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

Monitoring: Native American monitors shall be present during ground-disturbing activities during construction.

UTILITIES AND SERVICE SYSTEMS Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

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 (VWRA).

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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project will not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed Project will be served by existing sewer and water lines in proximity to the Project.

Will serve letters will be obtained from Edison and Southwest Gas and will indicate that available services and capacities exist in the area to serve the Project. The Project would not require or result in the construction or relocation of the above utilities which would result in significant environmental effects.

The Proposed Project is an area zoned and designated for commercial uses. Grading would occur on the site but would be subject to a Storm Water Pollution Prevention Plan that complies with the California Construction General Permit under the National Pollutant Discharge Elimination System, which would ensure that stormwater drainage impacts would be less than significant.

The proposed commercial uses associated with the project would occur on a parcel that has been designated by both the City’s General Plan and zoning code as intended for commercial uses. Water infrastructure for the project will be provided by the applicant as part of the project’s conditions of approval.

The Proposed Project is not a use that is not known to place significant strain on wastewater treatment facilities. In addition, the project would connect to existing sewer lines and would not require the installation of septic tanks.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Substantiation:

The Project Site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and post-construction activities, the Project Proponent would be required to maintain adequate emergency access for emergency vehicles as required by the City. The Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan.

The Project Site occurs within an inland, urbanized area that is not located within or adjacent to an area that is susceptible to wildfires. In an effort to reduce the threat of wildfires, the San Bernardino County Fire Hazard Abatement Program enforces the fire hazard requirements outlined in San Bernardino County Code Section 23.0301–23.0319, including weed abatement. The primary function of the Fire Hazard Abatement Program is to reduce the risk of fires within communities by pro-actively establishing defensible space and reduction/removal of flammable materials on properties. Implementation of the Proposed Project would develop the site with buildings, paved drive aisles, walkways, parking areas and landscape, ultimately reducing the need for weed abatement and the potential for fire.

The Proposed Project would connect to existing utilities and service systems within the area. The implementation of the Proposed Project would not require the construction or addition of new utilities and service system infrastructure. Therefore, the Proposed Project is not anticipated to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment.

The Project Site is located within a 500-year Floodplain (Zone X) which is defined as areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square-mile; and areas protected by levees from one percent annual chance flood. Implementation of the Proposed Project is not anticipated to impede or redirect flood flows within a 100-year flood zone.

As stated above, the Proposed Project is not anticipated to substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff, or impede or redirect potential flood flows. In addition, the Project Site is not located in an area likely to become unstable as a result of on- or off-site landslides as the area is relatively flat. Additionally, the Project Site is located inland and does not occur within an area or adjacent to an area associated with the risk of wildland fires. Implementation of the Proposed Project would not 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.

Less Than Significant Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE	Does the Project:			
25. 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
26. Have impacts which 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, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

The Habitat Assessment prepared for the Project Site concluded that all direct, indirect, and cumulative impacts would be reduced to a less than significant impact with implementation of Mitigation Measures detailed above. Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or 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. Potential impacts to cultural resources were identified in the Cultural Resources Investigation prepared for the Proposed Project. As discussed in this Initial Study, all direct, indirect, and cumulative can be reduced to a less than significant level with implementation of Mitigation Measures detailed above. Adherence to mitigation measures as presented in this Initial Study would ensure that important examples of the major periods of California history or prehistory are not eliminated as a result of the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated.

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Impacts associated with the Proposed Project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study can be reduced to a less than

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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significant impact with mitigation measures implemented. Therefore, no significant adverse impacts are identified or are anticipated.

The incorporation of design measures, City policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

Less Than Significant Impact with Mitigation Incorporated