INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

for

Tentative Tract Map No. 20525
(PLAN22-00015)

Lead Agency:

City of Victorville
14343 Civic Drive
Victorville, CA 92395
760.955.5135
Point of Contact: Mina Morgan, Case Planner
mmorgan@victorvilleca.gov

Project Proponent:

Mojave Amethyst 40, L.P.
(David Michelson)
17802 Lakeside Haven Drive
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Prepared by:

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November 2023

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Appendix C: *A Phase I Cultural Resources Assessment for the Tentative Tract Map 20525 Project, City of Victorville, San Bernardino County, California,* prepared by Applied Earth Works, Inc., 5-2022

Appendix D1: *Report of Preliminary Geotechnical / Geologic Study Proposed Residential Development APN:0394-031-02, 03, 04, Northeast Corner of Mojave Drive and Amethyst Road, City of Victorville, San Bernardino County,* prepared by Hilltop Geotechnical Services, Inc., 9-9-2021

Appendix D2: *Report of Infiltration Feasibility Study, TTM 20525, APN:0394-031-02, 03, 04, Northeast Corner of Mojave Drive and Amethyst Road, City of Victorville, San Bernardino County,* prepared by Hilltop Geotechnical Services, Inc., 9-9-2021

Appendix E: *Phase I Environmental Site Assessment Tentative Tract Map No. 20525 APN 0394-031-02, 03, 04, Northeast Corner of Mojave Drive and Amethyst Road, City of Victorville, San Bernadino County, California*, prepared by Hilltop Geotechnical, Inc., 4-21-2022

Appendix F1: *Preliminary Drainage Study, Tentative Tract No 20525, City of Victorville*, prepared by Ludwig Engineering Associates, Inc., 3-14-2023

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Commonly Used Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	Acre
A.C.	Asphalt Concrete
ACOE	U.S. Army Corps of Engineers
ADT	Average Daily Traffic
af	Acre-Feet
Afu	Undocumented Artificial Fill
AFY	Acre-Feet Per Year
AM	Morning
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plans
ARB	Air Resources Board
ARB Handbook	ARB Air Quality and Land Use Handbook
BACMs	Best Available Control Measures
BMPs	Best Management Practices
Btu	British thermal units
BUOW	Burrowing Owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod™	California Emissions Estimator Model™
Cal/EPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CY	Cubic Yards
dB	Decibel
dBA	A-Weighted Decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DPM	Diesel particulate matter
DTSC	Department of Toxic Substance Control
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
EIA	United States Energy Information Administration
EPA	Environmental Protection Agency
EPD	Environmental Programs Department
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration

FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
gpd/ac	Gallons-Per-Day Per Acre
HAP	Hazardous Air Pollutants
HFCs	Hydroflourocarbons
HRA	Health Risk Assessment
ITE	Institute of Transportation Engineers
kW	Kilowatt
KWh	Kilowatt Hours
Leq	Equivalent Energy Level
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons Per Day
MLD	Most Likely Descendent
MM	Mitigation Measure
MMT	Million Metric Tons
MPH	Miles Per Hour
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MWh	Megawatt-Hour
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
O_3	Ozone
Pb	Lead
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
PV	Photovoltaic
ROG	Reactive Organic Gases
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SF_6	Sulfur Hexafluoride
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
Sq. Ft.	Square Feet
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource

UBC	Uniform Building Code
U.S.	United States
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

CITY OF VICTORVILLE

I. CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Tentative Tract Map No. 20525 (TTM 20525)

2. **Lead Agency Name and Address:** City of Victorville, Planning Department 14343 Civic Drive, Victorville, CA 92393

3. **Contact Person and Phone Number:** Mina Morgan, Associate Planner, 760.955.5135

4. **Project Location:** The Project site is located at the northeast corner of Mojave Drive and Amethyst Road in the City of Victorville, County of San Bernardino. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map.***

   A. **Total Project Area:** approximately 30.1 acres

   B. **Assessor's Parcel Number(s):** 0394-031-02, 0394-031-03, and 0394-031-04

   C. **Section, Township & Range:** Section 12, Township 5 North, Range 5 West

   D. **Elevation:** Approximately 2,905 to 2,994 feet above mean sea level (AMSL)

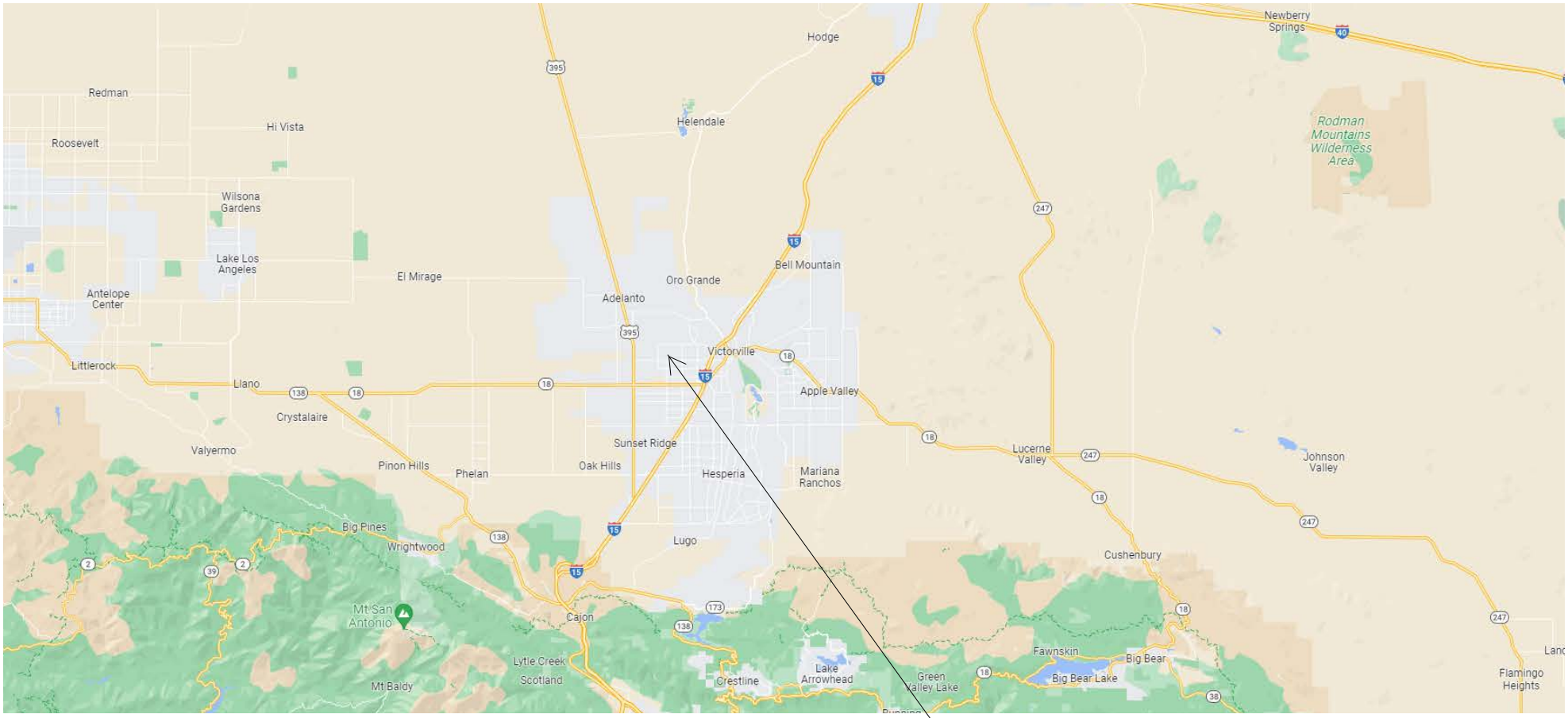
5.A. **Project Applicant/Owners:** Mojave Amethyst 40, L.P.
23201 Mill Creek Drive, #130
Laguna Hills, CA 92653

5.B. **Engineer/Representative:** Ludwig Engineering
109 East 3rd Street
San Bernardino, CA 92410

6. **General Plan Land Use Designation(s):** LDR (Low Density Residential, 0 to 5 dwelling units per acre) **Figure 3, *General Plan Land Use Designations***.

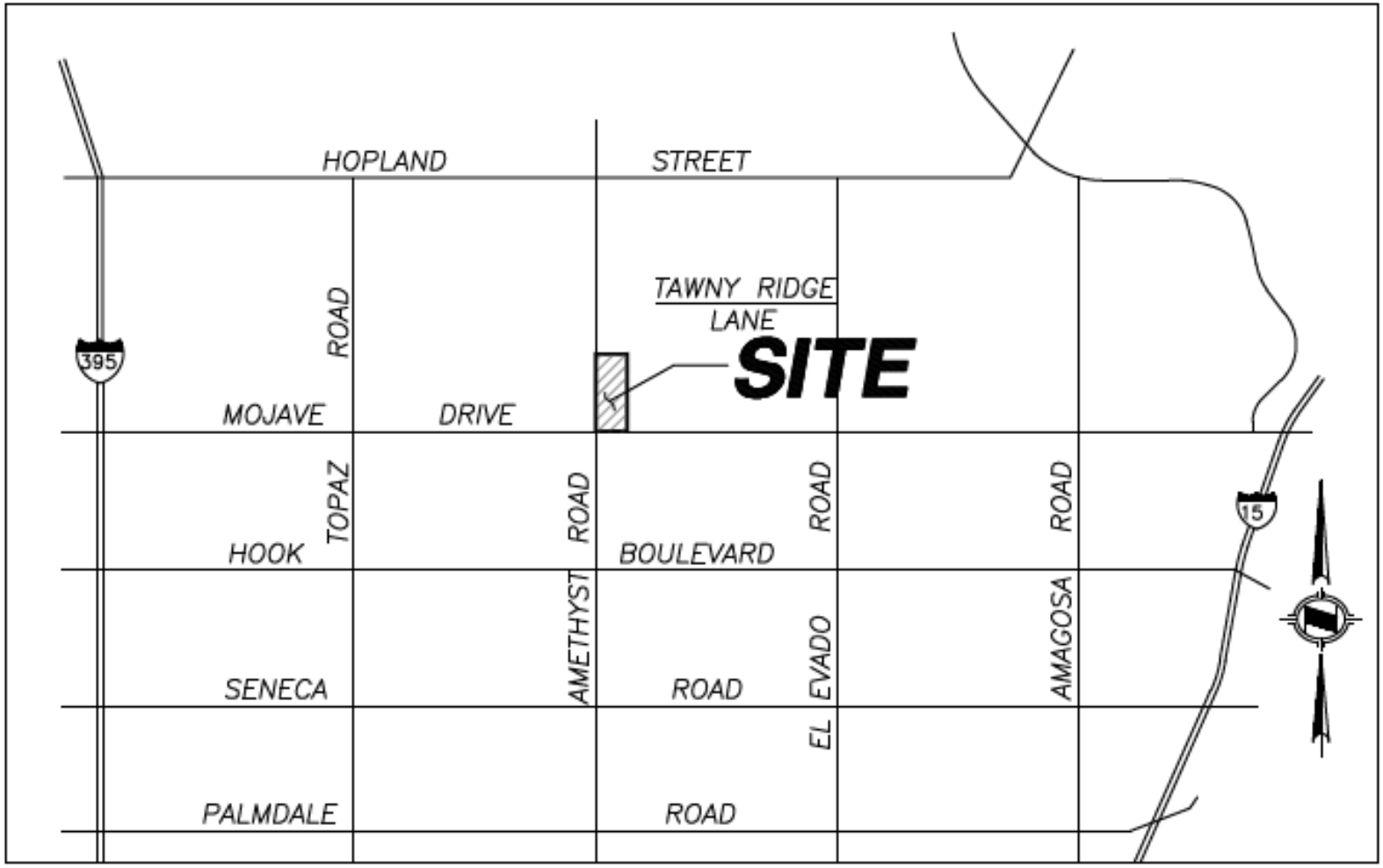
7. **Zoning District(s): R-1 (Single-Family Residential) Zone**. **Figure 4, *Zoning Classifications***. This zone allows a density of 2.1 to 5.0 dwelling units per net acre.

FIGURE 1
REGIONAL LOCATION MAP



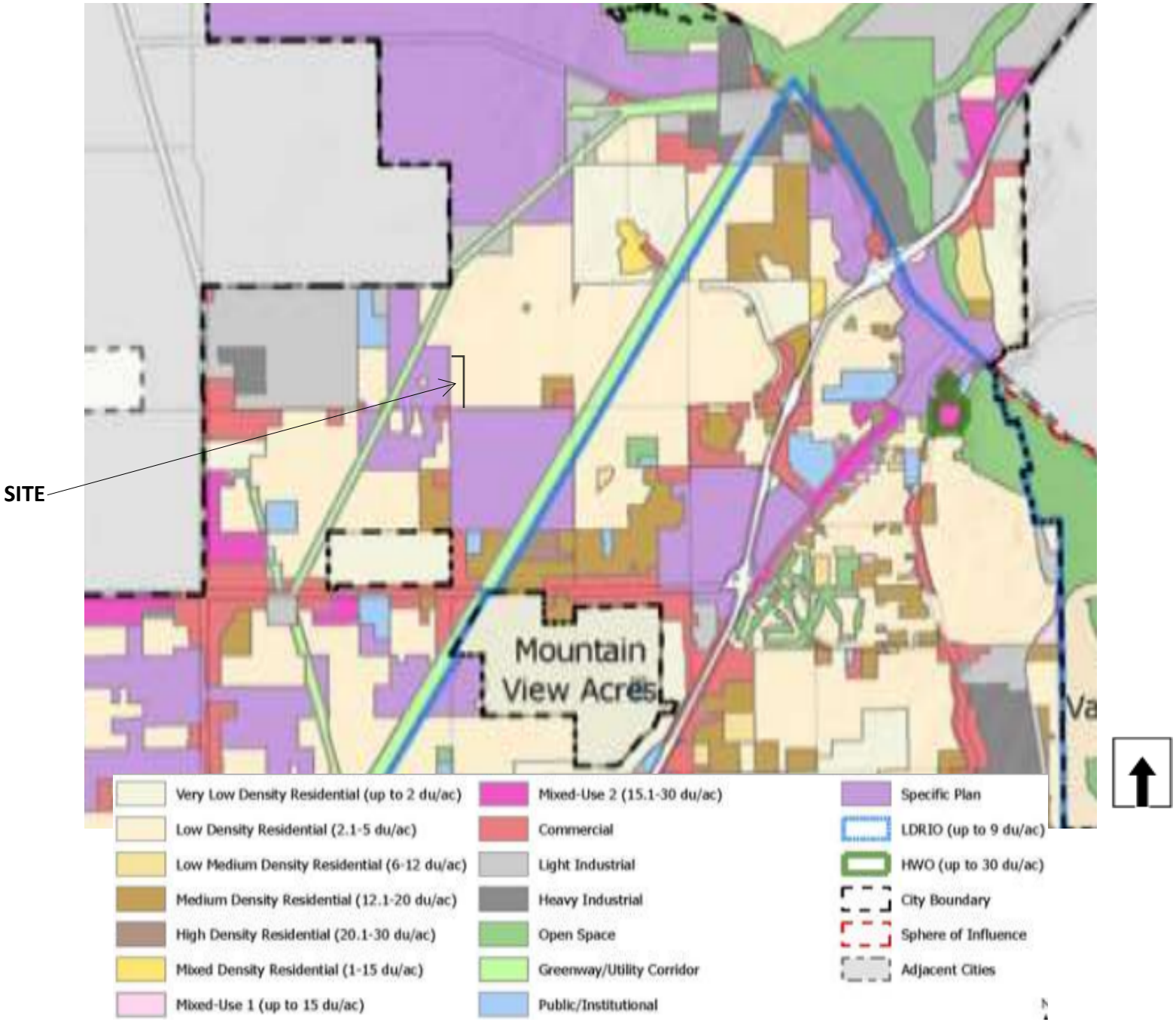
Source: Google Maps

FIGURE 2
VICINITY MAP



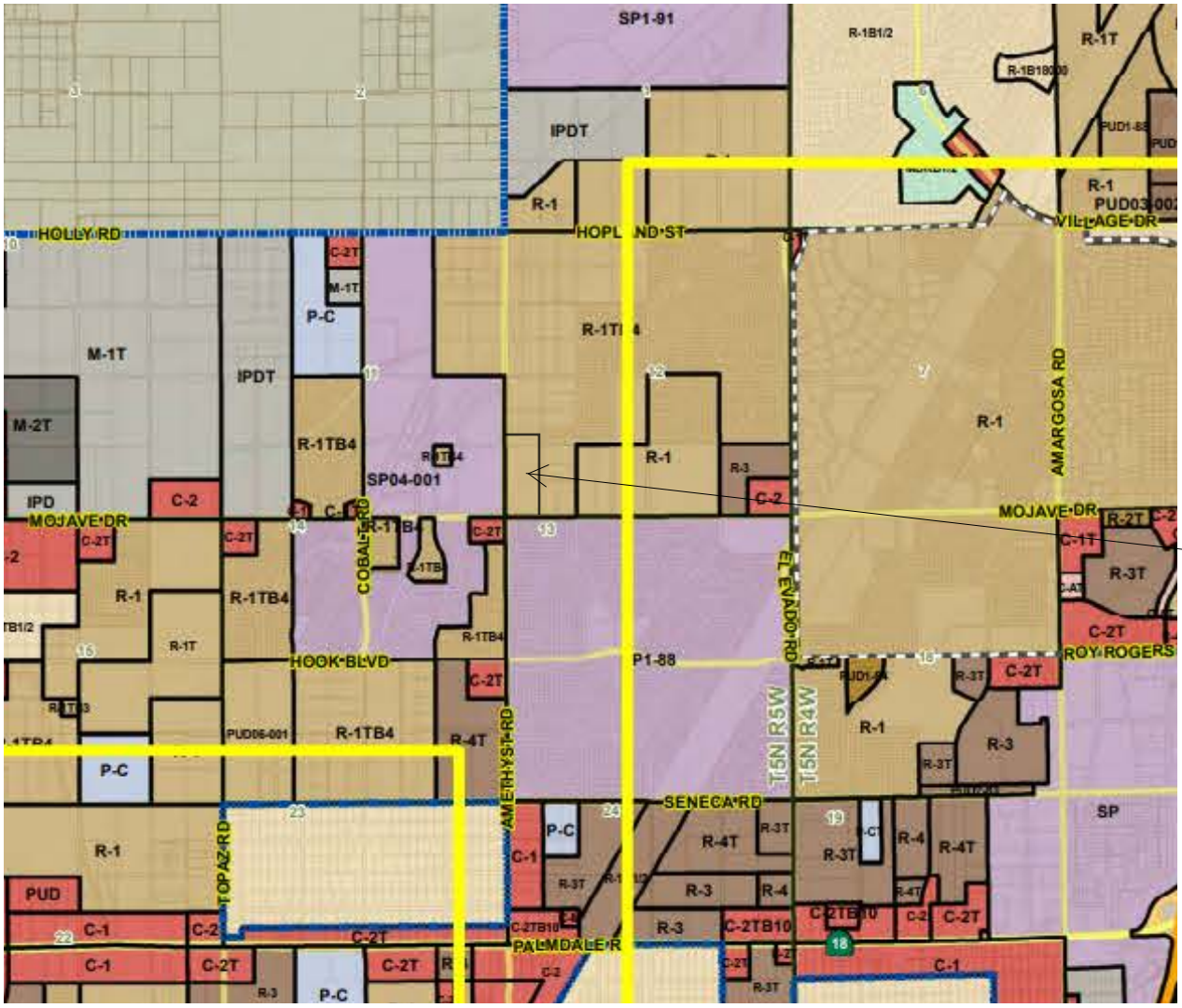
Source: Project Plans – (Appendix J)

FIGURE 3
GENERAL PLAN LAND USE DESIGNATIONS



Source: Victorville General Plan 2022

FIGURE 4
ZONING CLASSIFICATIONS



RESIDENTIAL:

R-1	Single Family
R-2	Multi-Family (8 du/ac)
R-3	Multi-Family (15 du/ac)
R-4	Multi-Family (20 du/ac)

SITE

Very Low Density Residential (2 du/ac)	High Density Residential (15-20 du/ac)	Commercial	Public Institutional
Low Density Residential (5 du/ac)	Mixed Density Residential	Light Industrial	Open Space
Medium Density Residential (8 du/ac)	Office Professional	Heavy Industrial	Specific Plan
			Mixed Use

Source: Victorville Zoning Map

8. Project Description:

Overview

The proposed project (TTM 20525) consists of 108 single-family residential lots of a 30.1-acre site, and includes the following:

- 108 single-family residential lots;
- 5 lettered open space lots including a 0.66-acre water quality basin (Lot D) and a 0.77-acre public park (Lot E); and
- 6 internal streets: Streets "Rio Bravo Place", "Abo Lane ~~E~~", "Camarillo Place", "Fire Bird Lane", Abiento Street, and "El Rose Place"

Reference **Figure 5, *TTM 20525***.

The site is currently designated as having a Low Density Residential (LDR) Land Use on the City of Victorville General Plan Land Use Map and has a zoning classification of R-1T (Single-Family Residential, Transitional). These designations allow 2.1 to 5.0 units per acre. It should be noted TTM 20525 proposes 108 units on 30.1 acres or 3.59 units/per acre which is at the lower end of the housing density allowed by the land use designations on the site. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan Amendment.

NOTE: The original design of the tract had 109 lots but had to be redesigned due to the park layout, so the site plan now shows 108 lots. Some of the technical studies (i.e., air quality, greenhouse gas emissions, noise) used 109 units to calculate potential environmental impacts but the actual number of lots now is less than one percent different (i.e., lower) than the original number so the technical studies that used 109 lots actually over-estimated potential impacts by approximately one percent. Since the difference is negligible, the technical studies that used 109 units have not been and do not need to be corrected. Their results are accurate enough for CEQA purposes.

Architecture

At this time, no architecture is proposed with this subdivision.

Circulation

The proposed Project will take access off Amethyst Road, located on the west side of the Project site, onto "Abo Lane" and "Rio Bravo Place" The Project will construct roadway improvements as reflected in **Figure 6, *TTM 20525 Project Roadway Improvements***.

These improvements include the following:

Mojave Drive
- Public Street – Super Arterial
- 126' right-of-way
- 103' pavement (curb to curb)

Amethyst Road along Project frontage
- Public Street – Arterial
- 99' right-of-way
- 78' pavement (curb to curb)

Amethyst Road to Tawny Ridge, fire access

- Public Street
- 33’ pavement

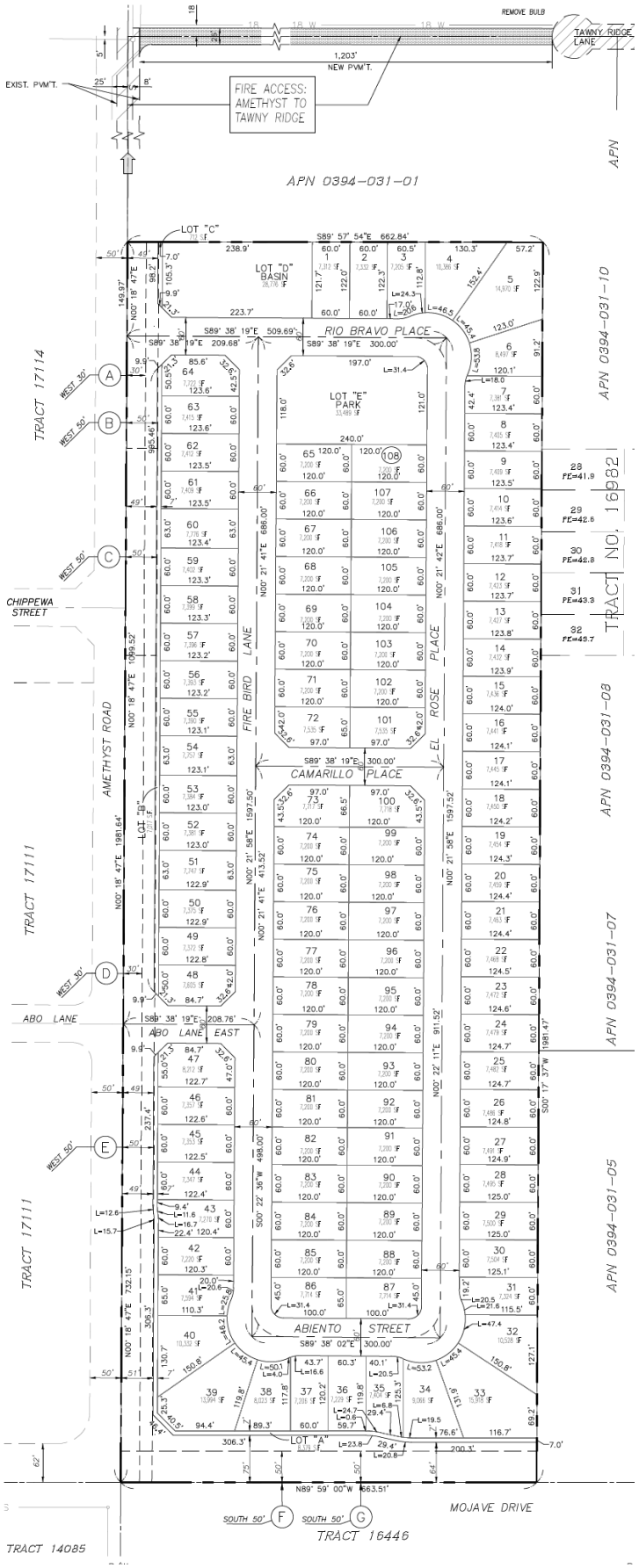
Tawny Ridge to Amethyst Road, fire access

- Public Street
- 26’ pavement

Internal Streets – Abo Lane, Rio Brave Place, Fire Bird Lane, Abiento Street, Camarillo Place, and El Rose Place

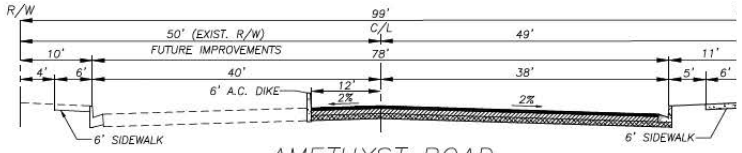
- Public Street
- 60’ right-of-way
- 40’ pavement (curb to curb)

FIGURE 5
TTM 20525

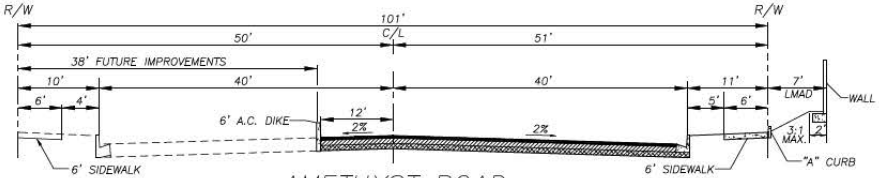


Source: Project Plans – (Appendix J)

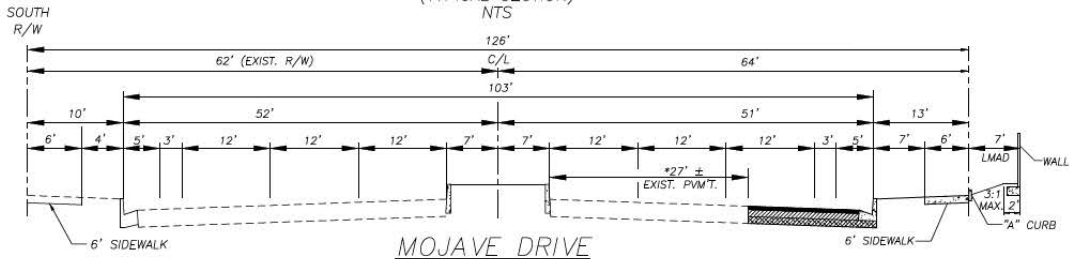
FIGURE 6
TTM 20525 PROJECT ROADWAY IMPROVEMENTS



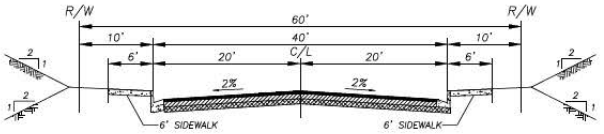
AMETHYST ROAD
(TYPICAL SECTION)
NTS



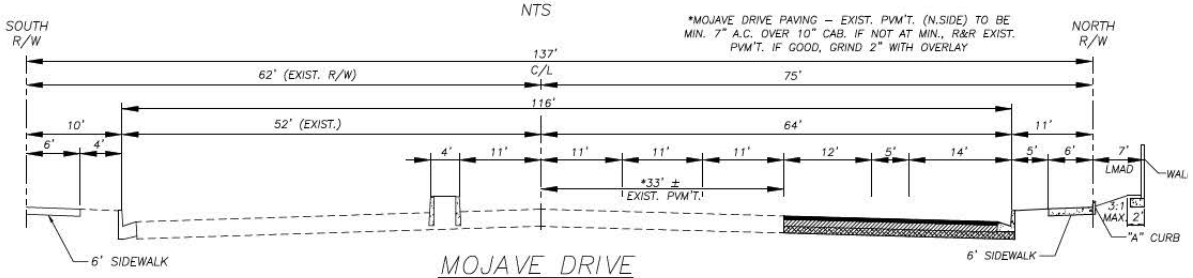
AMETHYST ROAD
(TRANSITION AT INTERSECTION)
NTS



MOJAVE DRIVE
(TYPICAL SECTION)
NTS



ABO LANE EAST, RIO BRAVO PLACE, FIRE BIRD LANE
ABIENTO STREET, CAMARILLO PLACE & EL ROSE PLACE
(PUBLIC)
NTS



MOJAVE DRIVE
(TURN POCKET AT INTERSECTION)
NTS

Source: Project Plans – (Appendix J)

Landscaping

Street trees are proposed on all streets discussed above in Circulation. Lot “D” will be a landscaped basin for water quality and flood control purposes.

Drainage / Hydrology / Water Quality

The 30.1-acre site is divided into two drainage areas, "A" and "B". Drainage Area "A" has an area of 14.09 acres and produces a 100-year, 1-hour storm runoff of 26.08 cubic feet per second (cfs). This existing runoff currently flows toward the proposed Storm Drain Facility E-04 to the east per the Victorville Master Plan of Drainage (VMPD). Drainage Area "B" has an area of 15.11 acres and produces a 100-year, 1-hour storm runoff of 34.5 cfs. This runoff currently flows toward the proposed Storm Drain Facility E-05 to the west per the VMPD. The proposed Project will install new storm water treatment facilities, including Lot “D” which will be used for water quality mitigation and storm water runoff mitigation. All site drainage is anticipated to run into this facility. Structural and occupancy source measures shall consist of the following low impact design (LID) practices:

- Conservation design;
- Runoff conveyance;
- Roof downspout connections;
- Efficient/low impact landscaping;
- Non stormwater discharges;
- Street trees and parkway; and
- Landscape and irrigation system.

These facilities shall meet City requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount.

Sewer and Water Facilities

The proposed Project will tie into existing water facilities provided by the City of Victorville. An existing 24-inch water line is located along Amethyst Road. Wastewater treatment will be also handled by the City of Victorville. An existing 8-inch sewer line is located along Amethyst Road northerly to Tawny Ridge.

Grading

The preliminary grading plan shows that the Project will have balanced earthwork.

When graded, the Project will range in elevation from a high of approximately 2,994 feet above mean sea level (AMSL) in the west and central portions of the site down to a low elevation of 2,905 feet AMSL at the northwest corner of the Project site.

9. Public Services, Utilities and Service Systems

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service System providers are as follows:

Electricity:	Southern California Edison
Water:	City of Victorville
Sewer:	City of Victorville
Cable:	Charter Communication
Gas:	Southwest Gas Corporation
Telephone:	Verizon California, Inc.
School:	Victor Elementary School District and Victor Valley Union High School District
Police:	City of Victorville Police Department
Fire:	City of Victorville Fire

10. Surrounding Land Uses & Environmental Setting

The Project site is located in the City of Victorville, County of San Bernardino, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

The Project site consists of a generally flat topography with an elevation range of approximately 2,905 feet at the northwest corner up to 2,994 feet AMSL in the central and western portions of the site. Vacant land borders the site north, and west, with an existing residential subdivision bordering the south of the Project, and a residential subdivision borders a portion of the Project to the east. The site is currently vacant. The site consists of Mojave creosote bush scrub, emergent western Joshua trees, and relatively sparse ground cover.

Land uses surrounding the site include both vacant and developed land zoned for residential, and commercial uses per Specific Plans SP1-88 Brentwood and SP05-001 West Creek. Reference **Figure 3, *General Plan Land Designations*** and **Figure 4, *Zoning Classifications*,** and **Figure 7, *Aerial Photo***.

FIGURE 7
AERIAL PHOTO

Source: Google Maps

11. Required City of Victorville approvals, and other public agencies whose approval is required.

Required approvals from the City of Victorville shall include, but not be limited to:

- Entitlements
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agencies whose approval may be required:

- California Department of Fish and Wildlife
- Regional Water Quality Control Board, Lahontan Region

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ 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, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

Mina Morgan, Associate Planner

Printed Name

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS.

Source(s): Public Resources Code Section 21099; Google Maps; California Scenic Highways Program, Caltrans website; **Figure 1, *Regional Location Map***; **Figure 2, *Vicinity Map***; **Figure 3, *General Plan Land Use Designations***; **Figure 4, *Zoning Classifications***; **Figure 5, TTM 20525**; ***Figure 7, Aerial Photo***, all provided in Section I. of this Initial Study; *Site Photos,* prepared by Matthew Fagan Consulting Services, Inc., 5-2022 (**Appendix I**); *LA Times Article on State Protection for the western Joshua Tree* dated 9-22-2020; and City of Victorville Development Code Section 16-3.08.090, Design Guidelines (lighting).

Analysis of Project Effect and Determination of Significance:

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	

Less than Significant Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

Scenic vistas[1] can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (e.g., development on a scenic hillside).

The City of Victorville is located in the Victor Valley / High Desert region of San Bernardino County, approximately 40 miles north of San Bernardino and approximately 85 miles northeast of Los Angeles. The Project site consists of a gently rolling topography with an elevation range of approximately 2,905 feet up to 2,994 feet AMSL. The site consists of Mojave creosote bush scrub, emergent western Joshua trees, and relatively sparse ground cover. Public views within the City of Victorville include the San Bernardino and San Gabriel Mountains in the distance to the south, and general desert views to the north, east, and west. Quartzite Mountain and the low Mojave Desert Range are visible in the distance to the north and more of the low Mojave Desert Range is visible to the east beyond Apple Valley. For reference, see *Site Photos*.

Vacant land borders the site north, west, and majority of the east, with an existing residential subdivision bordering the south of the Project, and a residential subdivision borders a portion of the Project to the east. The site is currently vacant and land uses surrounding the site include both vacant and developed land zoned for residential, and

[1] CEQA is concerned with views from public land or vantage points and not private views

commercial uses per SP1-88 Brentwood, SP05-001 West Creek. Existing single family residential units border the site to the south, across Mojave Drive (along the north side of Summerwind Street), and five single family units are adjacent to the east-central portion of the site (along the west side of Valley High Lane).

The Project (TTM 20525) proposes 108 units on 30.1 acres or 3.6 units/per gross acre which is at the lower end of the housing density allowed by the land use designations on the site. The tract map proposes single family lots that are approximately 7,200 square feet or larger while the surrounding area contains single family lots that are approximately 5,500 square feet to the south and from 7,200 up to 9,000 square feet to the east. Section 1, the Project Description, indicates that no architecture has been proposed yet within this subdivision but it is reasonable to assume it will be similar to the architecture of homes in the general surrounding area based on market conditions. The Project will have a 0.77-acre private park onsite plus associated streets with landscaping, underground utilities, and individual lots will have front and rear yard landscaping once the lots are improved by homeowners.

The Project is located within a rural but suburbanizing area of the City comprised mainly of residential land uses with considerable vacant land still present, and a number of improved streets and unimproved roads. This Project site is not considered to be within a scenic vista.

The proposed Project will comply with the development standards for building height and setback requirements as indicated for the Low Density Residential (LDR) General Plan Land Use Element designation and the R-1 zoning classification (i.e., limited to one- to two-stories). Therefore, the proposed Project will not block any identified public views or result in any impacts to a view of a scenic vista. Impacts will be less than significant, and no mitigation is required.

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

No Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

The State Scenic Highway System is a list of highways, mainly state highways that have been designated by the California Department of Transportation (Caltrans) as scenic highways. The California State Legislature, primarily through Section 263 of the Streets and Highways Code, makes highways eligible for designation as a scenic highway.

The Project site is located approximately 2.6 miles west of I-15, 2 miles east of U.S.

Highway 395, and over 15 miles north of State Highways 173 and 138. There are no designated scenic roads and highways within the City of Victorville. State Highways 173 and 138 are designated as Eligible State Scenic Highways – Not Officially Designated, per the California State Highway System. The proposed Project site is not located next to or in the immediate vicinity of a State Scenic Highway.

The site and surrounding area contain Western Joshua trees[2] (*Yucca brevifolia*) which are widespread but under development pressure throughout the high desert area. In June 2023, the California Legislature passed the Western Joshua Tree Conservation Act (WJTCA) which permanently protected the species and established a new permitting mechanism to limit impacts to this species. It also requires the California Department of Fish and Wildlife (CDFW) to prepare a conservation plan for the species by the end of 2024 (see Initial Study Section 4, Biological Resources).

There are no other trees or any rock outcroppings on the Project site. Furthermore, the Project site is vacant, undeveloped land and contains no historic buildings according to the California Office of Historic Preservation (OHP).

Based on available information, no impacts to scenic resources within view from a state scenic highway are expected to occur.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?			**X**	

Less Than Significant Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

Land uses surrounding the site include existing suburban residential uses to the south and east-central portion of the site with undeveloped land to the north, west, and a portion of the east. Reference **Figure 7, *Aerial Photo***, provided in Section I. of this Initial Study. For reference, see also *Site Photos*.

Construction of the Project will result in short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and

[2] On September 22, 2020, the California Fish and Game Commission granted temporary endangered species status to the western Joshua tree which faces the threat of extinction due to climate change, wildfires and habitat destruction from urban sprawl (LA Times website 9/22/2020).

storage of materials within the Project site. Construction activities are temporary and will not result in any permanent visual impact.

The Project will change the visual character of the Project site by adding structures and landscaping. TTM 20525 proposes 108 units on 30.1 gross acres or 3.6 units/per acre which is at the lower end of the housing density allowed by the land use designations on the site. The tract map proposes single family lots that are approximately 7,200 square feet or larger while the surrounding area contains single family lots that are approximately 5,500 square feet to the south and from 7,200 up to 9,000 square feet to the east. Section 1, the Project Description, indicates that no architecture is proposed within this subdivision as yet, but it is reasonable to assume it will be similar to the architecture of homes in the general surrounding area based on market conditions.

The Project will also include associated streets, utilities, and landscaping improvements.

All buildings will be consistent with the City of Victorville design and building height requirements and limitations as contained in the City's General Plan and Municipal Code. The proposed Project will incrementally change the visual character of the Project site by removing 30 acres of desert land and adding suburban residential structures (1- to 2-stories in height) and desert landscaping. However, the development is expected to blend with the characteristics of the adjacent development (existing and proposed). The proposed Project does not include construction of any high-rise or massive facilities that would significantly impact potential scenic viewpoints. With incorporation of standard residential design features, the Project will have less than significant impacts on the visual character of the site and its surroundings and will not conflict with applicable zoning and other regulations governing scenic quality.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Less Than Significant Impact

Short-Term Construction

Currently, there are no light sources on the Project site although there are exiting light sources from vehicles traveling on local, adjacent roadways. There are existing suburban residences in immediate proximity of the Project site to the south and east.

New lighting sources will be created from additional sources of light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed. For these reasons, and because there are limited numbers of construction workers, these impacts are considered less than significant.

Long-Term Occupancy

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists. There are lighting sources adjacent to this site, including vehicle headlights and streetlights. The proposed Project will include minimal outdoor lighting associated with occupancy of the proposed residential structures. By design (per Title 16 of the Municipal Code known as the Development Code), lighting associated with the Project would not be directed towards any of the surrounding uses.

The proposed Project will comply with the City of Victorville Section 16-3.08.090 of the Development Code for design guidelines related to residential lighting. Lighting specifications will be prepared and will be designed to show minimum glare/impact to nearby uses from the Project site. This is a standard condition and is not considered unique mitigation under CEQA. The Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Any impacts will be less than significant.

Mitigation Measures

No mitigation measures are required.

2. AGRICULTURE AND FORESTRY RESOURCES.

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

Source(s): *Victorville General Plan*; Google Maps; **Figure 3, *General Plan Land Use Designations*** (provided in the Project Description section of this Initial Study).

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

The California Department of Conservation established the Farming Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program that provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources.

The maps are updated every two years using aerial photographs, a computer mapping system, public review, and field reconnaissance. The program rates agricultural lands according to physical characteristics and other factors such as irrigation status. The best quality land is classified as Prime Farmland. Additional classifications include Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance.

The FMMP also inventories and maps a variety of other land use categories. For purposes of determining a project's significance under the California Environmental Quality Act (CEQA), only Prime Farmland, Unique Farmland, and Farmland of Statewide Importance are used to determine impacts. Conversion to non-agricultural uses of lands falling under any of these classifications is considered a significant impact under CEQA.

According to the FMMP, the project site is classified as Nonagricultural and Natural Vegetation.

According to Figure LUE-3, General Plan Land Use Map, the project site has a land use designation of LDR (Low Density Residential, 2.0 to 5 dwelling units per acre). Per Table LUE-1, Land Use Designation Summary of the Land Use Element:

LOW DENSITY RESIDENTIAL (LDR). This residential land use category is characterized by single-family detached residential development.

According to the Zoning Map, the project site is designated R-1 (Single-Family Residential, Zone). Per Section 16-3.08.010 of the Zoning Code:

"The **R-1 (Single-Family Residential)** zoning district is intended to protect established neighborhoods of single-family dwellings and to provide space for suitable locations for additional developments of this kind, with appropriate community facilities. R-1 districts may be divided into several density categories, and the suffix number shall indicate a minimum lot area in each density class. Single-family residential districts are intended to correlate with the low-density residential designation expressed by the general plan which allows up to five dwelling units per gross residential acre."

Through adoption of the General Plan, the City has determined that the project site will be developed with residential housing, consistent with the densities provided on the project. Based on this information, the Project will not 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. Impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**

No Impact

The Williamson Act was enacted in 1965 with the principal purpose of preserving agricultural and open space lands by discouraging "premature and unnecessary" conversion to urban uses. As of 2007, nearly 16.9 million acres of land statewide were protected under Williamson Act provisions.

The principal component of the Williamson Act is a process that allows private landowners to voluntarily contract with cities and counties to restrict land to agricultural and open space uses. Landowners entering into such an arrangement agree to a 10-year contract that is automatically renewed unless either the contracting jurisdiction or the landowner chooses to opt out at the end of the term. In return for restricting uses on their property, landowners are assessed at a significantly lower property tax rate than might be the case if their property were assessed at potential market value. This arrangement is especially important to agricultural landowners with properties adjacent to rapidly expanding urban areas. In these cases, properties under the Williamson Act contract can be taxed at rates ranging from 20 to 75 percent below potential market value assessments. Contracting jurisdictions receive partial reimbursement for reduced property tax revenue from the State

via the Open Space Subvention Act program, which is financed from California's General Fund.

A Williamson Act contract on a property obligates the property owner to a variety of restrictions. The minimum contract is 10 years and remains enforceable even if the property changes ownership. Landowners may opt out of their contract without penalty only at the end of the term. If the contract is not renewed at the end of the term, the property's assessment value reverts to its potential market value. Should the landowner desire to cancel the contract prior to the end of the term, the contracting jurisdiction must make specific findings that are supported by substantial evidence. The opportunity to alter the use of the subject property is not adequate evidence to support cancellation or are assertions of unsatisfactory economic return should the property retain its agricultural designation. Should the cancellation be approved, the landowner must pay a cancellation fee equal to 12.5 percent of the current fair market value of the property.

Landowners can be found in breach of contract if they do not comply with the terms of the agreement. Legislation passed in 2004 disallowed the construction of certain residential, commercial, and industrial structures not related to agricultural operations on contract properties. The law allows jurisdictions to impose penalties on nonconforming properties of up to 25 percent of fair market value.

According to the FMMP, the project site is classified as Nonagricultural and Natural Vegetation and is not located within and identified "Agricultural Preserve."

Therefore, the Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts will occur.

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

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

No Impact

As discussed in Threshold 2.c, there is no forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

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

No Impact

The current General Plan Land Use designation on the Project site is Low Density Residential (LDR). The existing zoning on the site is R-1, Single-Family Residential. There are no agricultural uses adjacent to the Project site. As shown on **Figure 3, *General Plan Land Use Designations*** (provided in Section I of this Initial Study), there are no agriculturally designated properties in proximity to the Project site.

There are no other changes (other than those discussed in Thresholds 2.a and 2.b) in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

3. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Source(s): *TTM 20525 Single Family Residential Air Quality and Greenhouse Gas Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-29-2022 (*AQ/GHG Study*, **Appendix A**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

Less Than Significant Impact

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The Project site is located within the Mojave Desert Air Quality Management District (MDAQMD) and the Mojave Desert Air Basin (MDAB). The San Bernardino County Air Pollution Control District (SBCAPCD) is responsible for monitoring and managing air quality in the San Bernardino County high desert area within which Victorville is located. The nearest ambient air quality monitoring station is located at 14306 Park Avenue in the City of Victorville.

The MDAQMD has prepared CEQA and Federal Conformity guidelines to provide direction on the preferred analysis approach in preparing environmental analysis or document review. The MDAQMD adopted the original Ozone Attainment Plan (OAP) in 2014 and most recently updated it in 2023. The OAP is intended to implement methods and reduction measures to ensure applicable ozone attainment goals and standards are met for the area. The attainment plan focuses on pollutants including NO_X and VOCs. The Mojave Desert Air Quality Management District maintains a set of Rules & Regulations to improve and maintain healthy air quality for the entire population within its jurisdiction.

The Project site is currently vacant and has a Low Density Residential (LDR) land use designation according to the City of Victorville General Plan Land Use Map. The site also has a zoning classification of R-1, Single-Family Residential. These designations allow 2.1 to 5.0 units per acre and the Project (TTM 20525) proposes 108 units on 30.1 gross acres or 3.6 units/per acre which is at the lower end of the housing density range allowed by the land use/zoning designations on the site. The Project will also have a 0.77-acre onsite private park. Therefore, the proposed land use is permitted in the zone and does not require a zone change or a General Plan Amendment.

The following discussion is to determine if the Project is consistent with the rules and guidance of the MDAQMD and discuss whether the proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed Project is inconsistent with MDAQMD rules, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency. It should be noted that strict consistency with all aspects of the local air basin planning is usually not required, and a proposed project should be considered to be consistent if its land uses are consistent with those land use assumptions upon which the local plans and rules were prepared or at least does not obstruct such policies. There are two key indicators of air quality planning consistency which are evaluated below:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Whether a project will exceed the local air quality planning assumptions related to land uses.

Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the *AQ/GHG Study*, short-term construction impacts will not result in significant impacts based on the South Coast Air quality Management District (SCAQMD) regional and local thresholds of significance which are used by the MDAQMD. The *AQ/GHG Study* also found that both short-term construction and long-term operational air quality impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance (see Impact 3.b). Therefore, the proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with local air quality planning thresholds for the first criterion.

Criterion 2 - Exceed Local Air Planning Assumptions

Consistency with the local air quality planning assumptions used by the MDAQMD is determined by performing an analysis of the proposed Project with the land use assumptions used for local air quality planning within the MDAQMD. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same thresholds used by the MDAQMD. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by Southern California Association of Governments (SCAG) in 2016 includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the County of San Bernardino and City of Victorville General Plan land use plans define these assumptions.

The proposed Project has a current land use designation of Low Density Residential (LDR) according to the City of Victorville General Plan Land Use Map. The site also has a zoning classification of R-1, Single-Family Residential. These designations allow 2.1 to 5.0 units per acre and the Project (TTM 20525) proposes 108 units on 30.1 gross acres or 3.6 units/per acre which is at the lower end of the housing density range allowed by the land

use/zoning designations on the site. Therefore, the proposed Project does not exceed local air quality planning assumptions for the Project site and is found to be consistent for the second criterion.

Based on the above, the proposed Project will not result in an inconsistency with local air quality planning assumptions and a less than significant impact will occur.

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

Less Than Significant with Mitigation Incorporated

Construction

Typical emission rates from construction activities were obtained from CalEEMod Version 2020.4.0. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the southwestern portion of San Bernardino County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent worst case conditions or the highest level of emissions for each of the construction phases.

The Project will be required to comply with existing MDAQMD rules for the reduction of fugitive dust emissions. MDAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. MDAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures is used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. In addition, MDAQMD Rule 1303 requires projects to use Best Available Control Technology to reduce a number of pollutants including large particulates (PM_{10}). Compliance with Rules 403 and 1303 is required for new development as applicable and compliance is included in the computer modeling of emissions for the Project. Therefore, the "project design features" (PDFs) recommended in the *AQ/GHG*

Study are included as mitigation measures since PDF implementation is not typically monitored as part of the CEQA process.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The project site is currently vacant and requires no demolition. The project site is expected to import approximately 26,913 cubic yards of earthwork material during the grading phase. Construction of the Project is assumed to begin in the year 2022 and last approximately 25 months. The construction schedule, as analyzed in the *AQ/GHG Study*, represents a "worst-case" analysis scenario, should construction occur any time after the respective dates, since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. Construction phases are assumed to consist of site preparation, grading, building construction, paving and architectural coating. The Project is expected to be operational in the year 2025. Construction phases are not expected to overlap.

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The maximum daily disturbance footprint would be 3.5 acres per 8-hour day with all equipment in use.

Significance Thresholds

The MDAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the MDAQMD's rules and local planning assumptions that demonstrate compliance with the applicable federal and state air quality standards.

Table 3-1, *MDAQMD Significant Emissions Thresholds*, lists the air quality significance thresholds for the six criteria air pollutants analyzed in this report. Lead is not included as part of this analysis as the project is not expected to emit lead in any significant measurable quantity.

Table 3-1
MDAQMD Significant Emissions Thresholds

Pollutant	Annual Threshold (tons/year)	Daily Threshold (pounds/day)
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NOx)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulphur (SOx)	25	137
Particulate Matter (PM_{10})	15	82
Particulate Matter ($PM_{2.5}$)	12	65
Hydrogen Sulfide (H_2S)	10	54
Lead (Pb)	0.6	3

Source: MDAQMD CEQA and Federal Conformity Guidelines, August 2016

According to the MDAQMD Guidelines, any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The District will clarify upon request which threshold is most appropriate for a given project; in general, the emissions comparison (criteria number 1) is sufficient:

1. Generates total emissions (direct and indirect) in excess of the thresholds given in **Table 3-1**.

2. Generates a violation of any ambient air quality standard when added to the local background.

3. Does not conform with the applicable attainment or maintenance plan(s)[3].

4. Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.

A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation. Note that the emission thresholds are given as a daily value and an annual value, so that a multi-phased project (such as a project with a construction phase and a separate
operational phase) with phases shorter than one year can be compared to the daily value.

[3] A project is deemed to not exceed this threshold, and hence not be significant, if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to not exceed this threshold.

Regional Construction Emissions

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the MDAQMD regional thresholds of significance. As shown in **Table 3-2, *Annual Construction Emissions (tons/year)***, and ***Table 3-3, Daily Construction Emissions (pounds/day)***, both demonstrate that construction emissions of criteria pollutants are expected to be below the allowable thresholds of significance for both annual and daily conditions. The emission estimates incorporate Rule 402 and 403 which are not considered mitigation measures as the Project by default is required to incorporate these rules during construction. As shown in **Tables 3-2** and **3-3**, the Project's annual and daily construction emissions will be below the applicable MDAQMD thresholds of significance. However, the estimates of emissions were based on compliance with MDAQMD rules regarding fugitive dust, so these actions are incorporated into **Mitigation Measure MM-AQ-1**. With implementation of **MM-AQ-1**, the Project's short-term construction impact to regional air resources is less than significant.

Table 3-2
Annual Construction Emissions (tons/year)[1]

Year	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
2022	0.04	0.38	0.24	0.00	0.30	0.13
2023	0.34	2.86	3.29	0.01	0.65	0.27
2024	0.91	1.73	2.48	0.01	0.33	0.14
Maximum[1]	**0.91**	**2.86**	**3.29**	**0.01**	**0.65**	**0.27**
MDAQMD Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds Threshold?	No	No	No	No	No	No

[1] Maximum annual emission includes both on-site and off-site emissions.

Table 3-3
Annual Construction Emissions (tons/year)[1]

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.25	33.13	20.44	0.04	9.33	5.40
Grading	3.99	49.60	32.52	0.11	6.82	3.43
Building Construction	2.48	17.75	25.22	0.06	3.55	1.45
Paving	1.73	9.56	15.15	0.02	0.64	0.48
Architectural Coatings	38.59	1.31	3.29	0.01	0.53	0.19
Maximum[1]	**38.59**	**49.60**	**32.52**	**0.11**	**9.33**	**5.40**
MDAQMD Threshold	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Threshold?	No	No	No	No	No	No

[1] Maximum daily emission during summer and winter; includes both on-site and off-site project emissions.

Regional Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions; and
- Energy Source Emissions.

Mobile source emissions are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating GHG's.

Long-term operational air pollutant impacts from the Project are shown in **Table 3-4, *Annual Operational Emissions (tons/day)***, and ***Table 3-5, Daily Operational Emissions (lbs/day)***. Project operations are not expected to exceed the allowable annual or daily emissions thresholds for criteria pollutants at the regional level. Therefore, the Project would not conflict with the current air quality plan nor violate the established air quality standards, either directly or cumulatively. The Project related long-term air quality impacts would be less than significant.

Table 3-4
Annual Operational Emissions (tons/year)

Source[1]	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[2]	1.19	0.04	1.82	0.00	0.11	0.11
Energy Usage[3]	0.02	0.14	0.06	0.00	0.01	0.01
Mobile Sources[4]	0.53	0.67	5.59	0.01	1,31	0.35
Total Emissions	**1.74**	**0.86**	**7.46**	**0.01**	**1.43**	**0.48**
MDAQMD Threshold	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds Threshold?	No	No	No	No	No	No

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

Table 3-5
Daily Operational Emissions (pounds/day)

Source[1]	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[2]	33.23	2.37	64.42	0.14	8.38	8.38
Energy Usage[3]	0.09	0.78	0.33	0.00	0.06	0.06
Mobile Sources[4]	3.43	3.66	33.56	0.07	7.43	2.01
Total Emissions	**36.75**	**6.80**	**98.32**	**0.22**	**15.87**	**10.45**
MDAQMD Threshold	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Threshold?	No	No	No	No	No	No

[1] Total annual emission includes both on-site and off-site sources.
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?		X		

Less Than Significant with Mitigation Incorporated

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the MDAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.). The nearest sensitive receptors to the Project site are: (1) existing residential properties along Valley High Lane, adjacent to the project site to the east (less than 25 meters); and (2) existing residential properties located along Summerwind Street, approximately 100 feet from the project site, south of Mojave Road (approximately 30 meters).

The most substantial risk to local sensitive receptors in the Project area is from toxic air contaminants (TACs). The primary source of TACs associated with the Project would include diesel particulate matter (DPM) emitted from the use of diesel-powered construction equipment and on-road vehicles powered by diesel engines. MDAQMD Guidelines indicates that a project may result in a significant impact if it exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (noncancerous) greater than or equal to 1. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated for potential exposure of substantial pollution concentrations:

- Any industrial project within 1,000 feet of a sensitive receptor.
- A distribution center (40 or more trucks per day) within 1,000 feet of a sensitive receptor.
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet of a sensitive receptor.
- A dry cleaner using perchloroethylene within 500 feet of a sensitive receptor.
- A gasoline dispensing facility within 300 feet of a sensitive receptor.

The residential project does not consist of a land use that has been identified by the MDAQMD as potentially significant generator of TACs that could cause the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, since the project is not considered a substation source of stationary pollution, the Project's operational impact may be presumed to cause a less than significant impact without the need for further evaluation.

The Project will generate DPM during construction from off-road diesel equipment and trucks. The California Office of Environmental Health Hazard Assessment (OEHHA) adopted the Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines) to provide procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. The HRA Guidelines provide

risk factors for DPM based on exposure over a 30-year span. Short-term risk has not been developed for DPM. In addition, MDAQMD does not typically require the evaluation of long-term cancer risk or chronic health impacts for construction operations of a short-term project. Hence, the impacts from short-term exposure to DMP during project construction may be presumed to be less than significant without the need for a detailed HRA study.

To help reduce the potential health risks associated with DPM exposure during Project construction, the *AQ/GHG Study* recommended a number of "project design features" (PDFs) which were incorporated into the CalEEMod modeling. Therefore, the PDFs recommended in the *AQ/GHG Study* are included as mitigation measures (see **MM-AQ-1** through **MM-AQ-9**) in this Initial Study since the implementation of PDFs is not typically monitored as part of the CEQA process.

Carbon Monoxide

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in San Bernardino County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The Project traffic study indicates the project would generate 1,028 average daily trips with 76 trips during the AM peak hour and 103 trips during the PM peak hour. Furthermore, the intersection with the highest traffic volume is located at Mojave Drive and Amethyst Road and has an Opening Year Plus Project Existing PM peak hour volume

of 3,451 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project.

Summary

Based on the analysis above, the proposed Project will not expose sensitive receptors to substantial pollutant concentrations either during construction or operation. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			**X**	

Less Than Significant Impact

Odors are typically categorized as a nuisance and are regulated under MDAQMD Rule 402. Rule 402 requires that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed residential project does not contain land uses that would typically be associated with significant odor emissions. Hence, Project-related odors are therefore not expected to meet the criteria of being a nuisance.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not result in other emissions (such as those leading to odors) affecting a substantial number of people. No other sources of objectionable odors have been identified for the proposed Project. Any impacts will be less than significant.

Mitigation Measures

The "project design features" (PDFs) recommended in the *AQ/GHG Study* are included as mitigation measures below since the implementation of PDFs is not typically monitored as part of the CEQA process.

Construction

MM-AQ-1 Follow the MDAQMD rules and requirements with regards to fugitive dust control, which includes, but is not limited to, the following:

1. All active construction areas shall be watered two (2) times daily.

2. Speed on unpaved roads shall be reduced to less than 15 mph.

3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.

4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.

5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.

6. Access points shall be washed or swept daily.

7. Construction sites shall be sandbagged for erosion control.

8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.

10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.

11. Replace the ground cover of disturbed areas as quickly possible.

MM-AQ-2 Construction equipment shall be maintained in proper tune.

MM-AQ-3 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

MM-AQ-4 Minimize the simultaneous operation of multiple pieces of construction equipment.

MM-AQ-5 Establish an electricity supply to the construction site and use electric-powered equipment instead of diesel-powered equipment or generators, where feasible.

MM-AQ-6 Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

MM-AQ-7 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Operation

MM-AQ-8 Prior to issuance of the building permits, and as a condition of approval, the project shall demonstrate that at least 100 points have been achieved through

improvements listed in the City of Victorville Climate Action Plan (CAP) Residential Screening Tables.

MM-AQ-9 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

• Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant native landscaping, and reduce the amount of turf.

• Provide the necessary infrastructure to support electric vehicle charging.

• Provide solar installations per the prescribed Energy Design Ratings.

4. BIOLOGICAL RESOURCES.

Source(s): *Biological Resources Assessment for an Approximately 30-Acre Project Site Located at the Northeast Corner of Mojave Drive and Amethyst Road in the City of Victorville, San Bernardino County*, prepared by ELMT Consulting, 4-27-2022 (*BRA*, **Appendix B**); City of Victorville Code of Ordinances, Chapter 13.33 – *Preservation and Removal of Joshua Trees.* Ord. 1224 § 1 (part), 1988); and *LA Times Article on State Protection for the western Joshua Tree* dated 9-22-2020.

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant with Mitigation Incorporated

A detailed Biological Resources Assessment (*BRA*) was prepared for this Project. The site is located on undeveloped land with undeveloped land to the north and residential housing along the eastern boundary and on the southern side of Mojave Drive. An abandoned residential development that has been graded with installed infrastructure including a paved access road between the two projects occurs along the western site boundary. The site itself has been heavily impacted by historic human activities including several dirt roads, illegal dumping and offroad vehicle activities. Onsite elevations range from 2,905 feet above mean sea level (AMSL) in the northwest corner to 2,994 feet AMSL in the central western portion of the site. Most of the site is covered by native Mojave Desert creosote scrub that has been disturbed by past human activities, and wildlife present includes high desert species tolerant of regular human presence and activities, including reptiles, small mammals, and songbirds.

There are several special status plant and wildlife species which have been documented in the region and those species occurring in the Victorville Quadrangle and the surrounding eight quadrangles. The *BRA* utilized a query of the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) to identify listed and otherwise sensitive species that may occur in the area.

Special Status Plants. According to the CNDDB and CNPS, one (1) special-status plant species has been recorded in the Victorville quadrangle, the Western Joshua Tree (*Yucca brevifolia*) which was observed onsite during the field investigation. Due to past disturbance, the *BRA* determined the Project site does not contain suitable habitat for any other special-status plant species known to occur in the area and, with the exception of the western Joshua tree, special-status plants are presumed to be absent from the site.

Western Joshua Tree (WJT). This species was granted candidate status by the state under the California Endangered Species Act (CESA) on September 25, 2020. This species is endemic to the Mojave Desert and when present in large numbers, the habitat is classified as Joshua tree woodland. However, it is more common to find WJT in lower densities to their extensive and competitive root systems. Mature tree sizes vary due to irregular branching, but large individuals can exceed 40 feet in height. The WJT grows slowly and is a very long-lived species when left undisturbed with lifespans ranging from 150 to 300 years. Like other long-lived plant species, seed production occurs very slowly and irregularly, and the WJT is only known to be pollinated by one species, the yucca moth (*Tegeticula synthetica*).

Designated a candidate CESA endangered species in 2020, the WJT had the same protection as listed species under the CESA and is a covered species under the California Desert Native Plant Protection Act (DNPPA). In accordance with Section 2081 subdivision (b) of the California Fish and Game Code (CFGC), removal of Joshua trees requires an Incidental Take Permit (ITP) be prepared and processed if removal or impacts of WJT cannot be avoided. The California Department of Fish and Wildlife (CDFW) recommends detailed surveys and management plans for sites containing this species at this time; therefore, the Project will implement **Mitigation Measure MM-BIO-1**. With implementation of this measure and obtaining appropriate regulatory permits, potential impacts to the WJT will be reduced to less than significant levels.

Joshua Tree Protection Status. The WJT is a protected species under the DNPPA as well as San Bernardino County Development Code. WJT is widespread but under development pressure throughout the high desert area. It was first protected as a candidate species under the California Endangered Species Act (CESA) in September 2020. In June 2023, the California Legislature passed the Western Joshua Tree Conservation Act (WJTCA) which permanently protected the species equivalent to what it would have received under CESA. The Act also established a new permitting mechanism to limit impacts to this species. It also requires the CDFW to prepare a conservation plan for the species by the end of 2024. High desert cities and the County now have the authority to issue permits under the Act for the removal and/or relocation of WJT as part of entitlement for new development projects within their respective jurisdictions.

Special Status Wildlife. According to the CNDDB, six (6) special-status wildlife species have been reported in the Victorville quadrangle although none were observed onsite during the field investigation. The Project site has been subject to extensive human disturbance that has degraded vegetation and habitat conditions on the site. Based on habitat requirements for specific species and the availability and quality of onsite habitats, the *BRA* determined the site has a moderate potential to provide suitable foraging habitat for Cooper's hawk (*Accipter cooperii*), and prairie falcon (*Falco mexicanus*); moderate foraging and nesting habitat for loggerhead shrike (*Lanius ludovicianus*) and burrowing owl (*Athene cunicularia*); and a low potential to support Le Conte's thrasher (*Toxostoma lecontei*) and desert tortoise (*Gopherus agassizii*).

Desert tortoise is both state and federally listed would require ITPs from both the CDFW and the United States Fish and Wildlife Service, if present. A focused survey in 2005 found no evidence of desert tortoise on the Project site or within the surrounding area, so they are presumed absent from the site, especially in light of the ongoing human presence and disturbance. No impacts are anticipated to this species and no mitigation is required.

Five of the aforementioned special-status wildlife species are birds but are not state or federally listed as threatened or endangered and do not require an ITP from the wildlife agencies. Nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and various California Fish and Game Code Sections. To prevent impacts to these species, the *BRA* recommended a pre-construction nesting bird clearance survey be conducted prior to ground disturbance. With implementation of such a survey, as outlined in **Mitigation Measure MM-BIO-2**, impacts to special-status birds will be reduced to less than significant levels.

Critical Habitat. Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. The Project site is not located within any areas federally designated Critical Habitat. The nearest Critical Habitat designation is located approximately 5 miles east of the Project site which is for southwestern willow flycatcher (*Empidonax traillii extimus*). Therefore, no impacts to federally designated Critical Habitat will occur from implementation of the proposed Project and no mitigation is required.

With implementation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. With mitigation, any impacts will be reduced to less than significant levels.

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

No Impact

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (ACE), Regulatory Branch, regulates discharge of dredge or fill materials into "waters of the United States" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq. Finally, the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act. The *BRA* determined that, according to applicable mapping and database information, no blueline streams or riverine resources have been identified on the Project site.

The *BRA* concluded the Project site does not contain or support any discernible drainage courses, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the ACE, CDFW, or RWQCB. Therefore, Project activities will not result in any impacts to federal or state jurisdictional areas and subsequent regulatory approvals will not be required. No impacts will occur.

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

No Impact

Reference the prior discussion in Threshold 4.b.

The *BRA* concluded the Project site does not contain or support any discernible drainage courses, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the ACE, CDFW, or RWQCB. In addition, the *BRA* determined the site does not support any riparian or riverine habitats. In addition, no depressions or areas where water would pool were observed within the Project site which would be classified as vernal pools. Consequently, the site does not support suitable habitat for fairy shrimp. Therefore, Project activities will not 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 measures. No impacts will occur.

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

Less than Significant with Mitigation Incorporated

Wildlife Movement. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are like linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

Additionally, open space can provide a buffer against both anthropogenic disturbance and natural fluctuations in resources.

According to the San Bernardino County General Plan, the Project site has not been identified as occurring within a Wildlife Corridor or Linkage. As designated by the San Bernardino County General Plan Open Space Element, major open space and wildlife migration routes are documented in the vicinity of the Mojave River located approximately 5 miles east of the site. The site is separated from this identified regional wildlife corridor and linkage by existing development, roadways, and undeveloped land, and there are no riparian corridors or creeks connecting the project site to these areas.

The undeveloped land in the immediate vicinity of the project site provides local wildlife movement opportunities for wildlife species moving through the area. However, the *BRA* concluded the Project site does not function as a major wildlife movement corridor or linkage. As such, implementation of the proposed Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area since there is ample habitat adjacent to the project site to support localized wildlife movement opportunities.

Migratory and Nesting Birds. There are no native resident or migratory fish on the Project site. The Project site does not serve as an established native resident or migratory wildlife corridor, or a native wildlife nursery site. Nesting birds may visit the site, but the potential is low for migratory birds to utilize this site. However, nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. No active nests or birds displaying nesting behavior were observed during the field survey for the *BRA* although it was conducted outside of breeding season. The Project site does have the potential to provide minimal nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments. A single raven nest was found within a Joshua tree.

Impacts to nesting bird species must be avoided at all times. The period from approximately February 1st to August 31st is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist must check for nesting birds within three days prior to such activity. If active nests are detected during the pre-construction survey, then a no disturbance buffered distance from the nest, depending on the species/type of bird, shall be established by a qualified biologist. With the implementation of **Mitigation Measure MM-BIO-2**, impacts to nesting birds will be less than significant.

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

Less Than Significant with Mitigation Incorporated

The Desert Native Plant Act protects various types of desert plants from harvesting, damaging, moving, or otherwise causing harm to their native state. Joshua Trees are present onsite so a California Desert Native Plants Act (CDNPA) permit will be required from San Bernardino County before development can occur.

The site is also subject to the Western Joshua Tree Conservation Act (WJTCA) which was passed in June 2023 and gives the species protection equivalent to the California Endangered Species Act. It also establishes a permit process administered by the CDFW and a Species Management Plan by 2024.

In addition, the City of Victorville Code of Ordinances, Chapter 13.33 – *Preservation and Removal of Joshua Trees*, states…"it is unlawful for any person to cut, damage, destroy, dig up, or harvest any Joshua tree without the prior written consent of the director of parks and recreation or his designee. A violation of this section is a misdemeanor punishable by up to six months in jail and/or a five-hundred-dollar fine" (Ord. 1224 § 1 (part), 1988).

The Project would therefore have to comply with these two state laws and the City ordinance and obtain three approvals for removal of Joshua Trees from the project site.

Based on the results of the *BRA* field investigation, western Joshua trees are present onsite and protected by the CDNPA, the WJTCA, and City Ordinance 13.33. Several permits will be required to remove Joshua Trees from the site before development can occur.

Impacts to western Joshua trees are addressed in **Mitigation Measure MM-BIO-1**. With implementation of this measure, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

No Impact

The Project site is not located within any designated Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Potential impacts to listed or special candidate species and nesting birds are discussed and mitigated in Threshold 4.a above. Therefore, there will be no impacts relative to adopted conservation plans and no mitigation is required.

Mitigation Measures

MM-BIO-1 **Joshua Tree Survey and Protection.** The Western Joshua Tree (WJT, *Yucca brevifolia*) is currently protected under the Western Joshua Tree Conservation Act, adopted in June 2023, equivalent to that afforded species under the California Endangered Species Act (CESA). Appropriate assessment and protection is required under the authority of the California Department of Fish and Wildlife (CDFW). Take of this species now is prohibited except as authorized by state law (Fish and Game Code, §§ 2080 & 2085). Permanent protection and perpetual management of compensatory habitat is necessary and required to fully mitigate project-related impacts of the taking of this species.

Prior to issuance of a grading permit, the developer shall retain a qualified botanist to conduct a WJT survey of the Project site. The purpose of the survey is to accurately determine the quality of WJT habitat and the condition of each WJT on the site. Per the CDFW, the survey must include the following:

a) GPS coordinates and accompanying map for each WJT within the Project Area;
b) The age class of each WJT;
c) The number of clonal WJT associated with each parent plant and the methodology used to make this determination;
d) A unique numbering system for each WJT; and
e) Geo-referenced, representative photos of parent trees, clones, and general distribution of WJT across the site.

` Once the quality of the habitat and the condition of each tree has been determined, the biologist shall identify the following:

a) A potential impact zone with a radius of 186 feet around each WJT;
b) Identification of a 300-foot buffer around each WJT not scheduled for removal; and

c) A comprehensive strategy to minimize impacts to WJT individuals, the WJT seedbank, and indirect impacts to WJT.

Indirect impacts to WJT include the destruction of the yucca moth (*Tegeticula synthetica*), WJT's obligate pollinator, during its dormant and flight phases, which would thereby impact the ability of WJT to propagate new individuals.

The developer shall obtain an Incidental Take Permit (ITP) from CDFW under CESA Section 2081 for any WJT that are to be relocated, removed, or otherwise taken. Based on the potential impacts to WJT on the site, and in consultation with CDFW, the City and developer shall protect WJT by implementing the following:

a) Permanent protection through the purchase of conservation or mitigation bank credits, or the establishment of a conservation easement;
b) Development of a long-term management plan; and
c) Securing funding sufficient to implement management plan tasks in perpetuity.

These tasks must be completed, and long-term financial security of their implementation must be provided before the start of any clearing or grading activities. To execute an ITP, CDFW requires documentation of CEQA compliance with a CEQA document having a State Clearinghouse number, proof of filing fees, and proof the document has been circulated and certified.

It should also be noted that the destruction or modification of WJT habitat could eliminate critical nurse plants for WJT seedling survival and disrupt the seed dispersal behavior of rodents which is the primary way that WJT seeds are buried deep enough for successful seed germination. Therefore, the CEQA document must:

a) Adequately identify/disclose Project impacts to WJT (i.e., direct, indirect, and cumulative);
b) Propose mitigation as outlined above that will offset impacts to WJT; and
c) Conclude that impacts to WJT are less than significant with the recommended mitigation and subsequent permitting.

In addition, the developer must also obtain California Desert Native Plant permit from San Bernardino County for removal of any Joshua trees before issuance of a grading permit (per Development Code Section 88.01.060)

This measure shall be implemented to the satisfaction of the Planning Director.

MM-BIO-2 **Nesting Bird Survey.** 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 shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, 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.

5. CULTURAL RESOURCES.

Source(s): *Phase I Cultural Resource Assessment for the Tentative Tract Map Number 20525 Project, City of Victorville*, prepared by Applied Earth Works, Inc., 5-2022 (*CRA,* **Appendix C**); Assembly Bill (AB) 52; and Public Resources Code §5020.1(j).

Please note that this Section primarily addresses historical, archaeological and cultural resources not associated with tribal cultural resources. For a comprehensive discussion on tribal cultural resources, please refer to Section 18, Tribal Cultural Resources, of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				**X**

No Impact

The Victor Valley has a long history of human activity and achievement since the first European contact in 1771 by the Portola expedition that crossed the Mojave Desert (this is considered the beginning of the "historic" era). Agriculture and Mission-related activities dominated the region during both the Spanish Period (1771-1821) and the Mexican Rancho Period (1821-1848) of California history.

After the end of the Mexican-American War in 1848, the United States took control of this area and in 1850 California took over upon its achieving statehood. During the late 19th and early part of the 20th centuries, the area supported extensive mining activities. Gold and silver were first discovered in the area south of Oro Grande in the early 1870s. After 1881 increased growth occurred with the arrival of the California Southern Railroad which constructed a line from San Diego to Barstow. In 1886, the townsite of Victor was laid out around the railroad station but the town was renamed Victorville in 1901 to avoid confusion with Victor, Colorado.

In 1926, U.S. Route 66 was established which was one of the main arteries[4] of the National Highway System linking Chicago, Illinois, with California. A portion of this famous highway provided a major transportation corridor through Victorville until Interstate 15 was constructed. During World War II, on July 23, 1941, initial construction of Victorville Army Airfield began and was later renamed George Air Force Base. The base supported two Tactical Fighter Wings of the Tactical Air Command and employed approximately 6,000 civilian and military personnel.

[4] Route 66 was immortalized as The "Mother Road" in John Steinbeck's novel "The Grapes of Wrath"

Victorville was incorporated on September 21, 1962, as a general law city. On January 5, 1989, the Secretary of Defense announced the closure of George Air Force Base, and the base was deactivated December 15, 1992. The former military base was annexed into the City July 21, 1993, and was renamed the Southern California Logistics Airport. Since then, the City has continued to experience regular growth in its unique desert setting but within driving distance to the Los Angeles and San Bernardino-Riverside regions.

According to Public Resources Code (PRC) §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

In May 2022, a detailed Cultural Resources Assessment (*CRA*) was prepared for the Project site which included archival research, contacting the state and local tribal representatives, and a field survey of the site. The *CRA* determined 21 previous cultural resource investigations had been conducted within a 0.5-mile radius of the Project site but none of them identified cultural resources on the Project site. The *CRA* did find 13 cultural resources in the surrounding area 9 of which contained historic-era artifacts, as described in **Table 5-1, *Local Historical Resources***. The *CRA* found no evidence of historical resources on or adjacent to the Project site.

Table 5-1
Local Historical Resources

Trinomial Designation[1]	Description of Resources
Historic Era Resources	
CA-SBR-16612H	Refuse scatter
CA-SBR-16615H	Refuse scatter
(36-026164)	Refuse scatter
CA-SBR-17880H	Refuse scatter
(36-031657)	Refuse scatter
(36-031658	Can scatter
Isolated Finds	
(36-027469)	Two clear glass fragments and one sanitary can
(36-031656)	One church-key opened can
Built Environment Resources	
CA-SBR-10315H	Boulder Dam electrical transmission line

[1] Numbers in parentheses are primary listing (no trinomial assigned)

The *CRA* concluded the proposed Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines.

No potential "historical resources" (buildings, structures, or features of interest) are shown within the Project area on any of the historical maps or photographs examined, and none were encountered during the site survey. Therefore, no "historical resources" will be impacted by the proposed Project. In addition, the Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places.

Based on available information, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impacts will occur, and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated

The Victor Valley has been occupied by Native American tribes for thousands of years (considered the "prehistoric" era). The area is within the traditional cultural territory of the Serrano tribe. Like other Native American groups in Southern California, the Serrano people were semi-nomadic hunter-gatherers who subsisted by exploitation of seasonably available plant and animal resources and were first

encountered by the Spanish. The Serrano lived in the area occupying much of present-day San Bernardino County and northeastern Los Angeles County. The term Serrano is Spanish for “mountaineer, highlander” and is derived from sierra, meaning “mountain range”. This term was given to people who inhabited the areas of the San Bernardino Mountains that had no associated mission. The Serrano spoke a language that falls into the Uto-Aztecan family. The Serrano culture group actually incorporates two divisions, a mountain division (referred to as the Mountain Serrano) and a desert division, referred to as the Desert Serrano.

Life for the Serrano living along the Mojave River was based on desert subsistence adaptation of resources available along the Mojave River. The Serrano lived in small villages near water, which also included perennial seeps, streams, and small lakes. The bow and arrow were used for hunting large game, while the other items were used for smaller game and birds. Flint knives, stone and bone scrapers, ceramic trays and bowls, baskets, and horn and bone spoons and stirrers were also used.

Mission San Gabriel, established in 1771, probably had a limited effect on the Serrano population until the asistencia was established near Redlands. After 1820, most of the Serrano in the San Bernardino Valley were moved to Mission San Gabriel. Although the Spanish were determined to gather all natives into the mission system, there are numerous examples of interior[5] Native American villages not represented in the mission registers. Land near ancestral villages was cleared for farming and water was diverted for irrigation and stock. The mission’s activities decimated the Native American population by European introduced diseases, conflicts, and forced labor.

The May 2022 *CRA* prepared for the Project site included archival research, contacting the state and local tribal representatives, and a field survey of the site. The *CRA* determined 21 previous cultural resource investigations had been conducted within a 0.5-mile radius of the Project site but none of them identified cultural resources on the Project site. The *CRA* did find 13 cultural resources in the surrounding area but only 4 of which contained prehistoric (archaeological/tribal) artifacts, as described in **Table 5-2, *Local Archaeological/Tribal Resources***. The *CRA* found no evidence of prehistoric resources on or adjacent to the Project site.

Table 5-2
Local Archaeological/Tribal Resources

Trinomial Designation	Description of Resources
Prehistoric Resources	
CA-SBR-4441	Lithic scatter/ground stone
CA-SBR-7043	Lithic scatter/milling stones (no longer present)
CA-SBR-12182	Lithic scatter
CA-SBR-12183	Lithic scatter

[5] Refers to non-coastal tribes in areas from the San Bernardino-San Gabriel Mountains east to the Colorado River, including those in the Victor Valley

In addition, the following seven Native American tribal groups were contacted to determine if the tribes wished to consult with the City on this Project and if Project site or surrounding area constituted tribal resources per AB 52:

- Chemehuevi Indian Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Fernando Band of Mission Indians
- Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians)
- Serrano Nation of Mission Indians
- Twenty-Nine Palms Band of Mission Indians

In an email dated July 5, 2022, the Yuhaaviatam of San Manuel Nation (YSMN) noted the Project site was within Serrano ancestral territory and was of interest to them. However, due to the nature and location of the proposed project and the YSMN's present state of knowledge, they did not have any concerns with the project's implementation, as planned. In addition, they recommended three measures which were incorporated into Mitigation **Measures MM-CUL-1** and **MM-CUL-2** to reduce potential impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation.

It should be noted that General Plan policies are in place to preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City.

With implementation of **Mitigation Measures MM-CUL-1** and **MM-CUL-2**, impacts to archaeological resources will be less than significant, and the Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Less Than Significant with Mitigation Incorporated

Because the Project site has been previously disturbed, no human remains, or cemeteries, are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region by Native American tribes, the identification of multiple surface archaeological resources within one mile of the Project site, and

the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Mitigation Measure MM-CUL-3 is recommended by the YSMN to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. This measure requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The Project will not disturb any human remains, including those interred outside of formal cemeteries. With compliance with the above-referenced state laws and Mitigation Measure MM-CUL-3 any impacts will be reduced to a less than significant level.

Mitigation Measures

MM-CUL-1 In the event that cultural resources are discovered during Project grading activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the “Consulting Tribes” shall be contacted, as detailed within MM-TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. “Consulting Tribes”[6] are those that contacted the County during the AB 52 notification period and expressed an interest in consulting on this project.

MM-CUL-2 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the

[6] Only the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) expressed interest during the AB 52 tribal notification period to consult on this project - mitigation measures are from 7-5-22 email from YSMN.

archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to "Consulting Tribes"[6] for review and comment, as detailed within MM-TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

MM-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.

6. ENERGY.

Source(s): *TTM 20525 Single Family Residential Air Quality and Greenhouse Gas Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-29-2022 (*AQ/GHG Study*, **Appendix A**); California Energy Commission website; and *TTM 20525 Single Family Residential Traffic Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-13-2022 (*TIS*, **Appendix H**).

Analysis of Project Effect and Determination of Significance:

Note: Tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

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

Less Than Significant Impact

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels. Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources. A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy. Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas. The EIA defines the five energy consuming sectors within the United States as follows:

- **Industrial Sector:** Includes facilities and equipment used for manufacturing, agriculture, mining, and construction.
- **Transportation Sector:** Includes vehicles that transport people or goods, such as cars, trucks, buses, motorcycles, trains, aircraft, boats, barges, and ships.
- **Residential Sector**: Includes homes and apartments.
- **Commercial Sector:** Includes offices, malls, stores, schools, hospitals, hotels, warehouses, restaurants, and places of worship and public assembly.
- **Electric Power Sector**: Consumes primary energy to generate most of the electricity the other four sectors consume.

Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, and electricity in kilowatts (kW) and kilowatt-hours (kWh). In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

California's electricity in-state generation system generates approximately 200,475 gigawatt-hours each year. In 2019, California produced approximately 72 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 9 percent) and the U.S. Southwest (approximately 19 percent). California is one of the nation's leading energy-producing states, and its per capita energy use is among the nation's most efficient.

Project Energy Consumption

The three (3) main types of energy expected to be consumed by the Project include electricity, natural gas, and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *AQ/GHG Study*. The California Emissions Estimator Model Version 2020.4.0 (CalEEMod) was used to calculate energy usage from Project construction and operational activities while transportation-related impacts were estimated based on data from the *TIS*.

Electricity and Natural Gas Consumption

The Project will use energy for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and street lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison (SCE) and natural gas will be provided by Southwest Gas Corporation (SGC). Operation of the proposed Project would involve the use of energy for heating, cooling and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards. The annual natural gas and electricity demands were from the CalEEMod output from the air quality and greenhouse gas analysis (*AQ/GHG Study*).

Natural gas use is measured in units of a thousand British Thermal Units (kBTU) per size metric for each land use subtype and electricity use is measured in kilowatt hours (kWh) per size metric for each land use subtype. CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. Lighting electricity usage is also calculated as a separate category in CalEEMod. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, and since a separate mitigation measure is applicable to this end use, CalEEMod makes lighting a separate category. For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses include building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances (including pool/spa heaters). The baseline values are based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

This residential Project will be required to provide rooftop solar panels, or sources of on-site renewable energy, per the latest 2019 CA Energy Code requirements. The Energy Code requires all new residential construction to achieve net-zero emissions associated with electricity usage through the use of on-site renewable sources.

Table 12 in the *AQ/GHG Study* estimated the electricity demand of the proposed Project would be approximately 1,008,411 kWh per year. In addition, the *AQ/GHG Study* estimated the natural gas consumption for the proposed Project would be approximately 3,083,280 kBtu per year. Therefore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2019 non-residential sector demand.

In addition, construction of the Project would consume additional amounts of electricity for tools and equipment but only during the planned construction period. This amount of electrical use was not estimated in the *AQ/GHG Study* and is considered to be temporary and negligible compared to Project operation or regional use of electricity on an ongoing basis.

Petroleum Consumption

The *AQ/GHG Study* indicates the Project site is currently vacant and requires no demolition. The Project site is expected to import approximately 26,913 cubic yards of earthwork material during the grading phase. Construction of the Project is estimated to be completed by 2024 and will consist of site preparation, grading, building construction, paving, and architectural coating. The Project construction activities would represent a "single-event" vehicle and equipment fuel demand so it would not require ongoing or permanent commitment of fossil fuel resources. Therefore, specific fuel consumption volumes for construction-related activities were not calculated in the *AQ/GHG Study.* Construction equipment used over the approximately 25-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed residential development would require the typical use of energy resources, mainly fuels (diesel and gasoline) for construction equipment and vehicles, and electricity for other types of construction equipment. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Once occupied, the *TIS* estimated the proposed Project would generate approximately 1,028 total vehicle trips per day and the *AQ/GHG Study* calculated that these vehicles would generate a total of 3,462,371 vehicle miles traveled (VMT) per year (Table 10, *AQ/GHG Study*). Assuming the average[7] fuel efficiency of Project vehicles is 20 miles per gallon of gasoline, the Project could consume an estimated 173,120 gallons of gasoline per year for the operation of the proposed Project. By comparison, the state of California consumed approximately 15.1 billion gallons of gasoline[8] in 2020. Therefore, the increase in fuel consumption from the proposed Project is insignificant in comparison to the State's demand. Impacts will be less than significant, and no mitigation is required.

[7] Composite efficiency for mixed fleet of passenger and light duty vehicles
[9] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics

Summary

The preceding analysis demonstrates that the total energy demands of the proposed Project would be comparable to other residential projects of similar scale and configuration. Therefore, the Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Any impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). This legislation is the most stringent and current energy legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

The California Air Resources Board has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

The *AQ/GHG Study* states the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. These measures include but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems.

Regarding federal transportation regulations, the Project site will not interfere or otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because the Southern California Association of Governments (SCAG) is not planning for intermodal facilities in the Project area.

The *AQ/GHG Study* also states the Project is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and the SGC. These actions would be in compliance with the State's Energy Plan and Title 24 CCR energy efficiency standards.

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

For these reasons, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts will be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required specifically for energy conservation, but it should be noted that Air Quality **Mitigation Measures MM-AQ-1** through **MM-AQ-10** will help reduce the consumption of various forms of energy during construction and occupancy.

7. GEOLOGY AND SOILS.

Source(s): *Report of Preliminary Geotechnical / Geologic Study Proposed Residential Development, Proposed Residential Development APN: 0394-031-02, 03, 04, Northeast Corner of Mojave Drive and Amethyst Road, City of Victorville, San Bernardino County,* prepared by Hilltop Geotechnical, Inc., 4-21-2022 (*Geo Investigation*, **Appendix D1**); *County of San Bernardino Countywide Plan, Cultural Resources Element Draft EIR*, prepared by PlaceWorks, 10-27-2020; *City of Victorville 2030 General Plan, Resource Element,* 2018; California Building Code; and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				**X**

No Impact

There are no known active or potentially active faults transecting the project site, and the project site is not located within the presently defined boundaries of either an Alquist-Priolo (state) Earthquake Fault Zone, or a County of San Bernardino (local) fault hazard zone.

Based on this information, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			**X**	

Less Than Significant Impact

The proposed Project will be subject to ground shaking impacts should a major earthquake occur in the area. Potential impacts include injury or loss of life and property damage. The Project site is subject to strong seismic ground shaking as are virtually all properties in Southern California.

Active fault zones regional to the site include the North Frontal Fault Zone (approximately 12 miles to the southeast of the Project), Helendale Fault Zone (approximately 13.5 miles to the northeast of the Project), and San Andreas Fault Zone (approximately 17 miles to the south-southwest of the Project).

With consideration of proximity of the above active and potentially active faults, moderate to high ground shaking can be expected at the project site during the design lifetime of the proposed project. The Project is required to be designed to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City. This requirement is a standard condition and implementation will reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. The California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life.

Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life.

The *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site. The Project is required to comply with the recommendations listed in the *Geo Investigation* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

With adherence to these standard conditions, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Direct and indirect impacts related to strong ground shaking are considered less than significant.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			**X**	

Less Than Significant Impact

Liquefaction is the loss of soil strength due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, clean cohesionless soils. Liquefaction must have all three of the following to occur simultaneously:

- Strong ground shaking,
- Shallow groundwater, and
- Loose, relatively clean sands.

The Project site does not fall into any liquefaction hazard zone as shown in the *Geo Investigation*.

The subject site is not located within a designated area as having a liquefaction potential per the San Bernardino County Planning Department.

During a strong seismic event, seismically induced settlement can occur within loose to moderately dense, unsaturated granular soils. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement.

The seismicity level at the Project site is relatively high (1.0356g Peak Ground Acceleration). However, subsurface soils are dense to very dense - gradually denser with depth. Consequently, seismic settlement during a major seismic event will not adversely impact structural integrity of the proposed new buildings and fuel station canopy structures provided that the Project complies with most recent edition of the California Building Code (CBC) as adopted by the City of Victorville, and the design parameters and recommendations in the *Geo Investigation* are properly implemented.

Therefore, with adherence to these standard conditions, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts are considered less than significant.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

No Impact

Topographically, the project site consists of relatively flat terrain that slopes down to the northwest. Overall relief on the project site varies from 2,905 feet AMSL in the northwest corner up to 2,994 feet AMSL in the central and western portions of the site.

According to **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slopes are located over

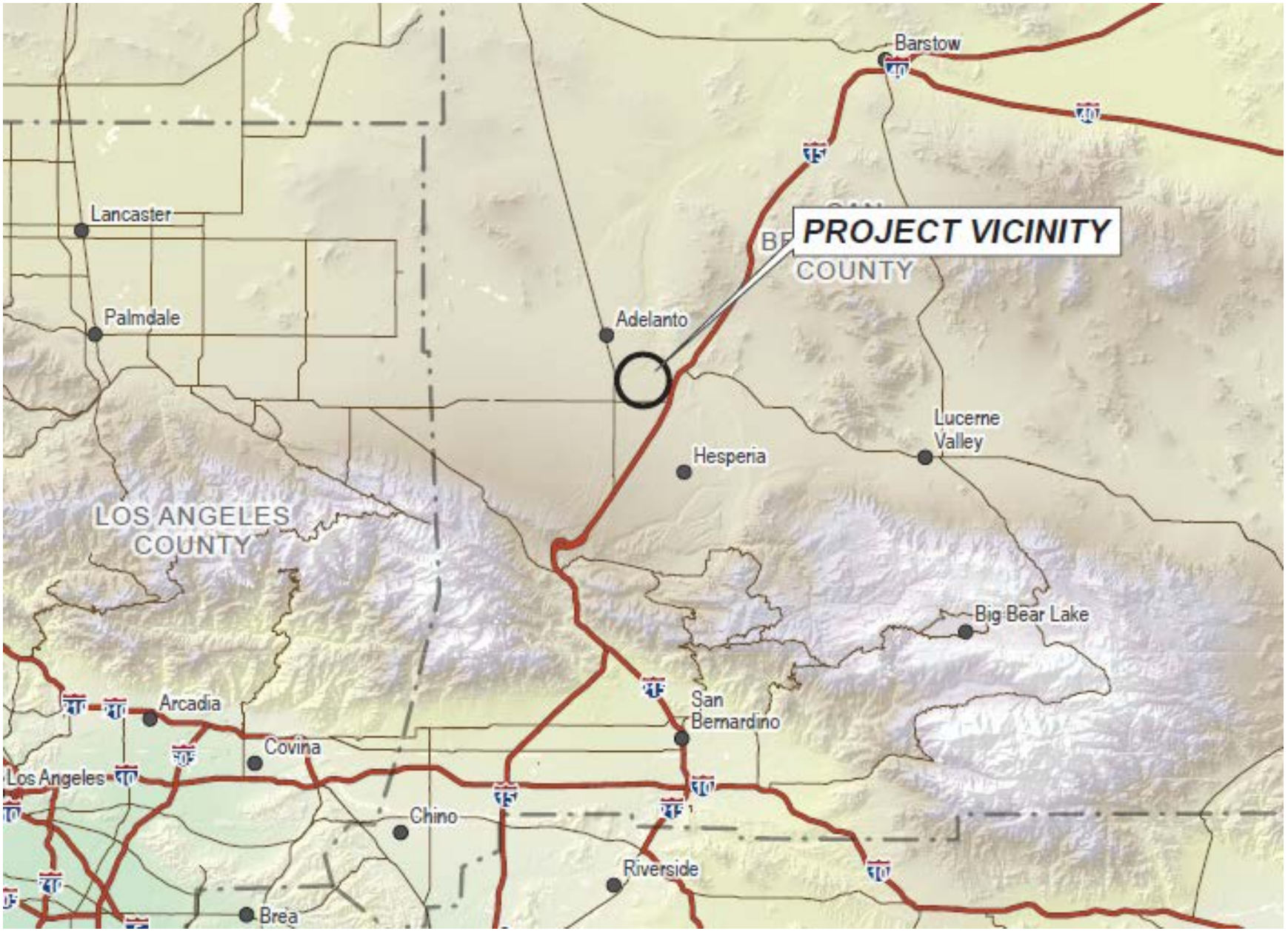
one and one-half (1½) miles west of the Project site (Lakeview Mountains) and one and one-half (1½) miles east of the Project site (San Jacinto Mountains).

According to the *Geo Investigation*:

> "The subject site is not located within a designated landslide area per the San Bernardino County Planning Department. Due to topographic features on the site, the potential of landslides at the subject site and its vicinity is considered low."

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact will occur.

FIGURE 7-1
SURROUNDING TOPOGRAPHY



Source: Soild Report Appendix D1

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

Less Than Significant Impact

The project site is located within a large alluvial valley.

The project site is vacant. Man-made improvements on the subject site include dirt access roads and irrigation systems around the perimeters of the property. Vegetation onsite consisted of Mojave creosote bush scrub, emergent Joshua trees, and other sparse ground cover. Topographically, the project site consists of relatively flat terrain that slopes to the north. Overall relief on the Project site is approximately 89 feet with elevations ranging from 2,905 to 2,994 feet above mean sea level.

Alluvial surficial sediments underly the entire subject site and extended to a depth of 16.6 feet below the ground surface. The alluvium consisted of light brown to brown sandy fine to medium sand (SM) with trace of gravel that was slightly moist and medium dense conditions. The alluvial sand was interbedded with layers of slightly moist sandy fine silt with trace amounts of gravel with some cementation (ML) and sandy fine clay (CL) with some cementation was stiff in conditions.

Detailed descriptions of subsurface soil profile are presented in the field exploration logs set forth in Appendix A of the *Geo Investigation*.

Subsurface soils within the anticipated depth of excavation, as recommended in the *Geo Investigation*, are expected to be excavatable by conventional earthmoving and trenching equipment in good working condition.

The Project has the potential to expose surficial soils to wind and water erosion during construction activities:

- Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering.
- Water erosion will be prevented through the City's standard, mandated, erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES), including reduction measure BMPs contained in the required SWPPP such as silt fencing, fiber rolls, or sandbags.

After the Project is constructed, the site will be completely covered by paving, structures, and landscaping. The Project proponent has submitted a Water Quality Management Plan (*WQMP*) for review and approval. The *WQMP* identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. Impacts related to soil erosion will be less than significant with implementation of all required standard conditions.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 7.a.iii, and 7.a.iv.

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface.

Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. In soils, this movement is generally due to failure along a weak plane and may often be associated with liquefaction. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

The topography of the Project site and surroundings is fairly flat and owing to the depth to groundwater, the medium dense and silty nature of the underlying surficial alluvial sediments, liquefaction is not anticipated. Under these circumstances, the potential for lateral spreading at the subject site is considered non-existent.

As discussed in Threshold 7.a.ii, the Project will be required to comply with standard conditions. Therefore, the Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?			X	

Less Than Significant Impact

The *Geo Investigation* concludes that the Project site is suitable for the proposed project and associated site improvements provided that the design parameters and grading recommendations set forth in the report are adhered to during design and construction.

As discussed in Threshold 7.a.ii, the Project will be required to comply with standard conditions. Therefore, the Project would not be located on expansive soil creating substantial risks to life or property. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

No Impact

The Project proposes to connect to the City of Victorville's existing sewer system and will not require the use of septic tanks. This threshold is not applicable to the Project. No impact will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Less Than Significant with Mitigation Incorporated

According to the City of Victorville's 2018 General Plan Resource Element, paleontological resources in the City and its Planning Area include nine ancient lake bed deposits estimated to date back to the Pleistocene Epoch (10,000 to 900,000 years ago). These lake beds contain numerous mammalian fossils, including teeth, limb fragments, phalanges and metacarpals from horses, camels and other large animals. The fossil bearing rock layers are essentially level due to their formation from an ancient lakebed. The City and the County do not publicly reveal the specific locations of recovery sites in order to protect them from damage or loss of resources. Although the Project site is not underlain by a specific ancient lakebed formation, it is in an area considered sensitive regarding paleontological resources.

The County's new Countywide Plan EIR (2020) states that "San Bernardino County contains numerous geologic units sensitive for paleontological resources. Fossils of plesiosaurs (huge aquatic reptiles) and several other types of animals were found in Cajon Pass in the Mountain Region. The only recorded fossil dinosaur tracks in California were discovered in the eastern North Desert Region" (DEIR p. 5.5-14 under Cultural Resources). Similar to the Victorville General Plan, the County's Countywide Plan similarly concludes the Project area is sensitive for potential paleontological resources. The geologic units underlying the project area are mapped entirely as old alluvial deposits dating from the Pleistocene epoch. Pleistocene alluvial units are considered to be of high paleontological value. Per Table 5.5-4, Paleontological Sensitivity of Geologic Units in San Bernardino County, the older alluvium soil units underlying the Project site and surrounding area moderate potential for yielding fossiliferous materials.

In addition, the Cultural Resources Element of San Bernardino's Countywide Plan (last updated 10-27-2020) has the following policy to protect paleontological resource:

> ***Policy CR-2.3 Paleontological and archaeological resources:*** *We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources*

whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.

For these reasons, a qualified paleontologist must be on-call to evaluate any fossils or other paleontological resources that may be discovered during grading. Implementation of **Mitigation Measure MM-PAL-1** is recommended to help assure any impacts to buried paleontological resources will be reduced to less than significant levels.

With adherence to **Mitigation Measure MM-PAL-1**, impacts to paleontological resources will be less than significant.

Mitigation Measures

MM-PAL-1 Prior to the issuance of a grading permit, a qualified paleontologist shall be retained by the developer and approved by the City. The applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) prior to issuance of the permit. The paleontologist shall participate in a pre-construction meeting with all staff involved in operating or observing grading activities on the site. The paleontologist shall instruct grading personnel as to the key observable characteristics of fossil materials. If any fossiliferous materials are found during grading, work in that area shall be immediately halted and the project paleontologist contacted to evaluate the resource(s).

The project paleontologist shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and resource disposition requirements as appropriate. Excavation activity associated with the development of the project area would impact paleontologically sensitive Pleistocene alluvial units and may uncover paleontological resources.

The project paleontologist shall prepare a Paleontological Resource Impact Mitigation Program (PRIMP) and submit it to the County Geologist for approval prior to issuance of a grading permit. The PRIMP shall conform to Society of Vertebrate Paleontology standards as well as meet the standards, policies, and guidelines of the San Bernardino County Museum Department of Earth Sciences for excavations that would impact older Quaternary alluvium.

The PRIMP shall state that discovery of any fossil materials shall be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. The property owner shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

8. GREENHOUSE GAS EMISSIONS.

Source(s): *TTM 20525 Single Family Residential Air Quality and Greenhouse Gas Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-29-2022 (*AQ/GHG Study*, **Appendix A**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

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

Less Than Significant with Mitigation Incorporated

Greenhouse Gas (GHG) emissions for the Project were analyzed in the *AQ/GHG Study* to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO_2e), measured in metric tons (MT) or, $MTCO_2e$. They are analyzed for both the construction and operational phases of the Project. The Mojave Desert Air Quality Management District (MDAQMD) has established two quantified significance thresholds for GHG emissions, an annual threshold of 100,000 tons per year and a daily threshold of 548,000 pounds per day per their CEQA and Federal Conformity Guidelines dated August 2016.

Greenhouse gas emissions are estimated for on-site and off-site construction activity using California Emissions Estimator Model® (CalEEMod). **Table 8-1, *Annual Construction Greenhouse Gas Emissions*** and **Table 8-2, *Daily Construction Greenhouse Gas Emissions***, show the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction and operational emissions on an annual basis. **Tables 8-1** and **8-2** demonstrate that Project GHG emissions during construction will not exceed the annual or daily GHG significance thresholds established by the MDAQMD. Impacts will be less than significant.

Table 8-1
Annual Construction Greenhouse Gas Emissions

Year	Annual GHG Emissions ($MTC0_2e/yr$)[1]
2022	45.54
2023	815.61
2024	548.97
Maximum	**815.61**
MDAQMD Threshold	**100,000**
Exceeds Threshold?	**No**

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide).

Table 8-2
Daily Construction Greenhouse Gas Emissions

Year	Daily GHG Emissions (pounds $C0_2e$/day)[1]
2022	11,290.68
2023	11,063.34
2024	6,187.72
Maximum	**11,290.68**
MDAQMD Threshold	**548,000**
Exceeds Threshold?	**No**

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide). Maximum emissions during summer and winter months.

Operational Greenhouse Gas Emissions

Operational GHG emissions would occur over the life of the Project. The operational emissions for the Project (withincorporation of construction emissions) are 1,600.5 metric tons of CO_2e per year (as shown in **Table 8-3, *Annual Operational Greenhouse Gas Emissions***. In addition, **Table 8-4, *Daily Operational Greenhouse Gas Emissions***, shows the estimated Project GHG emissions emitted each day. According to the thresholds of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed Project would exceed the MDAQMD annual or daily thresholds. The MDAQMD has established two quantified significance thresholds for GHG emissions, an annual threshold of 100,000 tons per year and a daily threshold of 548,000 pounds per day per their CEQA and Federal Conformity Guidelines dated August 2016. As shown in **Tables 8-3** and **8-4**, Project GHG operational emissions will not exceed the MDAQMD's annual or daily significance thresholds. Therefore, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Any impacts will be less than significant.

Table 8-3
Annual Operational Greenhouse Gas Emissions

Source[1]	Greenhouse Gas Emissions (Metric Tons CO_2e/Year)[1]
Area[2]	36.80
Energy[3]	345.27
Mobile[4]	1,119.10
Solid Waste[5]	64.33
Water[6]	35.02
Total Emissions	**1,600.52**
MDAQMD Screening Threshold	**100,000**
Exceeds Threshold?	**No**

[1] MTCO2e = metric tons of carbon dioxide equivalents
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

Table 8-4
Daily Operational Greenhouse Gas Emissions

Source[1]	Greenhouse Gas Emissions (pounds CO_2e/day)[1]
Area[2]	3,096.35
Energy[3]	999.71
Mobile[4]	7,345.31
Solid Waste[5]	388.56
Water[6]	211.52
Total Emissions	**12,041.45**
MDAQMD Screening Threshold	**548,000**
Exceeds Threshold?	**No**

[1] CO2e/day = carbon dioxide equivalents
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

While **Tables 8-3** and **8-4** demonstrate the Project will not exceed established MDAQMD thresholds, the CalEEMod modeling that estimated GHG emissions included a number of "project design features" (PDFs) recommended in the *AQ/GHG Study*. The City cannot adequately monitor implementation of PDFs within the CEQA process, so the PDFs are incorporated as **Mitigation Measures MM-AQ-1** through **MM-AQ-9**. These measures will help ensure Project GHG emissions do not exceed established MDAQMD thresholds.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		**X**		

Less Than Significant with Mitigation Incorporated

As shown in **Table 8-3**, the Project will result in approximately 1,600.52 MTCO2e per year of operational Greenhouse Gas emissions. The City has prepared a Climate Action Plan (CAP), which provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. Projects that yield at least 100 points are determined to be consistent with the CAP and do not require quantification of project specific GHG emissions.

The screening tables are set up similar to a checklist, with points allocated to certain elements of the Project that would contribute to reduced greenhouse gas emissions. If a project earns 100 points by including enough GHG reducing elements, then the Project is consistent with City's plan for reducing emissions (see **Mitigation Measure MM-AQ-8**). The Project will also be required to comply with **Mitigation Measure MM-AQ-9** regarding the state's Green Building Code. The City of Victorville Residential CAP Checklist has been provided in Appendix B of the *AQ/GHG Study*. Therefore, the Project will be required to implement the GHG reduction measures from the CAP Screening Table checklist to ensure it does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. The Project will also implement the other air quality mitigation measures

which will help reduce construction and operational vehicle emissions and building emissions which represent the majority of residential GHG emissions.

By complying with the goals and policies of the CAP, the Project will be compliant with the broader statewide goals for combating climate change, such as those required in the CARB Scoping Plan and SB 32. The purpose of the City's CAP is to ensure compliance with the state's climate initiatives for reducing GHG emissions. Therefore, the Project will not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

Mitigation Measures

The following measures are from the Air Quality Section of this analysis (including **MM-AQ-8** and **MM-AQ-9**) which will help reduce Project-related GHG emissions. The other air quality mitigation measures will also help reduce construction and operational vehicle emissions and building emissions which represent the majority of residential GHG emissions.

These measures were recommended as "project design features" (PDFs) in the *AQ/GHG Study*, however, the PDFs are included as mitigation measures below since the implementation of PDFs is not typically monitored as part of the CEQA process.

Construction

MM-AQ-1 Follow the MDAQMD rules and requirements with regards to fugitive dust control, which includes, but is not limited to, the following:

1. All active construction areas shall be watered two (2) times daily.

2. Speed on unpaved roads shall be reduced to less than 15 mph.

3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.

4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.

5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.

6. Access points shall be washed or swept daily.

7. Construction sites shall be sandbagged for erosion control.

8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.

10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.

11. Replace the ground cover of disturbed areas as quickly possible.

MM-AQ-2 Construction equipment shall be maintained in proper tune.

MM-AQ-3 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

MM-AQ-4 Minimize the simultaneous operation of multiple pieces of construction equipment.

MM-AQ-5 Establish an electricity supply to the construction site and use electric-powered equipment instead of diesel-powered equipment or generators, where feasible.

MM-AQ-6 Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

MM-AQ-7 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Operation

MM-AQ-8 Prior to issuance of the building permits, and as a condition of approval, the project shall demonstrate that at least 100 points have been achieved through improvements listed in the City of Victorville Climate Action Plan (CAP) Residential Screening Tables.

MM-AQ-9 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

• Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant native landscaping, and reduce the amount of turf.

• Provide the necessary infrastructure to support electric vehicle charging.

• Provide solar installations per the prescribed Energy Design Ratings.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *Phase I Environmental Site Assessment Tentative Tract Map No. 20525 APN 0394-031-02, 03, 04, Northeast Corner of Mojave Drive and Amethyst Road, City of Victorville, San Bernadino County, California*, prepared by Hilltop Geotechnical Inc., 3-30-2022 (*Phase I ESA*, **Appendix E**); City of Victorville General Plan, Land Use Policy Map; GEOTRACKER website; EnviroStor website; Project Plans (**Appendix J**); Victor Valley Union High School District website; Victor Valley Elementary School District website; and Google Maps.

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

The Project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project consists of the development of single-family residential homes. The operation of such uses would not involve the use of substantial amounts of hazardous materials. Household cleaning supplies would be used in small quantities to support the townhouses. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required and will ensure that the Project operates in a manner that poses no substantial hazards to the public or the environment.

During construction, there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, paint and other coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

Therefore, because the transport, use, storage, and disposal of hazardous materials pertaining to the proposed Project would be relatively minor and subject to existing regulations, the impact is considered less than significant. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or waste will be less than significant.

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

Less Than Significant

According to the *Phase I ESA:*

"Parcels 0394-031-02,03,04: Few scattered mature Joshua trees on the Project site indicate that no development has taken place on site. The earliest photo from 1953 indicates the area surrounding the parcels was untouched and undeveloped with the exception of two visible dirt paths. One path later is widened into current Mojave Drive and the other remains the same size and orientation in the present which runs diagonally on the southern portion of the site. No structures are observed in the vicinity of the site in aerial photos until 1994. No changes have been observed in all available aerial photographs on the subject site with the only addition being illegal dumping of miscellaneous trash, tires, and broken furniture."

Additionally, the Phase I ESA concludes:

"Based on the findings of this investigation, no recognized significant environmental impacts were identified or occurred at the subject site and the vicinity areas. It is our opinion that further environmental site assessment is not necessary".

Although no hazardous materials are present onsite, it is conceivable that spills and accidents during construction or the future occupation of the homes may occur. However, with adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, the proposed Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Any impacts will be less than significant.

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

No Impact

The Project site is located within the Victor Valley Elementary School District (VSD) and Victor Valley Union High School District (VUHSD).

The closest schools to the Project site are Brentwood Elementary School, which is located approximately 1.0 miles to the south of the Project site, West Creek Elementary School is located approximately 1.6 miles to the northwest of the Project site.

These are beyond 1/4 mile from the Project site. There are no future school sites within ¼ mile of the Project site on the VSD or VUHSD web sites.

The proposed Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There will be no impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**

No Impact

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control maintains a list of hazardous materials sites (Cortese List).

EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. Reference **Figure 9-1, *GeoTracker – 1 Mile Radius***.

GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites. Reference **Figure 9-2, *EnviroStor – 1 Mile Radius***.

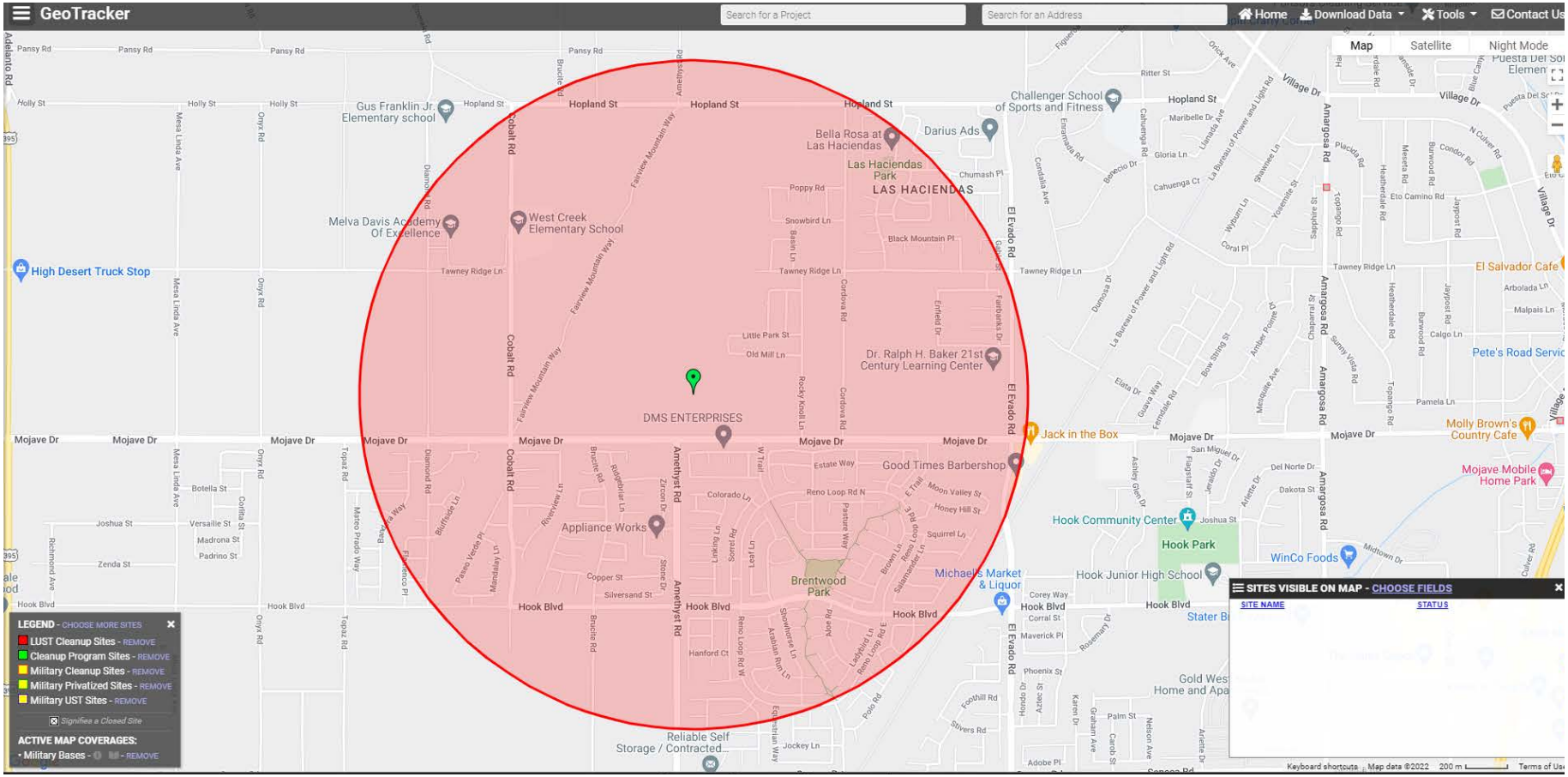
The Project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses.

The Project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

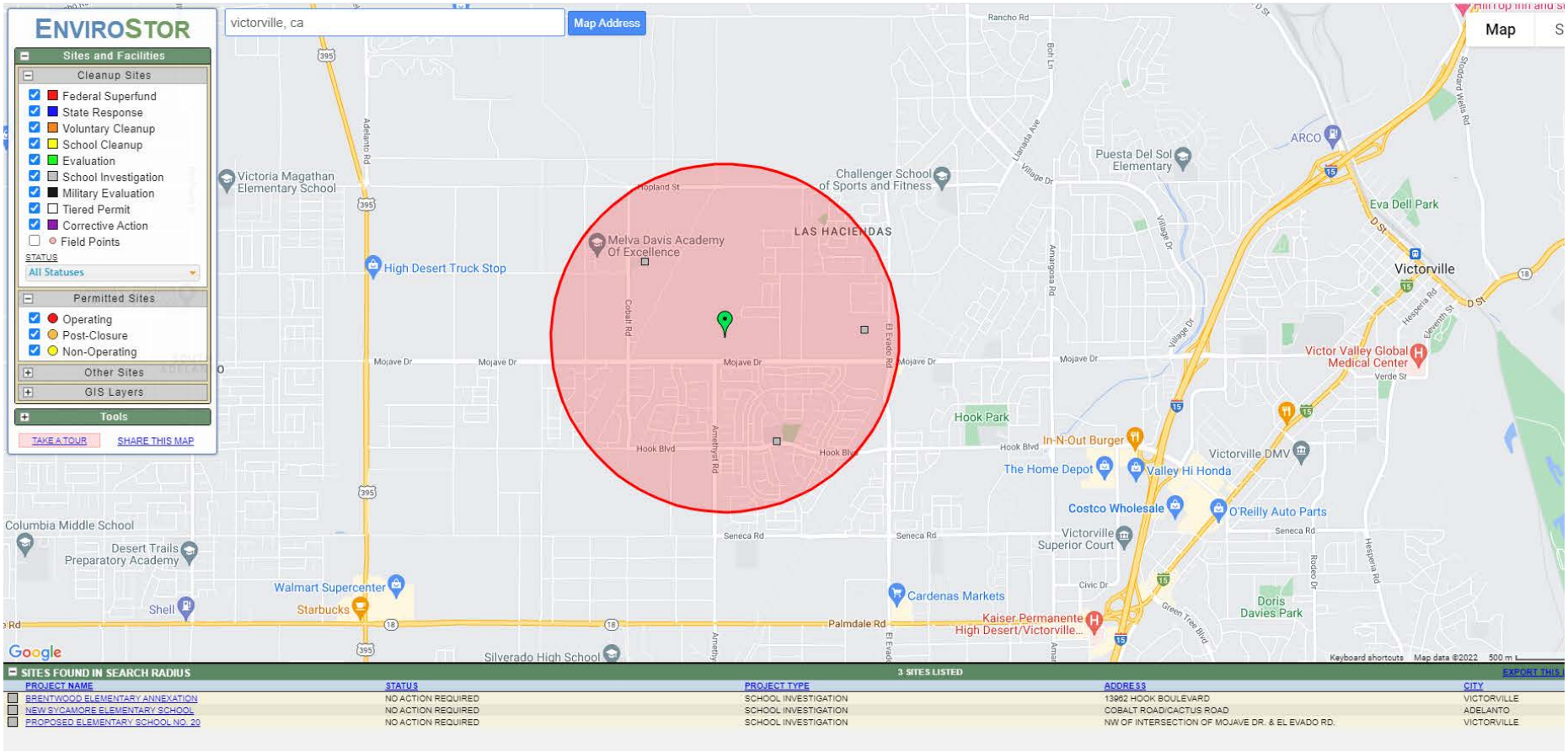
The Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. No impacts will occur.

FIGURE 9-1
GEOTRACKER - 1 MILE RADIUS



Source: https://geotracker.waterboards.ca.gov/

FIGURE 9-2
ENVIROSTOR - 1 MILE RADIUS



Source: https://www.envirostor.dtsc.ca.gov/public/

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

Less Than Significant Impact

The Project site is not located within the boundary of an airport land use plan.

The closest aviation airport, Southern California Logistics Airport, (SCLA) is located approximately 1.7 miles north of the Project site. The closest runway of the SCLA is located approximately 3.4 miles northwesterly of the Project site.

Although the Project lies within two miles of the Southern California Logistics Airport, it lies outside any noise contours or suggested safety areas. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Impacts are less than significant.

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

Less Than Significant Impact

The proposed Project will replace vacant land with single-family residential development. Primary and secondary access to the Project will be via Amethyst Road on Rio Bravo Place and Abo Lane.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., water, sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP).

The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Victorville Municipal Code.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Project impacts will be less than significant.

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

No Impact

The proposed Project site is not located within, or adjacent to a fire hazard zone. Fire protection services are provided by the City of Victorville Fire Department. There are no wildland conditions in the suburbanized area where the Project site is located. Please reference the detailed discussions in Section 20, Wildfire, of this Initial Study. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Preliminary Drainage Study, Tentative Tract No 20525, City of Victorville*, prepared by Ludwig Engineering Associates, Inc., 3-14-2023 (*Drainage Study*, **Appendix F1**); *Mojave River Watershed Water Quality Management Plan Preliminary Report, Tentative Tract 20525*, prepared by Ludwig Engineering Associates, Inc., 1-17-2023 (*WQMP*, **Appendix F2**); *Report of Infiltration Feasibility Study*, *TTM 20525, City of Victorville*, prepared by Hilltop Geotechnical, Inc., 4-21-2022 (*Percolation Study*, **Appendix D2**); *Mohave River Basin Water Quality Control Plan*, prepared by the Lahontan Water Quality Control Board, 2-17-2020 (Basin Plan); *Phase I Environmental Site Assessment of Tentative Tract Map No. 20525, City of Victorville*, prepared by Hilltop Geotechnical, Inc., 3-30-2022 (*ESA*, **Appendix E**); Federal Emergency Management Agency (FEMA), Flood Insurance Rate Program (FIRM), National Flood Hazard Viewer; *Victorville Municipal Code Title 10, Water, Sewers, and Utilities, and Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control*; *2020 Urban Water Management Plan* (*UWMP*), Victorville Water District (WSC), dated June 2021; *2020 Regional Urban Water Management Plan* (*RUWMP*), Metropolitan Water District dated June 2021; and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Drainage Study* or the *WQMP*, unless otherwise noted.

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

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the Project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body. Relative to this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water drainage systems.

Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

The Water Quality Control Plan for the Mojave River Basin (Basin Plan), last updated on November 17, 2020, establishes water quality standards for groundwater and surface water in the basin, and standards for both beneficial uses of specific water bodies and the water quality

levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Lahontan RWQCB and others needed to achieve and maintain the water quality standards. The Lahontan RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region along with their sources where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water. The pollutants of concern within the Mojave River basin include pathogens (bacteria, virus); nutrients (phosphorus and nitrogen); sediment; oil and grease; trash/debris; pesticides and herbicides; organic compounds; and oxygen-demanding compounds.

A Project-specific *WQMP* has been prepared to meet the requirements of the Phase II Small Municipal Separate Storm Sewer Systems (MS4) General Permit in the Mojave River Watershed. The Project site is under the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWQCB) in terms of water quality even though the site is physically within the Victor Valley portion of San Bernardino County. Development of the site will substantially increase the amount of impervious surfaces (streets, driveway, roofs) which will increase the potential for offsite runoff to increase over existing levels.

At present, the Project site is vacant and possesses a 100 percent pervious earthen surface. There are no on-site drainage improvements, and the existing site drainage pattern is to the north and northeast. There are two natural discontinuous drainage features that cross the Project site, the larger one crosses the northern portion of the site while the smaller one crosses the southeastern portion of the site. These informal drainages convey surface runoff away from the Project site to the north and northeast but do not flow directly into formal improved flood control channels. A small "non-system facility" (natural channel not under the jurisdiction of the County) runs north-south about a thousand feet east of the Project site – this feature eventually flows into the improved El Evado Channel further north. Most of the precipitation that falls on the site is absorbed into the sandy desert soil although some amount sheet flows offsite generally to the east and northeast via the two natural onsite swales or channels. The nearest improved drainage facility, the El Evado Channel, is located 1.2-mile northeast of the site and eventually flows into the Mojave River 4.3 miles to the east.

According to the Project *Drainage Study*, the 30.1-acre site is divided into two drainage areas, "A" and "B", Drainage Area "A" has an area of 14.09 acres and produces a 100-year, 1-hour storm runoff of 26.08 cubic feet per second (cfs). This existing runoff currently flows toward the proposed Storm Drain Facility E-04 to the east per the Victorville Master Plan of Drainage (VMPD). Drainage Area "B" has an area of 15.11 acres and produces a 100-year, 1-hour storm runoff of 34.5 cfs. This runoff currently flows toward the proposed Storm Drain Facility E-05 to the west per the VMPD. The Project proposes a surface detention Basin No. 1 on Lot "D" of 0.66 acre in the northwest corner of the site. The basin will have a maximum volume of 78,552.7 cubic feet. The *Drainage Study* documents the total outflow from the detention Basin is 22.2 cfs which is less than the pre-developed condition (100-year, 24-hours storm) peak flow rate of 34.5 cfs.

Post-development inflow is from 30.1 acres or the combined runoff from Drainage Areas "A" & "B" into Basin No.1 has 60.2 cfs (Q100-24 hours) going in and outflow to Amethyst Rd. of 22.2 cfs (Q100-24 hours) for reduction of 12.3 cfs to Storm Drain E-05 in the Victorville Master Plan Facility (VMPF). The detention/water quality Basin No. 1 in the northwest corner of the site will have an Inflow of 60.2cfs (Q100-24hours) in the post-development condition, Runoff from the site will leave through a parkway drain on the west side of Basin No. 1 and flow north toward Amethyst Road – this runoff will be 22.2 cfs (Q100-24hours) while the existing pre-development flow is 34.5 cfs. Therefore, the difference between the pre- and post-development conditions is 25.7cfs.

The calculations of the pre- and post-development drainage conditions onsite were performed in accordance with Section D of the 1986 San Bernardino County Hydrology Manual. The Project (Tract 20525) proposes one onsite surface detention basin to accommodate the anticipated runoff from the developed Project site. The hydrological calculations for the Project site demonstrate that the developed outflow is less than the existing condition 100-year peak flow rate so the Project will have less than significant impacts related to onsite and offsite drainage.

The infiltration basin in the northwest portion of the site (Lot "D" = 0.65-acre) has been designed based on the site-specific infiltration testing results outlined in the *Drainage Study* and the *Percolation Study*. The infiltration basin has been sized to accommodate surface runoff within the Project site under post-development conditions.

According to the *WQMP*, the Project will also implement structural source control, site design, and treatment best management practices (BMPs) to help minimize pollutants in the onsite runoff before they reach the infiltration basin. The various BMPs are briefly described in **Table 10-1, *Project Best Management Practices***.

Table 10-1
Project Best Management Practices

BMP Designation/Name	BMP Description
Structural Source Controls	
S1: Provide storm drain system stencils and signage	SD Stenciling (4" circular Plastic "No Dumping, Drains to the Ocean" marker, with adhesive installation) will be provided by the developer and maintained by the County of San Bernardino.
S4: Use efficient irrigation systems and landscape design, water conservation, smart controllers, and source control	Owner shall follow SD-12 Fact Sheet and educational material pamphlets provided.
S6: Protect slopes and channels and provide energy dissipation	Per educational material pamphlets provided (Vegetated Swales, ground cover at slopes Rock at Trenches etc.).
Non-Structural Source Controls	
N10: Uniform Fire Code Implementation	As required by the City of Victorville Fire Department
N11: Litter/Debris Control Program	Private waste receptacles will be place at the curb collection per local waste collection service provider. Educational material also will be provided for homeowners.
N14: Catch Basin Inspection Program	Inspection per City Engineering Department
N17: Comply with all other applicable NPDES permits	As Required
Site Design Controls	
Revegetation	Revegetate disturbed areas. Including planting and preservation of drought tolerant vegetation
Basin Compaction	Minimize unnecessary compaction in stormwater retention/ infiltration basin/trench area.
Treatment Controls	
Infiltration Basins	Project will install one infiltration basin based on the results of the Project *Drainage Study* and *WQMP* to prevent an increase in offsite runoff.

Source: Forms 4.1-1 through 4.1-3, *WQMP 2023*

The *WQMP* notes that the Phase II Small MS4 Permit requires site design elements such as

green roofs and vegetative swales. Due to the climate of the Mojave River Watershed, proactive measures must be taken to maximize the amount of drought tolerant vegetation to minimize unnecessary water consumption. Therefore, it is not practical in this area to have green roofs or vegetative swales. As part of the site design the developer will utilize locally recommended vegetation types for landscaping.

Construction Impacts

The Project site clearing and grading phases would disturb surface soils along with a modest amount of low-lying vegetation, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil would be subject to wind and water erosion. Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or disturbance by mechanical equipment.

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and would ensure applicable water quality standards are appropriately maintained during construction of the proposed Project. The WQMP also indicates the Project will be covered by the Statewide Construction General Permit. Based on Project design and regulatory compliance, construction-related water quality impacts are less than significant, and no mitigation is required.

Operational Impacts

Development of the proposed residential Project would substantially increase the impervious area of the 30-acre site by replacing vacant land with associated paved streets, driveways, landscaping, and one onsite infiltration basin. Landscaping of front and back yards will contain various trees, shrubs, and ground covers. The site currently has 100% pervious surfaces and the *WQMP* indicates the site will have approximately 55% pervious (16.5 acres) and 45% impervious (13.5 acres) surfaces when completed. The Project will install a water quality-infiltration basin in the northwest corner of the site (Lot "D" = 0.65-acre) and implement the BMPs listed in Table 10-1. Based on Project design and regulatory compliance, the WQMP demonstrates that the water quality impacts related to Project operation will be less than significant and no mitigation is required

Conclusion

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

In addition, the Project has prepared a *WQMP* pursuant to the requirements of the NPDES. At completion, the Project site will be covered mainly by private residences and streets an onsite infiltration basin, and landscaping. The *Drainage Study* and *WQMP* demonstrate that the Project will not contribute to erosion, siltation, or other water pollutants to downstream drainages. Therefore, the proposed Project will not violate any water quality standards or waste

discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			**X**	

Less Than Significant Impact

The Victorville Water District (VWD) provides water to approximately 127,700 persons in its 85 square mile service area located in the high desert (Victor Valley) region of San Bernardino County. It is VWD's stated goal to ensure adequate water supplies are available to meet existing and future demands within its service area. It does this mainly through extraction of local groundwater but also uses reclaimed or recycled water, water conservation, and in some cases imported surface water to augment local supplies. VWD has approximately 36,700 customer connections and their system includes 694 miles of distribution and transmission mains, 34 active wells, 4 booster pumping stations, 26 water storage reservoirs, 1 recycled water storage tank, and 25 pressure-regulating stations.

The VWD service area lies within the service area of the Mojave Water Agency (MWA) which was established in 1960 due to concerns over declining groundwater levels in the Mojave Basin, El Mirage Basin, Lucerne Valley, Johnson Valley, and Morongo Basin areas. MWA was created to ensure that sufficient water is available to meet current and future needs in its service area. MWA is one of 29 State Water Project (SWP) contractors and imports water from the SWP as a supplemental supply source for its service area. MWA is also responsible for implementing the Mojave Basin Area Judgment, which adjudicated the rights to produce water from the available natural water supply to better manage groundwater supplies.

VWD's long-term water planning is described in its 2020 Urban Water Management Plan (*UWMP*). The *UWMP* "provides a framework to help VWD maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during drought conditions or other water supply interruptions." The *UWMP* characterizes water use, estimates future demands and supply sources, and evaluates supply reliability for normal, single-dry, and consecutive dry years as well as evaluates the District's Water Shortage Contingency Plan (WSCP) which is mandated by state law.

VWD's potable water system supplies water solely from groundwater pumped from the Mojave River Basin (Basin). The Basin is adjudicated and the MWA serves as its 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. The *UWMP* concludes that VWD has adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout its 25-year planning period (2020-2045).

Table 10-2, *Projected Water Supply and Demand*, compares the anticipated population

increase within the VWD service area to its projected water supplies and demand from 2020 to 2045. **Table 10-2** indicates that the VWD will have sufficient (ground)water supplies to serve its anticipated population through 2045 even under a multiple drought-year scenario.

Table 10-2
Projected Water Supply and Demand

Condition[1]	Existing		Projected				
	2015	2020	2025	2030	2035	2040	2045
Population (persons)	128,005	134,273	154,831	172,220	183,018	192,113	200,486
Total Demand (AFY)	19,433	21,362	26,505	28,969	30,165	21,299	32,699
Total Supply (AFY)	21,341	23,452	26,505	28,969	30,165	21,299	32,699

Sources: Tables 3-2, 4-3, 4-6, 6-7, and 6-8, 2020 *UWMP*
[1] AFY = Acre Feet Per Year

The Project proposes 108 residential units which could generate approximately 378 residents based on 3.50 persons per household according to 2020 US Census data. Table 4-5 of the *UWMP* indicates current customers consume approximately 140 gallons per person per day (ppd). Even though that level of consumption is projected to decrease in the future, it represents a "worst case" estimate of future water use. Therefore, it is estimated the 382 future Project residents could consume up to 52,920 gallons per day which equals 19.3 million gallons or 59.2 acre-feet per year at Project buildout[9].

The *UWMP* was prepared based in part on land uses indicated in the Victorville General Plan Land Use Element. The proposed Project consistent with the General Plan and zoning designations for the site and is actually less than the maximum number of units that would be allowed. The *UMWD* takes into account the proposed Project in terms of long-term water supply and demand, including multiple drought-year conditions.

No component of the proposed Project will deplete groundwater supplies beyond identified and planned capacities. The Project design, as depicted on the Project plans and Project-specific *WQMP*, will allow for water to percolate back into the ground via the infiltration basin (Lot D) and landscaping areas which will help facilitate continued groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project.

Based on the analysis provided above, implementation of the proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Any impacts are less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	

[9] 380 persons X 140 gallons ppd = 53,200 gallons X 326,000 gal/AF X 365 days = 19.4 Mgal/yr OR 59.5 acre-feet/year

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.a relative to the Project design which will not substantially alter the existing drainage pattern of the site or the area (i.e., to the north and northeast). There are no on-site drainage improvements, and the existing site drainage pattern is to the north and northeast. There are two natural discontinuous drainage features that cross the Project site, the larger one crosses the northern portion of the site while the smaller one crosses the southeastern portion of the site. These informal drainages convey surface runoff away from the Project site to the northeast but do not flow directly into formal improved flood control channels. A small "non-system facility" (natural channel not under the jurisdiction of the County) runs north-south about a thousand feet east of the Project site – this feature eventually flows into the improved El Evado Channel further north. Most of the precipitation that falls on the site is absorbed into the sandy desert soil although some amount sheet flows offsite generally to the east and northeast via the two natural onsite swales or channels. The nearest improved drainage facility, the El Evado Channel, is located 1.2-mile northeast of the site and eventually flows into the Mojave River 4.3 miles to the east.

Development of the proposed residential Project would substantially increase the impervious area of the 30-acre site by replacing vacant land with associated paved streets, driveways, landscaping, and one onsite infiltration basin. Landscaping of front and back yards will contain various trees, shrubs, and ground covers. The site currently has 100% pervious surfaces and the *WQMP* indicates the site will have approximately 55% pervious (16.5 acres) and 45% impervious (13.5 acres) surfaces when completed. The proposed Project (Tract 20525) proposes an onsite surface detention basin (Lot D) to accommodate the anticipated runoff from the developed Project site. The increased runoff will be accommodated in the onsite infiltration basin so there will be no net increase in offsite downstream runoff as a result of the proposed Project. The SWPPP and the WQMP will address and control potential erosion both in the short-term during construction and over the long-term during Project occupancy.

The proposed Project is not anticipated to significantly change the volume of flows downstream of the Project site and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the Project site.

Surface runoff will be discharged in conformance with San Bernardino County and City of Victorville requirements. The downstream drainage system will not need to be altered given the control of future surface runoff from the Project site. Implementation of the SWPPP and WQMP will ensure that the post-Project development of the site will not cause or result in substantial on- or off-site erosion or siltation. Any impacts will be less than significant, and with regulatory compliance, no mitigation is required.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c.ii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.a relative to the Project design which will not substantially alter the existing drainage pattern of the site or the area (i.e., to the north and northeast). Development of the proposed residential Project would substantially increase the impervious area of the 30-acre site by replacing vacant land with associated paved streets, driveways, and roofs but will also add pervious surfaces such as landscaping and one onsite infiltration basin. The site currently has 100% pervious surfaces and the *WQMP* indicates the site will have approximately 55% pervious (16.5 acres) and 45% impervious (13.5 acres) surfaces when completed. The proposed Project (Tract 20525) proposes an onsite surface detention basin to accommodate the anticipated runoff from the developed Project site, as discussed in Threshold 10.a above.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) program and FIRMETTE website, the Project site and general surrounding desert areas are designated as FEMA Flood Zone X (FIRM Map Panel 06071C5815H dated 8/28/2008). This zone is defined as "Areas determined to be outside the 0.2 annual chance floodplain."

The proposed Project will not alter the existing drainage pattern onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site through the infiltration basin which would prevent flooding onsite or offsite from occurring. The onsite drainage system will capture the incremental increase in runoff from the Project site associated with Project development.

Surface runoff will be discharged in conformance with San Bernardino County and City of Victorville requirements and as described in the *WQMP* and the *Drainage Study*. Thus, the implementation of onsite drainage improvements and applicable requirements included in the *WQMP* and the *Drainage Study* will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in substantial flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

With implementation of the infiltration basin as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant, and no mitigation is required.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c.iii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.a relative to the Project design which will not substantially alter the existing drainage pattern of the site or the area (i.e., to the north and northeast). Development of the proposed residential Project would substantially increase

the impervious area of the 30-acre site by replacing vacant land with associated paved streets, driveways, and roofs but will also add pervious surfaces such as landscaping and one onsite infiltration basin. The discussion in Thresholds 10.a and 10.c.ii demonstrate the Project will not contribute to flooding in the area or exceeding the capacity of existing or planned flood control structures per the established Victorville Master Plan of Drainage. The discussion in Threshold 10.a also demonstrates the Project will not contribute substantial additional runoff or water pollutants to downstream drainages.

The proposed Project will alter the site such that stormwater runoff will be increased but will not impact the existing off-site downstream drainage system through control of future discharges from the site. The planned system of drainage improvements and the infiltration basin will prevent runoff from the site from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The *Drainage Study* and *WQMP* determined the planned drainage system will capture and treat all runoff from the site.

The Project drainage system is designed to capture the flows above the peak 100-year flow runoff from the Project site without development or otherwise be detained on site and discharged in conformance with County requirements. Without improvements, Project runoff may contain varying amounts of urban pollutants such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater. However, the proposed Project is not anticipated to generate discharges that would require pollution controls beyond those already designed into the Project and/or required by the City as a standard operating procedure to meet water quality management requirements from the Lahontan RWQCB.

The City and County have adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. The City has identified BMPs that when implemented, can ensure that neither significant erosion and sedimentation, nor other water quality degrading impacts will occur as a result of developing the Project.

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the City and the RWQCB. The SWPPP and WQMP must incorporate the BMPs that meet the City's performance standards for both construction and occupancy stages of the Project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant and no mitigation is required.

The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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. Any impacts would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.c.ii relative to the Project not contributing to flooding in the area or exceeding the capacity of existing or planned flood control structures per the established Victorville Master Plan of Drainage. The Project site and general surrounding desert areas are designated as FEMA Flood Zone X (FIRM Map Panel 06071C5815H dated 8/28/2008). This zone is defined as "Areas determined to be outside the 0.2 annual chance floodplain".

Due to the small size of the site and scale of the planned improvements, development of this site is not anticipated to redirect or impede flood flows across the Project site, particularly given that surface flows onsite will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the Project site or otherwise be detained onsite and discharged in conformance with City and County requirements.

With adherence to the *Drainage Study* and *WQMP*, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	

Less Than Significant Impact

As discussed in Threshold 10.c.ii, the Project site is located within FEMA Flood Zone X which does not represent an area of potential flooding under 100-year project storm conditions. The Project site is located over 70 miles from the nearest coastline (Pacific Ocean) and at a minimum elevation of 2,905 feet above sea level. Therefore, the risk to the site associated with tsunamis is minimal. Similarly, the Project site not located adjacent to or downstream of an impounded body of water that could fail and result in flooding of the Project site. Therefore, the site would not be subject to impacts by dam failure or seiches (standing waves in enclosed water bodies), therefore, the risk of seiche impacting the proposed Project is minimal. Based on the above, the risk of pollutant release, due to Project inundation caused by a flood, tsunami, or seiche is minimal and less than significant impacts are anticipated.

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

Less Than Significant Impact

The Project *WQMP* has been prepared specifically to comply with the requirements of the City of Victorville, the County of San Bernardino, and the Lahontan RWQCB requirements for the preparation and implementation of a project-specific WQMP to address long-term water quality impacts. The Project must also provide a SWPPP to address potential surface water impacts during construction. The Project site is located in the Mojave River Watershed, within the jurisdiction of the Lahontan Regional Water Quality Control Board where discharges from San Bernardino County's Phase I MS4s are regulated pursuant to section 402(p) of the Federal Clean Water Act. The discussion in Threshold 10.a above demonstrates the Project is consistent with the local and regional water quality goals of the Mojave River Basin Plan. Therefore, the Project will not conflict with or obstruct implementation of a water quality control plan.

As discussed in Threshold 10.b, VWD's potable water system supplies water solely from groundwater pumped from the Mojave River Basin (Basin). The Basin is adjudicated and the MWA serves as its 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. The *UWMP* concludes that VWD has adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout its 25-year planning period (2020-2045).

The previous **Table 10-2, *Projected Water Supply and Demand***, compares the anticipated population increase within the VWD service area to its projected water supplies and demand from 2020 to 2045. **Table 10-2** indicates that the VWD will have sufficient (ground)water supplies to serve its anticipated population through 2045 even under a multiple drought-year scenario. Therefore, the Project will not conflict with or obstruct implementation of a sustainable groundwater management plan.

The Project *Water Quality Management Plan (WQMP)* has been prepared specifically to comply with the requirements of the City of Victorville, and Lahontan RWQCB for the NPDES Areawide Stormwater Program requiring the preparation of a WQMP. Implementation of the provisions of the *WQMP* will ensure that this plan is amended as appropriate to reflect up-to-date conditions on the site consistent with the County's Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities within the Mojave River Region.

The Project site is located in the Mojave River Watershed, within the jurisdiction of the Lahontan Regional Board where discharges from the City of Victorville and the County's Phase I MS4s are regulated through the MS4 Permit pursuant to Section 402(p) of the Federal Clean Water Act.

With adherence to, and implementation of the conclusions and recommendations set forth in the *WQMP,* the Project site development plan will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts will be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

11. LAND USE AND PLANNING.

Source(s): **Figure 7, *Aerial Photo***; **Figure 3, *General Plan Land Designations***, and **Figure 4, *Zoning Classifications***, provided in Section I. of this Initial Study; Biological Resources Assessment for an Approximately 30-Acre Site, NEC Mojave Drive/Amethyst Road, Victorville, prepared by ELMT Consulting, 4-27-22 (*Bio Report,* **Appendix B**); Google Earth; and City of Victorville General Plan (GP).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	

Less Than Significant Impact

The Project site consists of a generally flat topography with an elevation range of approximately 2,905 feet and 2,994 feet above mean sea level. Vacant land borders the site north, west, and majority of the east, with an existing residential subdivision bordering the south of the Project, and a residential subdivision bordering a portion of the Project to the east. Existing residential subdivisions exist to the south and northeast. The site is undeveloped desert land.

Land uses surrounding the site include both vacant and developed land zoned for residential development per the Brentwood Specific Plan (SP04-001), West Creek Specific Plan (01-88), and the City's zoning map. Reference **Figure 7, *Aerial Photo***, provided in Section I. of this Initial Study.

In addition, the Project does not propose construction of any roadway, permanent flood control channel, or other structure that will physically divide any portion of the community.

In these ways the proposed Project will not divide an established community but rather provide additional road and non-vehicular connections that will allow for better access for the established residential neighborhoods. Therefore, the Project will have less than significant impacts in this regard and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated

According to Figure LUE-3, General Plan Land Use Map, the Project site has a land use designation of LDR (Low Density Residential, 0 to 5 dwelling units per acre). Per Table LUE-1,

Land Use Designation Summary of the Land Use Element:

"**LOW DENSITY RESIDENTIAL (LDR).** This residential land use category is characterized by single-family detached residential development."

According to the Zoning Map, the Project site is designated R-1. Per Chapter 16-3.08.010: - General Purpose and Intent, of the Zoning Code:

"**R-1 (Single Family Residential) Zone**. This zone is intended to protect established neighborhoods of single-family dwellings and to provide space for suitable locations for additional developments of this kind, with appropriate community facilities. R-1 districts may be divided into several density categories, and the suffix number shall indicate a minimum lot area in each density class. Single-family residential districts are intended to correlate with the low-density residential designation expressed by the general plan which allows up to five dwelling units per gross residential acre."

The City's General Plan also contains goals and policies that are applicable to the proposed Project. The City, through exercising its independent review, has determined that the proposed Project would be consistent with these applicable policies in the City's General Plan. No impacts are anticipated with the General Plan.

As discussed in Section 6(f), Biological Resources, of this Initial Study, the proposed Project must comply with federal and state laws regarding listed and otherwise sensitive species such as the Western Joshua Tree Conservation Act passed in June 2023 under which the Joshua Tree is now fully protected. The Project must also comply with the Migratory Bird Treaty Act if construction occurs between February 1st and August 31st, as well as the Desert Native Plants Act. Potential impacts to Joshua Trees are addressed by implementation of **Mitigation Measure MM-BIO-1**. In addition, potential impacts to nesting birds can be eliminated or significantly reduced if vegetation suitable for nesting birds is removed outside of the nesting bird season. **Mitigation Measure MM-BIO-2** shall be implemented to avoid any potential direct impacts to nesting birds.

Therefore, the Project will not result in a land use significant environmental and use impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. With the incorporation of **Mitigation Measures MM-BIO-1** and **MM-BIO-2**, Project impacts will be reduced to a less than significant level.

Mitigation Measures

Mitigation Measures MM-BIO-1 and **MM-BIO-2** provided in the Biology Section of this Initial Study shall apply.

12. MINERAL RESOURCES.

Source(s): City of Victorville General Plan; and Google Maps.

Analysis of Project Effect and Determination of Significance:

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

No Impact

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cites address significant aggregate resources, classified by the State Geologist and designated by the State Mining and Geology Board, in their General Plans. SMARA was enacted to promote conservation and protection of significant mineral deposits. Therefore, the General Plan establishes protection of these resources through the use of special land use designations.

The law provides for significant aggregate resources to be recognized and considered before land use decisions are made that may compromise the availability of these resources. The State Geologist classifies lands in California based on geological factors, without regard to existing land use and land ownership. Because available aggregate construction material is limited, four designations have been established for the classification of sand, gravel, and crushed rock resources:

- MRZ-1 Mineral Resource Zone: No significant mineral deposits are present or likely to be present.
- MRZ-2 Mineral Resource Zone: Significant mineral deposits are present or there is a high likelihood for their presence.
- MRZ-3 Mineral Resource Zone: The significance of mineral deposits cannot be determined.

These mineral resource designations are intended to prevent incompatible land use development in areas determined to have significant mineral resource deposits. Permitted uses within a designated area of regional significance include mining, uses that support mining such as smelting and storage of materials, or uses that will not hinder future mining, such as grazing, agriculture, and low-intensity recreation.

According to Figure RE-1 of the Victorville GP, much of the City of Victorville has a mineral resource zone designation of MRZ-3.

The Project site is located adjacent to existing residential developments and is designated for residential development in the City's General Plan. Additionally, the Project is not in close proximity to any mining activities.

Therefore, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts will occur.

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

No Impact

Please reference the discussion in Threshold 12.a. The Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): *TTM 20525 Single Family Residential Noise Impact Study, City of Victorville*, prepared by RK Engineering Group, Inc., 2-23-2022 (*Noise Study*, **Appendix G**); *TTM 20525 Single Family Residential Traffic Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-13-2022 (*TIS,* **Appendix H**); Victorville General Plan, *Noise Element*; City of Victorville Municipal Code (*VMC*), *Noise Ordinance*, Section 13.01.040, Base Ambient Noise Levels, and Section 13.01.060 – Noise Source Exemption; Southern California Logistics Airport Specific Plan, prepared by City of Victorville, March 2021; and **Figure 7, *Aerial Photo***, in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Noise Study*, unless otherwise noted.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

Fundamentals of Noise

This section provides basic information about noise and presents some of the terms used in this Section. The sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. The sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted. A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). Sound pressure level (SPL or Lp) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. The A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. Because decibels are a logarithmic scale, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. The overall noise environment of an area can be characterized by the Community Noise Equivalent Level (CNEL) which carries "penalties" for nighttime noise which is typically considered more intrusive especially in suburban and rural settings*:* The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Noise levels associated with traffic depend on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 – 6 wheels) and heavy truck percentage (3 axles and greater), and sound propagation conditions. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume of noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Ambient Noise and Sensitive Receptors

The *Noise Study* indicates the primary sources of existing ambient noise at the Project site includes roadway noise from Mojave Drive and Amethyst Road, as well as typical residential neighborhood noise from the existing residential homes to the east the Project site.

Noise impacts are most severe on certain individuals or groups of persons such as the young, the old, and the sick. Land uses that house these sensitive persons are referred to as sensitive receptors (e.g., residential uses, hospitals, day care centers, etc.). Noise assessments typically identify the closest sensitive receptor to a project site and then calculate the maximum noise levels at that location (for both construction and operation) as a "worst case" or conservation assessment of potential noise impacts.

The *Noise Study* indicates the nearest noise sensitive receptors are the existing adjacent residential properties located along Valley High Lane to the east of the Project site and the residential homes located south of Mojave Road, south of the site.

City Standards

The City of Victorville outlines their noise regulations and standards within the General Plan, Noise Element and the Municipal Code, Chapter 13.01, Noise Control. The Noise Element is used to evaluate the project's noise/land use compatibility and ensure the project is consistent with the established plans, policies and programs for noise control within the City. The proposed Project and surrounding area are residential in nature. The *Noise Study* states the Noise Element recommends the following noise limits for single family residential uses: Normally Acceptable = 50-55 dBA CNEL; and Conditionally Acceptable = 65-75 dBA CNEL.

In addition to the Noise Element, the City of Victorville's Municipal Code (VMC), Section 13.01.040, Base Ambient Noise Levels, contains the following ambient residential noise standards: Daytime (7am-10pm) = 65 dBA; and Nighttime (10pm-7am) = 55 dBA. The VMC states that ambient noise levels shall not exceed these thresholds by the following levels for the cumulative period of time specified:

1) Less than 5dBA for a cumulative period of more than thirty minutes in any hour;

2) Less than 10 dBA for a cumulative period of more than fifteen minutes in any hour;

3) Less than 15 dBA for a cumulative period of more than five minutes in any hour;

4) Less than 20 dBA for a cumulative period of more than one minute in any hour; or

5) 20 dBA or more for any period of time.

The VMC Noise Ordinance Section 13.01.060 – Noise Source Exemption, also exempts noise levels associated with construction activities provided the construction activities on private properties are determined by the director of building and safety to be essential to the completion of the project.

Construction Noise Impacts

The degree of construction noise varies depending on the phase of construction and type of construction activity. Activities typical of residential development are clearing and grubbing, rough and fine grading, framing and rough construction, pouring concrete for curbs and driveways, and paving streets. The Environmental Protection Agency (EPA) has compiled data regarding the noise generation characteristics of typical construction activities. The data is presented in **Table 13-1, *Typical Construction Noise Levels*** and shows that typical construction equipment can have noise impacts over 90 decibels. The table indicates noise from equipment typical of residential development could range up to 95 dBA for tractors and earthmoving equipment within 50 feet of the property line. However, the closest receptor to the site is 150 feet east of the northeast corner of the site, so most of the grading and construction activities would not occur in proximity to this receptor location.

Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. For purposes of this analysis, a significant change in the ambient noise at the nearby residential unit is considered 5dB.

Table 13-1
Typical Construction Noise Levels

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
Other	
Vibrators	68 - 82
Saws	71 - 82

Source: Referenced Noise Levels from the Environmental Protection Agency (EPA)

The nearest noise sensitive receptors are the existing adjacent residential properties located along Valley High Lane to the east of the Project site and the residential homes located south of Mojave Road, south of the site.

The *Noise Study* indicates the construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, and baseline parameters for the project site. This study evaluates the potential exterior noise impacts during each phase of construction. Noise levels were projected at an average distance of 50 feet for equipment operating over an 8-hour period from to the nearest sensitive receptor property line. While some construction noise activity may occur closer than 50 feet from the property line, noise levels are averaged over an 8-hour period for purposes of assessing impacts. This assessment analyzes potential noise impacts during all expected phases of construction, including site preparation, grading, building construction, paving, and architectural coating. Noise levels are calculated based on an average distance of 50 feet over an 8-hour

period. **Table 13-2, *Project Construction Noise Levels at 50 Feet***, shows noise levels calculated for each major piece of equipment as well as a composite noise level for each phase of construction. **Table 13-2** demonstrates that Project construction is expected to generate noise levels which range from 73.7 dBA to 87.6 dBA at 50 feet. These noise levels are within the temporary noise limits established by the Noise Ordinance for the cumulative time periods indicated in VMC Section 13.01.040, Base Ambient Noise Levels.

Table 13-2
Project Construction Noise Levels at 50 Feet

Phase	Equipment	Quantity	Equipment Noise Level @ 50 Feet (dBA Leq)	Combined Noise Level (dBA Leq)
Site Preparation	Rubber Tired Dozers	3	77.7	87.6
	Tractors/Loaders/Backhoes	4	80.0	
Grading	Excavators	1	76.7	87.3
	Graders	1	81.0	
	Rubber Tired Dozers	1	77.7	
	Tractors/Loaders/Backhoes	3	80.0	
Building Construction	Cranes	1	72.6	86.3
	Forklifts	3	71.0	
	Generator Sets	1	77.6	
	Tractors/Loaders/Backhoes	3	80.0	
	Welders	1	70.0	
Paving	Cement & Mortar Mixers	2	74.8	84.3
	Pavers	1	74.2	
	Paving Equipment	2	73.0	
	Rollers	2	73.0	
	Tractors/Loaders/Backhoes	1	80.0	
Architectural Coatings	Air Compressors	1	73.7	73.7
Worst Case Construction Phase Noise Level – Leq (dBA)				**87.6**

Although noise levels during construction are expected to be within City standards, the *Noise Study* recommended a number of design features (DF) that could help reduce construction noise as much as practical. These design features were labeled DF-12 through DF-16 in the *Noise Study*; however, this Initial Study incorporates them as **Mitigation Measures MM-NOI-1** through **MM-NOI-5** to help assure they can be effectively implemented and monitored as part of the CEQA process. These measures are also recommended because the noise modeling conducted for the Project assumed the design features would be implemented; making them mitigation measures helps assure they will be implemented as part of the City's development review process. With the implementation of these measures, potential construction-related noise impacts of the Project will be less than significant.

Operational Impacts

Exterior Traffic Noise Levels

Traffic noise impacts from Mojave Drive and Amethyst Road are analyzed at the Project site then compared to the City's Noise Standards for determining the Project's noise/land use compatibility. Traffic noise along Mojave Drive and Amethyst Road will be the main sources of noise impacting the Project site. The nearest first row of residential lots will be set back approximately 71.0 feet from the centerline of Mojave Drive and approximately 59 feet from the Amethyst Road. As previously mentioned, the project is proposing to build a six (6) foot CMU block wall along the property lines facing the external roadways to help reduce noise impacts. The *Noise Study* estimated noise levels at the backyard habitable areas of the residential units nearest the subject roadways. Future exterior noise levels at the nearest first row residential lots facing Mojave Drive will be approximately 65.7 dBA CNEL and future exterior noise levels at the first-row residential lots facing Amethyst Road will be approximately 62.9 dBA CNEL.

Based on the City's General Plan Noise-Compatibility Land Use Objectives, the future exterior noise levels at the habitable backyard areas of the Project site ranges from conditionally acceptable for residential lots facing Mojave Drive to normally acceptable for residential lots facing Amethyst Road. Based on the City's General Plan Noise/Land Use Compatibility, new construction or development will require detailed analysis of the noise reduction requirements and noise insulation features in individual unit design. The *Noise Study* concluded that conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice to keep interior noise levels within City standards.

Interior Traffic Noise Levels

The *Noise Study* evaluated interior noise levels for the first row of habitable dwellings facing adjacent roadways using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. It should be noted that exterior noise levels were calculated at five feet above pad elevation, perpendicular to subject roadway, and includes attenuation from 6-foot perimeter walls. **Table 13-3, *Future Interior Noise Levels (dBA CNEL)***, indicates the first and second floor interior noise levels for the Project site.

Table 13-3
Future Interior Noise Levels (dBA CNEL)

Roadway	Exterior Façade Study Location	Exterior Noise Level at Façade (dBA CNEL)	Required Interior Noise Reduction (dBA CNEL)	Interior Noise Level with Standard Windows (STC = 25)		STC Rating
				Windows Open[1]	Windows Closed[2]	
Mojave Drive	1st Floor (All lots along Mojave Drive)	65.3	20.3	53.3	45.3	**25**
	2nd Floor (All lots along Mojave Drive)	73.9	28.9	61.9	53.9	32
Amethyst Road	1st Floor (All lots along Amethyst Road)	62.4	17.9	50.9	42.9	25
	2nd Floor (All lots along Amethyst Road)	71.1	26.4	59.4	51.4	32

[1] minimum 12 dBA noise reduction assumed

[2] minimum 20 dBA noise reduction assumed

As shown in **Table 13-3**, the interior noise level will range from 50.9 to 59.4 dBA CNEL with the windows open and 42.9 to 53.9 dBA CNEL with the windows closed. Offsite operational noise impacts (i.e., air conditioning, landscape maintenance equipment) are less than significant and mitigation is not required. The *Noise Study* indicated that a six-foot block wall was required along Mojave Drive and Amethyst Road for this purpose. In addition, California standard building shell and residential windows are expected to provide adequate attenuation to meet interior noise standards with a window open and windows closed condition for first floor residential homes and upgraded windows and sliding glass doors per the recommendations described in **Table 13-3** for the second floor.

All first-row residential units directly adjacent to Mojave Drive and Amethyst Road will require Sound Transmission Class 28 (STC 32) windows or higher to protect Project residents on the 2nd floor from noise along these roadways.

The six-foot block wall and STC window requirements were labeled DF-1 through DF-5 in the *Noise Study*; however, this Initial Study incorporates them as **Mitigation Measures MM-NOI-6** through **MM-NOI-10** to help assure they can be effectively implemented and monitored as part of the CEQA process. The noise modeling conducted for the Project assumed the design features would be implemented; making them mitigation measures helps assure they will be implemented as part of the City's development review process. With implementation of these measures, the Project will not result in the 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. Project impacts will remain less than significant, and no mitigation is required.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		

Less Than Significant with Mitigation Incorporated

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves. One common measure of vibration is the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically measured in inches per second. Another common measure of vibration is decibels (similar to noise) indicated as VdB.

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Construction Impacts

To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the adjacent residential uses to the east of the project site. All structures surrounding the project site are “new structures”. No historical or fragile buildings are known to be located within the vicinity of the site. The construction of the proposed project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the project would be the operation of equipment such as bulldozer activity during site preparation, loading trucks during grading and excavation and vibratory rollers during paving. **Table 13-4, *Typical Construction Vibration Levels***, shows the vibration levels of equipment typically used during residential construction. The worst-case vibratory impacts from site construction are estimated to be 0.21 PPV (in/sec) or 94 dBA from vibratory rollers at the eastern property line (approximately 25 feet).

Table 13-4
Typical Construction Vibration Levels

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration (VdB) at 25 feet
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

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

Table 13-5, *Construction Vibration Impacts*, shows the Project's construction-related vibration analysis at the nearest structures to the project construction area. Construction impacts are assessed at 25 feet from the nearest adjacent structure. **Table 13-5** demonstrates that Project-related construction activities are not expected to cause any potential damage to the nearest structures which are standard single family residences and not structures that are particularly sensitive or susceptible to vibration.

Table 13-5
Construction Vibration Impacts

Construction Activity	Distance to nearest Structure (feet)	Duration	Calculated Vibration Level – PPV (in/sec)	Damage Level Potential	Annoyance Criteria Level
Large Bulldozer	25	Continuous/ Frequent	0.089	Extremely fragile historic buildings, ruins, ancient monuments	Distinctly Perceptible
Vibratory Roller	25	Continuous/ Frequent	0.210	Historic and old buildings	Strongly Perceptible
Loaded Trucks	25	Continuous/ Frequent	0.076	No Impact	Distinctly Perceptible

Although vibration levels during construction are expected to be within identified standards, the *Noise Study* recommended a number of design features (DF) that could help reduce construction vibration as much as practical. These design features (which were also recommended for construction noise impacts) were labeled DF-12 through DF-16 in the *Noise Study*; however, this Initial Study incorporates them as **Mitigation Measures MM-NOI-1** through **MM-NOI-5** to help assure they can be effectively implemented and monitored as part of the CEQA process. These measures are also recommended because the noise modeling conducted for the Project assumed the design features would be implemented; making them mitigation measures helps assure they will be implemented as part of the City's development review process. With the implementation of these measures, potential construction-related noise impacts of the Project will be less than significant.

Operational Impacts

Vehicle movement on improved roadways does not generate substantial vibration impacts to the level of human annoyance or building damage. Therefore, potential vibration impacts from Project occupancy were not quantified as they will be less than significant.

Summary

Based on the preceding analysis, Project construction and operation would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels with implementation of **Mitigation Measures MM-NOI-1** through **MM-NOI-10**. With mitigation, impacts will be less than significant.

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

No Impact

The City's Noise Element indicates that the Southern California Logistics Airport (SCLA) is a source of aircraft noise in the Victorville area. The SCLA site encompasses approximately 2,762 acres in the northwestern part of Victorville. The existing aircraft noise contours presented in the "Southern California Logistics Airport Specific Plan" (last amended March 2021) are depicted in Noise Element Figure N-1 while Future Noise Contours are presented in Noise Element Figure N-2. According to those two figures the Project site is located outside of the existing and future noise contours of the SCLA. Although the Project site is 2.7 miles south of the southern SCLA boundary, it is within the "Detailed Land Use Area" of the SCLA. In addition, Exhibit 3B, Compatibility Review Areas, of the SCLA Airport Land Use Plan indicates the Project site is just within the boundary of Compatibility Review Area 4 (southern limit is Mojave Drive). In addition, Table 3A, Land Use Compatibility Standards, indicates single family residential uses (such as the proposed Project) are considered "Normally Acceptable". This classification assumes the buildings of a residential project "are of normal conventional construction without any special noise insulation requirements". The proposed Project will be of normal conventional construction so the Project will have no impacts regarding SCLA noise contours. Therefore, the Project will have no impacts on or be impacted by any airport or airstrip that would result in significant noise impacts on future Project residents. There would be no impacts.

Mitigation Measures

Construction

MM-NOI-1 All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).

MM-NOI-2 During construction, the applicant shall establish an electric connection to the site to avoid the use of diesel and gas powered generators.

MM-NOI-3 Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.

MM-NOI-4 Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

MM-NOI-5 No impact pile driving or blasting activities shall be permitted on the project site during construction.

Operation

MM-NOI-6 The wall's barrier weight shall be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. The noise control barrier may be constructed using one, or any combination of the following materials to the satisfaction of the City Planning Department:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Transparent glass (1/2-inch-thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

MM-NOI-7 The project shall incorporate building construction techniques and insulation that is consistent with California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.

MM-NOI-8 A "windows closed" condition is required for all residential units to meet the interior noise standard. To accommodate windows closed conditions, all units shall be equipped with adequate fresh air ventilation, per the requirements of the California Building Standards Code.

MM-NOI-9 Upgraded windows and sliding glass doors shall be provided to the following units based on the recommendations in Table 10 of the *Noise Study*:

- 2nd Story of Units Facing Mojave Drive = STC 32 or higher
- 2nd Story of Units Facing Amethyst Road = STC 32 or higher

MM-NOI-10 For proper acoustical performance, all exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

14. POPULATION AND HOUSING.

Source(s): California Department of Finance website, E-4 Population Estimate for Cities, Counties, and the State, 2021-2023 with 2020 Baseline; Southern California Association of Governments Demographics & Growth Forecasts Technical Report (September 3, 2020); and **Figure 7, *Aerial Photo*** in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

According to the Department of Finance population estimates, the City of Victorville had a population of 137,193 as of January 1, 2023. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast estimates Victorville's population will reach 194,500 by the year 2045. According to the SCAG RTP/SCS, Victorville had an employment base of 41,200 in 2016 and is projected to increase to 61,200 by the year 2045.

The SCAG 2021 Local Profile for the City of Victorville indicates that the average household size is 3.50 persons. As such, the development of 108 single-family residences is anticipated to house 378 persons. The potential for an additional 378 residents within the City of Victorville is considered less than significant as the project represents only about 0.66% of the potential growth[10] anticipated between the present population and the City's projected build-out population (2,045).

It should be noted that the City's Housing Element has a slightly different household size than SCAG uses. The Housing Element utilizes a 3.77 person per household number, which calculates as 407 persons. It should be noted that this potential is still considered less than significant as the Project represents about 0.71% of the anticipated growth.

The Project is consistent with the General Plan Land Use designation and zoning classification for the site. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Victorville General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Therefore, the Project will not 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). Impacts will be less than significant.

[10] 378/(194,500 – 137,193) = 0.19%

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

No Impact

The Project site is currently vacant. There is no existing housing on the Project site. The Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

15. PUBLIC SERVICES.

Source(s): City of Victorville General Plan, *Safety Element.*

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

Fire protection services are provided by the Victorville Fire Department (VFD). Medical services are provided by three local hospitals, as well as several urgent care centers. Emergency medical services are provided by private ambulance companies.

The VFD has five stations within the City of Victorville: Station 311 at 16200 Desert Knoll Drive; Station 312 at 15182 El Evado Road; Station 313 at 13086 Amethyst Road; Station 314 at 17008 Silica Drive; and Station 315 at 12820 Eucalyptus.

The nearest fire station to the Project site is VFD Fire Station No. 312 located approximately 0.9 miles east of the Project site.

The proposed Project will contribute an incremental increase in demand for fire services, but it is not anticipated to require the construction of additional fire protection facilities, or the alteration/expansion of existing station facilities, given the relatively modest nature of the Project and its proximity of Station No. 312.

It is noted, the Project site's development plan complies with the underlying land use designation set forth in the city's General Plan and Zoning Map.

The City of Victorville pays for its fair share of fire services to the VFD based upon the number of calls it receives.

Compliance with the applicable design requirements and payment of its full, fair share of infrastructure costs would ensure that the proposed Project would not adversely impact current fire protection services.

Prior to any site development or future Project approvals, all plans for the proposed Project would be required to be submitted to the VFD for review and verification that they conform to all pertinent fire standards and requirements. The proposed residential will be required to have fire sprinklers throughout the structure as well as a dedicated fire protection water line.

The Project's proposed construction of new commercial facilities will be reviewed and conditioned so as not to cause significant environmental impacts, maintain acceptable service

ratios, response times, and/or other performance objectives for fire services. The proposed Project will contribute an incremental increase in demand for fire services, but it is not anticipated to require the construction of additional fire protection facilities, or the alteration/expansion of existing station facilities.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City's fire protection services to a greater degree than was anticipated in the General Plan.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times and other performance objectives for fire protection. Any impacts are considered less than significant.

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

Less Than Significant Impact

Police services are provided by San Bernardino County Sheriff's Department (SBCSD), centered from the Victorville Police Headquarters and four satellite facilities.

The Project site's development plan complies with the underlying land use designation set forth in both the General Plan and Zoning Map.

The proposed Project will contribute an incremental increase in demand for police services, but it is not anticipated to require the construction of an additional police station facility, or the alteration/expansion of existing station facilities, given the Project site characteristics currently served by the existing police force.

In addition, the proposed Project itself, as a residential component, is expected to incrementally affect police services as it would increase population, and the development of the proposed Project is not likely to substantially increase crime potential.

Funding for the SBCSD is obtained from various sources, including the City of Victorville's general fund (operational), DIF (capital improvements, equipment), and other sources.

Police services are funded through the City's General Fund.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide police protection services to a greater degree than was anticipated in the General Plan.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times and other performance objectives for police protection. Any impacts are considered less than significant.

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

Less Than Significant Impact

The Project site is located within the Victor Elementary and Victor Valley Union High School Districts (VESD and VVUSD). The proposed Project is subject to the payment of fees for school facilities pursuant to Senate Bill 50. Additionally, since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City's fire protection services to a greater degree than was anticipated in the General Plan. Any impacts are considered less than significant.

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

Less Than Significant Impact

The proposed new residences would generate additional demand for recreational facilities. The Project proposes a 0.77-acre private recreational amenity (Lot E) but would also be required to pay applicable Quimby Act fees to offset the Project's increased public parkland needs above what it is providing onsite. The fees are used to acquire and develop new parkland in the City as well as upgrade and refurbish existing parks and recreational programs. The fees are considered regulatory compliance and not unique mitigation under CEQA.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite private facilities and the payment of in lieu fees will help reduce potential impacts to less than significant levels. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact recreational facilities to a greater degree than was anticipated in the General Plan.

Additionally, the Project provides a park on 0.77-acre (Lot "E") in the north-central portion of the site for the enjoyment of its future residents. Any impacts will be less than significant.

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

Less Than Significant Impact

The expansion of public services such as libraries or hospitals will not be required. The proposed Project will result in an incremental, yet not significant, increase in the demand of such services.

As the City's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide health and medical facilities to a greater degree than was anticipated in the General Plan.

The City of Victorville has one active library. Impacts to library services are typically attributable to residential development. A portion of the City's General Fund is allocated to library services. Therefore, the proposed residential Project will result in a very limited impact on library services.

A less than significant impact will occur to libraries and health services as a result of the Project.

Mitigation Measures

No mitigation measures are required.

16. RECREATION.

Source(s): California Assembly Bill NO. 1191, *"Quimby Act"*; Project Plans (**Appendix J**), City of Victorville Housing and Land Use Elements of the General Plan

Analysis of Project Effect and Determination of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	

Less Than Significant Impact

The proposed new residences would generate additional demand for recreational facilities. The Project proposes a 0.77-acre private recreational amenity (Lot E in the north-central portion of the site) but would also be required to pay applicable Quimby Act fees to offset the Project's increased public parkland needs that exceed the onsite parkland. The fees are used to acquire and develop new parkland in the City as well as upgrade and refurbish existing parks and recreational programs. The fees are considered regulatory compliance and not unique mitigation under CEQA.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite private facilities and the payment of in lieu fees will help reduce potential impacts to less than significant levels. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

The developer of this Project will be required to pay impact fees to the City of Victorville in accordance with the Quimby Act. The payment of development impact fees or Quimby Act fees are considered standard process, and not considered unique mitigation under CEQA. Additionally, it should be noted that the Project will provide a park of approximately ¾ acre in size located in the north central portion of the Project. The recreation areas shown on the Project plans will not be of a sufficient size to meet the City's goal of 3 acres per 1,000 residents and the developer of the Project will be required to pay Quimby fees.

With the payment of Quimby fees and the establishment of the public park, impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Less Than Significant Impact

Given the City's average household size of 3.50 persons per household, it can be assumed that there will be approximately 382 persons living in this Project once constructed. The City has a goal of 3 acres per 1,000 people. Therefore, approximately 1.15 acres of parkland would be required.

Lot "E", the park shown in the Project, encompasses 0.77-acres. This facility alone will not be sufficient to satisfy the City's park goals. Accordingly, the Project will be required to pay Quimby fees for the balance of the City requirement.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite recreational facilities and the payment of in lieu fees will help reduce potential impacts to less than significant levels. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

Mitigation Measures

No mitigation measures are required.

17. TRANSPORTATION.

Source(s): *TTM 20525 Single Family Residential Air Quality and Greenhouse Gas Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-29-2022 (*AQ/GHG Study*, **Appendix A**); and *TTM 20525 Single Family Residential Traffic Impact Study, City of Victorville,* prepared by RK Engineering Group, Inc., 4-13-2022 (*TIS*, **Appendix H**); Development Impact Fees (DIF) info from City website; Victor Valley Transit Authority website; and **Figure 3, *General Plan Land Use Designations***, **Figure 4, *Zoning Classifications***, and **Figure 7, *Aerial Photo***, in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *TIS and/or VMT Memo*, unless otherwise noted.

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

Less Than Significant Impact

Overview

Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the City's General Plan identifies standards for maintaining an adequate level of service (LOS) for City streets and intersections. To evaluate Project consistency with the General Plan Circulation Element, an LOS Traffic Analysis was prepared for the Project. As previously stated, to be consistent with the 2020 CEQA Guidelines, LOS analysis is not required for the purposes of this Initial Study impact analysis.

Circulation Element Consistency

The Project (TTM 20525) proposes 108 single-family residential units. The Project density is consistent with the Low Density Residential (LDR) General Plan Land Use Element designation and the R-1 Single-Family Residential zoning classification (i.e., limited to one- to two-stories) of the site. Primary vehicular access for the proposed Project will be provided via two (2) full-access unsignalized intersections along Amethyst Road, which will be accessed via the intersection of Amethyst Road at Mojave Drive. The Project will construct the north leg of the Amethyst Road / Mojave Drive intersection and will modify the existing traffic signal as necessary. Amethyst Road, from Mojave Drive to the northern extents of the Project site, will be improved as necessary to meet City of Victorville requirements. A 0.77-acre park is planned on Lot E in the north-central portion of the tract.

The *TIS* estimates the proposed Project will generate 76 total AM peak hour trips, 103 total PM peak hour trips, and 1,028 total daily trips. With proposed Project improvements, the *TIS* estimated Project traffic would not cause any LOS impacts in excess of the City's Circulation Element standards during either the opening year (2024) or the future year (2034).

As a Project condition of approval, roadways adjacent to the Project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Victorville General Plan/Circulation Element as directed by the City Engineer.

In addition, sight distance at each project access point shall be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping and street improvement plans. Lastly, signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Therefore, circulation impacts from Project vehicles will be less than significant relative to consistency with the General Plan Circulation Element.

Transit

Public transportation (bus and train) provides alternative means of travel while making more efficient use of available roadway capacity. Transit service in the Victor Valley area has expanded in concert with growth in Victorville and surrounding areas. Passenger rail service to the City is provided by Amtrak but there are no lines or stations proximate to the Project site. Located in the northeastern part of the City, the Victor Valley Transportation Center offers multi-modal services and facilities and is a transfer point for Amtrak national rail service and local bus. There are also several existing and planned park and ride lots within the City.

The City of Victorville is within the high desert portion of San Bernardino County and bus transit services are provided by the Victor Valley Transit Authority (VVTA). The Project area is relatively rural although there are a number of suburban residential neighborhoods along Mojave Drive which borders the Project site to the south. According to the VVTA website[11], the nearest VVTA bus route to the Project site at present is Route 31 ("VVTC – Adelanto") which runs along Seneca Road 1.0 mile south of the site and Route 31 and Route 52 ("VVTC – Mall of Victor Valley") along Hook Boulevard 1.1 miles southeast of the site. At some point in time when the population density increases the VVTA may choose to add bus service along Mojave Drive and/or Amethyst Road depending on the timing and location of future development.

Bicycle and Pedestrian Access

In 2001, SANBAG updated the *San Bernardino County Non-Motorized Transportation Plan* which is intended to coordinate and guide San Bernardino County and local jurisdictions to facilitate the use of non-motorized modes for recreational travel, commuting, and other purposes. The Plan includes regional and intra-jurisdictional bicycle connections and pedestrian facilities.

In 2011, the City Council approved a non-motorized transportation plan for bikeways and pedestrian trails. The plan was initiated by the City's Public Works Department in cooperation with the Southern California Association of Governments (SCAG). The plan utilizes existing and future roadways, paseos, washes, utility corridors, the California Aqueduct and the Mojave River Walk to form an interconnecting network of trail and bikeways. This nonmotorized transportation plan helps in meeting the goals and objectives of the General Plan and guides the future, orderly development of trails and bikeways, by requiring developers to install the segments adjoining their projects.

[11] https://vvta.org/interactive-map/

These non-motorized transportation facilities are shown in General Plan Circulation Element Figure Circ-6, Non-Motorized Transportation Plan, which will be provided as the City matures and continues to build out.

At present there are no marked existing bicycle lanes in the general surrounding area. However, the City has a network of Class I, II, and III bicycle lanes eventually planned along local roadways. Circulation Element Figure CIRC-6, Non-Motorized Transportation Plan, also shows this planned bicycle network. There are Class I Trails/Paths proposed along the two drainage channels that run northeast-southwest just northeast of the Project site (near the intersection at Amethyst Road and Tawny Ridge Lane). A Class II bike lane is proposed on Mojave Drive, just south of the site, and a Class III Shared Route is proposed on Amethyst Road, just west of the site. In the surrounding area, major Class I Trails/Paths are planned along Highway 395 two miles west of the site and within a high-voltage powerline easement one mile east of the site.

The south side of Mojave Drive (which has been developed) has improved sidewalks as far east as East Trail (0.7) and as far west as Diamond Road (0.9-mile) – there are no sidewalks installed along the north side of Mojave Drive in the vicinity of the Project site. At present there are no commercial or institutional uses for local residents to walk to within the immediate area – the closest small commercial center is located just over one mile to the east along Mojave Drive.

The proposed Project will install sidewalks along adjacent perimeter streets (Mojave Drive and Amethyst Road). The Project will contribute increased property taxes which will help incrementally fund future bicycle and pedestrian improvements by the City in the surrounding area. Therefore, the Project will not conflict with and will help implement future bicycle and pedestrian access routes.

Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?			**X**	

Less Than Significant Impact

In the fall of 2013, SB 743 was passed by the legislature and signed into law by the governor. SB 743 requires that delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.

The City of Victorville has adopted Vehicle Miles Traveled (VMT) Analysis Guidelines, dated June 15, 2020, to provide recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts under CEQA. The proposed Project is subject to a VMT analysis and will adhere to the recommendations and practices described in the City of Victorville VMT Guidelines. Per the City of Victorville VMT Guidelines, there are three (3) types of screening that can be applied to effectively screen development projects from requiring a project-level VMT assessment. These screening criteria are summarized below:

The project details were evaluated and compared to the screening criteria established in the guidelines to determine if the project could be screened from VMT analysis. The following is an overview of the project in relation to the screening criteria:

Step 1: Transit Priority Area (TPA) Screening – The Project is not located within a TPA. Therefore, this screening criteria does not apply.
Step 2: Low VMT Area Screening –Based on a preliminary evaluation, the Project is not located within a low VMT area. Therefore, this screening criteria does not apply.
Step 3: Daily Trip and Land Use Screening – Based on the analysis methodology described in the City of Victorville VMT Guidelines, project screening procedures have been implemented to identify projects that may be presumed to have a less than significant impact absent substantial evidence to the contrary and will be exempted from further project-level VMT assessment.

According to the City's VMT Guidelines, land use projects that result in a net increase of 1,285 or less weekday daily trips, per the latest Institute of Traffic Engineers Trip Generation Manual, are presumed to have a less than significant impact absent substantial evidence to the contrary. These include the following land use types:

- Single Family or Multifamily Residential – 136 dwelling units or less;
- Office – 227,000 square feet or less;
- Retail – 122,00 square feet or less;
- Warehousing – 829,000 square feet or less;
- Light Industrial – 296,000 square feet or less;
- K-12 Public Schools;
- Daycare/Childcare/Pre-K;
- Affordable Housing;
- Student Housing;
- Community Institutions, Social Services, Public Buildings; and
- Land uses not described above for which the project would generate 1,285 weekday daily trips or less.

The proposed Project consists of 108 single family residential dwelling units, which is less than the abovementioned threshold of 136 dwelling units, and therefore meets the Land Use Type Screening criteria. Furthermore, the Project is forecast to generate approximately 1,028 weekday daily trips which is less than the 1,285 weekday daily trips threshold. As a result, the proposed Project is screened out based on Daily Trip and Land Use Type Screening and may be presumed to have a less than significant VMT impact under CEQA. Therefore, no further VMT analysis is required.

Based on this analysis, the Project will be consistent with CEQA Guidelines section 15064.3, subdivision (b)(1). Any impacts are considered less than significant, and no mitigation is required.

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

Less Than Significant Impact

The 30.1-acre Project site is located on the northeast corner of Amethyst Road and Mojave Drive in the City of Victorville. Surrounding land uses include residential homes to the south and northeast and a middle school to the northwest. Reference **Figure 7, *Aerial Photo***, provided in Section I of this IS.

The site is bounded by Mojave Drive, a linear improved residential collector street, to the south and Amethyst Road, a linear partially improved "super arterial" street, to the west. The Project has been reviewed by City Traffic Engineering Staff and as designed will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project driveway intersections and internal circulation are considered typical and adequate for residential neighborhoods in the City. Adequate sight distance has been provided and driveway widths will accommodate Project residential traffic. Traffic control devices (stop signs) are provided where necessary for entering and exiting the site and a traffic signal is planned for the intersection of Mojave Drive/Amethyst Road. There is the potential for incompatible activities (e.g., offroad vehicles) in proximity to the Project, as the surrounding vacant desert open space lands. Since the Project is being developed consistent with the General Plan Land Use Plan and zoning designations, any impacts are less than significant.

In addition, street improvement plans will be subject to City review and approval which will ensure that project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a design feature. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the streets associated with the Project (Mojave Drive and Amethyst Road) will be limited to site-adjacent improvements and lateral utility connections (i.e., sewer or water) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed project. Any impacts during construction are considered less than significant.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts regarding emergency access are considered less than significant.

Mitigation Measures

No mitigation measures are required.

18. TRIBAL CULTURAL RESOURCES.

Source(s): *Phase I Cultural Resource Assessment for the Tentative Tract Map Number 20525 Project, City of Victorville*, prepared by Applied Earth Works, Inc., 5-2022 (*CRA,* **Appendix C**); Assembly Bill (AB) 52; and Public Resources Code.

Analysis of Project Effect and Determination of Significance:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.i) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)		**X**		

Less Than Significant with Mitigation Incorporated

A cultural resource is considered "historically significant" under CEQA if the resource meets one or more of the criteria for listing on the California Register of Historical Resources (CRHR). The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing cultural resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The following criteria have been established for the CRHR. A resource is considered significant if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the California Register must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated in regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

As described in the *CRA*, no "historical resources" were encountered within or adjacent to the Project area.

As part of Assembly Bill 52 tribal consultation, the City of Victorville contacted the following seven Native American tribal groups were contacted to determine if the tribes wished to consult with the City on this Project and if Project site or surrounding area constituted tribal resources per AB 52:

- Cabazon Band of Mission Indians
- Morongo Band of Mission Indians

- Yuhaaviatam of San Manuel Nation
  (formerly known as the San Manuel Band of Mission Indians)
- Twenty-Nine Palms Band of Mission Indians

In an email dated July 5, 2022, the Yuhaaviatam of San Manuel Nation (YSMN) noted the Project site was within Serrano ancestral territory and was of interest to them. However, due to the nature and location of the proposed project and the YSMN's present state of knowledge, they did not have any concerns with the project's implementation, as planned. In addition, they recommended five (5) measures which were incorporated into the Cultural Resources Section 5.b as **Mitigation Measures MM-CUL-1** through **MM-CUL-3** to reduce potential impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation. In addition, the YSMN recommended two additional measures specifically related to protecting tribal cultural resources. These additional measures have been incorporated into **Mitigation Measures MM-TCR-1** and **MM-TCR-2**.

With the implementation of **Mitigation Measures MM-CUL-1** through **MM-CUL-3** and **Mitigation Measures MM-TCR-1** and **MM-TCR-2**, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Any impacts will be reduced to less than significant levels.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		**X**		

Less Than Significant with Mitigation Incorporated

Please reference the discussion in Threshold 18.a.i.

With the implementation of **Mitigation Measures MM-CUL-1** through **MM-CUL-3** and **Mitigation Measures MM-TCR-1** and **MM-TCR-2**, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public

Resources Code Section 5024.1. Any impacts will be mitigated to a less than significant level.

Mitigation Measures

MM-CUL-1 In the event that cultural resources are discovered during Project grading activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Additionally, the "Consulting Tribes" shall be contacted regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. "Consulting Tribes"[12] are those that contacted the County during the AB 52 notification period and expressed an interest in consulting on this project.

MM-CUL-2 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the "Consulting Tribes"[11] for review and comment, as detailed within MM-CUL-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

MM-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.

MM-TCR-1 The "Consulting Tribes"[11] shall be contacted, as detailed in MM-CUL-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 the "Consulting Tribes"[11] for the remainder of the project, should "Consulting Tribes"[11] elect to place a monitor on-site.

MM-TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the "Consulting Tribes"[11]. The Lead Agency and/or applicant shall, in good faith, consult with the "Consulting Tribes"[11] throughout the life of the project.

[12] Only the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) expressed interest during the AB 52 tribal notification period to consult on this project – mitigation measures are from 7-5-22 email from YSMN.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): *Preliminary Drainage Study, Tentative Tract No 20525, City of Victorville*, prepared by Ludwig Engineering Associates, Inc., 3-14-2023 (*Drainage Study*, **Appendix F1**); *Mojave River Watershed Water Quality Management Plan Preliminary Report, Tentative Tract 20525*, prepared by Ludwig Engineering Associates, Inc., 1-17-2023 (*WQMP*, **Appendix F2**); *Report of Infiltration Feasibility Study*, *TTM 20525, City of Victorville*, prepared by Hilltop Geotechnical, Inc., 4-21-2022 (*Percolation Study*, **Appendix D2**); *Mohave River Basin Water Quality Control Plan*, prepared by the Lahontan Water Quality Control Board, 2-17-2020 (Basin Plan); *Phase I Environmental Site Assessment of Tentative Tract Map No. 20525, City of Victorville*, prepared by Hilltop Geotechnical, Inc., 3-30-2022 (*ESA*, **Appendix E**); Federal Emergency Management Agency (FEMA), Flood Insurance Rate Program (FIRM), National Flood Hazard Viewer; *Victorville Municipal Code Title 10, Water, Sewers, and Utilities*; *2020 Urban Water Management Plan* (*UWMP*), Victorville Water District (WSC), dated June 2021; *2020 Regional Urban Water Management Plan* (*RUWMP*), Metropolitan Water District dated June 2021; *Solid Waste Information System Website*, CalRecycle, 2022; CalRecycle Website 2022; 2019 Sewer System Management Plan, City of Victorville, 5-20-2019; and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

The following utility information was provided by the applicant, Project engineer, and review of the proposed Project site plan. Utilities to the area are provided by several agencies and private companies. The proposed Project will tie into existing water facilities provided by the City of Victorville. An existing 24-inch water line is located along Amethyst Road. Wastewater treatment will be also provided by the City of Victorville. An existing 8-inch sewer line is located along Amethyst Road northerly to Tawny Ridge. Electricity is provided by Southern California Edison (SCE) while natural gas is supplied by Southwest Gas Corporation (SGC). The local cable television provider is Charter Communication while telephone service is provided by Frontier Communications. The City and private service companies have indicated the Project can be adequately served by existing utility lines that are already in place adjacent to or in the immediate vicinity of the Project site. Therefore, no construction of new or relocation of existing utility lines are anticipated for development of the proposed TTM 20525.

Local storm drainage is handled by the City of Victorville while major or regional facilities are managed by the San Bernadino County Flood Control District (SBCFCD).

As previously discussed in Section 10 of this Initial Study (*Hydrology and Water Quality*), all new development in the County of San Bernardino is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and for properties located within the Mojave River Watershed - the Municipal Separate Sewer Permit (MS4) Permit as enforced by the Lahontan Regional Water Quality Board (RWQCB)[13]. Additionally, there are no storm drains on the Project site or within the immediate vicinity. The *Drainage Study* concluded that development of the additional structures will require the development of an onsite detention basin that will comply with NPDES, WDR, MS4, and RWQCB requirements, the construction of which will have a less than significant impact on storm water drainage systems.

For additional information, see Thresholds 19.b through 19.d. Based on available information, the Project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Victorville Water District (VWD) provides water to approximately 127,700 persons in its 85 square mile service area located in the high desert (Victor Valley) region of San Bernardino County. It is VWD's stated goal to ensure adequate water supplies are available to meet existing and future demands within its service area. It does this mainly through extraction of local groundwater but also uses reclaimed or recycled water, water conservation, and in some cases imported surface water to augment local supplies. The VWD has approximately 36,700 customer connections and their system includes 694 miles of distribution and transmission mains, 34 active wells, 4 booster pumping stations, 26 water storage reservoirs, 1 recycled water storage tank, and 25 pressure-regulating stations.

The VWD service area lies within the service area of the Mojave Water Agency (MWA) which was established in 1960 due to concerns over declining groundwater levels in the Mojave Basin, El Mirage Basin, Lucerne Valley, Johnson Valley, and Morongo Basin areas. MWA was created to ensure that sufficient water is available to meet current and future needs in its service area. MWA is one of 29 State Water Project (SWP) contractors and imports water from the SWP as a supplemental supply source for its service area. MWA is also responsible for implementing the Mojave Basin Area Judgment, which adjudicated the rights to produce water from the available natural water supply to better manage groundwater supplies.

VWD's long-term water planning is described in its 2020 Urban Water Management Plan (*UWMP*). The *UWMP* "provides a framework to help VWD maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during

[13] SWRCB Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems, May 2, 2006

drought conditions or other water supply interruptions." The *UWMP* characterizes water use, estimates future demands and supply sources, and evaluates supply reliability for normal, single-dry, and consecutive dry years as well as evaluates the District's Water Shortage Contingency Plan (WSCP) which is mandated by state law.

VWD's potable water system supplies water solely from groundwater pumped from the Mojave River Basin (Basin). The Basin is adjudicated and the MWA serves as its 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. The *UWMP* concludes that VWD has adequate supplies to meet demands during average, single-dry, and multiple-dry years throughout its 25-year planning period (2020-2045).

Table 19-1, *Projected Water Supply and Demand* compares the anticipated population increase within the VWD service area to its projected water supplies and demand from 2020 to 2045. **Table 19-1** indicates that the VWD will have sufficient (ground)water supplies to serve its anticipated population through 2045 even under a multiple drought-year scenario.

Table 19-1
Projected Water Supply and Demand

Condition[1]	Existing		Projected				
	2015	2020	2025	2030	2035	2040	2045
Population (persons)	128,005	134,273	154,831	172,220	183,018	192,113	200,486
Total Demand (AFY)	19,433	21,362	26,505	28,969	30,165	21,299	32,699
Total Supply (AFY)	21,341	23,452	26,505	28,969	30,165	21,299	32,699

Sources: Tables 3-2, 4-3, 4-6, 6-7, and 6-8, 2020 *UWMP*
[1] AFY = Acre Feet Per Year

The Project proposes 108 residential units which could generate approximately 380 residents based on 3.50 persons per household according to 2020 US Census data. Table 4-5 of the *UWMP* indicates current customers consume approximately 140 gallons per person per day (ppd). Even though that level of consumption is projected to decrease in the future, it represents a "worst case" estimate of future water use. Therefore, it is estimated the 378 future Project residents could consume up to 52,920 gallons per day which is 19.3 million gallons or 59.3acre-feet per year at Project buildout[14].

The *UWMP* was prepared based in part on land uses indicated in the Victorville General Plan Land Use Element. The proposed Project consistent with the General Plan and zoning designations for the site and is actually less than the maximum number of units that would be allowed. The *UMWD* takes into account the proposed Project in terms of long-term water supply and demand, including multiple drought-year conditions.

The City has standard conditions of approval (COAs) for new residential development that require compliance with the water conservation guidelines of the latest California Green Building Code (CalGreen) as well as implementing the "low impact development" (i.e., water conservation) requirements of the City Water Department. Implementation of these COAs is considered regulatory compliance and is not considered unique mitigation under CEQA.

[14] 378 persons X 140 gallons ppd = 52,920 gallons X 365 days divided by 326,000 gal/AF = 59.3 AF/year

Implementation of the proposed Project will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, occupancy of the Project will result in less than significant impacts regarding log-term water service and no mitigation is required.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			**X**	

Less Than Significant Impact

The Victorville Public Works Department is responsible for the operation and maintenance of the sanitary sewer collection system within the City. The system consists of gravity fed, pump stations, and force mains and flows to the Victor Valley Wastewater Reclamation Authority (VVWRA) at six connection points, and a City-owned and operated Industrial Wastewater Treatment Plant (IWTP). This sewer collection system sends an average of 11.23 million gallons per day (MGD) to the VVWRA Wastewater Treatment Plant and 1.79 MGD to the City-owned industrial wastewater treatment facility. Victorville is a partner in the VVWRA Joint Powers Authority (Appendix B contains the VVWRA Joint Powers Agreement) along with three other agencies including, Apple Valley, Hesperia, and San Bernardino County.

According to the City's 2019 Sewer System Management Plan (SSMP), there is an existing 8-inch sewer line along Amethyst Road adjacent to the Project site that runs north to Tawny Ridge. It is estimated the Project will have 378 residents at buildout (108 units times 3.50 persons per household) based on 2020 US Census data[15] for the City of Victorville. According to the City's website[16], single family residential uses generate an average of approximately 50 gallons per person per day, therefore it is estimated the Project will generate 18,900 gallons per day or 0.019 million gallons per day (MGD) of residential wastewater. This represents less than 0.2 percent of the 11.23 MGD treated by the VVWRA.

The Project proposes construction of an interior system of sewer lines along planned roadways to service the individual residential lots and connect to the sewer main in Amethyst Road west of the site. The proposed Project is consistent with the City's General Plan land use and zoning designations and with the City's 2019 Sewer System Management Plan (SSMP).

It should be noted that the City's 2020 UWMP and 2019 SSMP were based on land uses in the City's General Plan, and the proposed Project is consistent with the General Plan land use and zoning designations. Therefore, the future wastewater needs of the Project are accounted for by the City.

[15] 2020 Census data shows City had an average of 3.50 persons per household for 2020
[16] Residential wastewater generation rate from City of Victorville Public Works website

The City has standard conditions of approval (COAs) for new residential development that require compliance with the water conservation guidelines of the latest California Green Building Code (CalGreen) as well as implementing the "low impact development" (i.e., water conservation) requirements of the City Water Department. The use of water-reducing toilet fixtures will help reduce potential wastewater generation as well. The Project will also be required to satisfy City requirements related to the payment of development impact fees and/or the provision of on- or offsite wastewater conveyance features as necessary, and for their installation and maintenance prior to the issuance of building permits. Measures that reduce water consumption can also help reduce wastewater generation (e.g., low flow toilets). Implementation of these COAs is considered regulatory compliance and is not considered unique mitigation under CEQA.

Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with standard conditions (e.g., Sewer Connection Fees).

Based on available data, implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	

Less Than Significant Impact

Solid waste management in the City of Victorville is required to comply with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939) which redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

The San Bernardino County Department of Public Works, Solid Waste Management Division (SBCSWMD) ensures that the County's planned and proposed landfills and waste management activities are in compliance with applicable federal, State and local land use and environmental laws, regulations, and ordinances.

Municipal waste collection services for the City, including the Project site, is provided by Burrtec Waste Industries, Inc.. Waste from the City is disposed of at the County's Victorville Landfill

located at 18600 Stoddard Wells Road just north of Victorville. According to the State's Solid Waste Information System (SWIS) website, maintained by CalRecycle, the disposal area of the landfill occupies 341 acres and has a maximum daily throughput of 3,000 tons. As of 2020 it had a remaining capacity of 79.4 million cubic yards and a remaining lifetime of 25 years (i.e., facility is currently permitted through 2047)[17]. The SBCSWND also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs - the closest being the Victor Valley Materials Recovery Facility at 17000 Abbey Lane in Victorville.

Project Impacts

Solid waste generation rates estimate the amount of waste created by residences over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In this way, they are useful in providing a general level of information for planning purposes and estimating potential effects. It should be noted that the Generation Rates used by the County do not take into account any recycling, reduction or diversion (potentially upwards of 50%-75%, associated with compliance with AB 341. The SBCSWMD estimates the average generation of residential solid waste in the high desert area is 4.9 pounds of waste per person per day. The Project proposes 108 units which will generate 3.50 persons per household based on US Census data, so the Project will have 378 persons at buildout. If each person generates 4.9 pounds per day of waste, the Project will generate 1,852 pounds per day or 338 tons per year of solid waste. This represents 0.03 percent of the 3,000-ton maximum daily throughput of the Victorville Landfill.

The amount of additional solid waste generated by the Project operation would have an incremental, but nominal, impact on the existing solid waste infrastructure at the Victorville Landfill.

Therefore, the proposed Project use would not 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. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact

All land uses within San Bernardino County, including those in the City of Victorville, that generate solid waste are required to coordinate with the local contracted waste transfer hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development in the City is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), and other local, State, and federal solid waste disposal standards.

[17] CalRecycle SWIS Facility/Site Activity Details, Victorville Sanitary Landfill (36-AA-0045)

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

The Project would be required to comply with applicable aspects of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, and other applicable local, State, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

20. WILDFIRE.

Source(s): Google Maps; Victorville General Plan, *Safety Element* (GP); *Phase 1 Cultural Resources Assessment for Tentative Tract Map 220525, City of Victorville*, prepared by Applied EarthWorks, Inc., 5-2022 (*CRA*, **Appendix C**); and **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study.

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

The proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. According to the GP, "The City of Victorville has adopted a Fire Hazard Abatement Ordinance which requires the abatement of weeds in excess of three inches above the grade in the area of growth on such portion of the lot or premises within one hundred feet of any structure. Russian Thistle (tumbleweed) is not permitted to grow in excess of three inches within City limits on any property, regardless of surrounding improvements. Adherence to this ordinance reduces the likelihood of fires on undeveloped lands and on vacant lots in the developed portions of the Planning Area."

There are no wildland conditions in the suburbanizing area where the Project site is located.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to reduce any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of Victorville Municipal Code.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Any impacts will be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**

No Impact

The proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. There are no wildland conditions in the suburbanized area where the Project site is located.

Topographically, the Project site consists of generally flat terrain that slopes to the north. Overall relief on the Project site varies from 2,905 feet AMSL up to 2,994 feet AMSL.

The proposed Project is characterized by slightly undulating topography that is relatively undisturbed. The site is characterized by Mojave creosote bush scrub, emergent western Joshua trees, and other sparse ground cover. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The Project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slopes are located several miles away to the south (San Gabriel Mountains foothills), and to the east (Mojave Desert foothills).

Based on this information, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	

Less Than Significant Impact

The proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire.

The proposed Project will require associated infrastructure to support the Project. The Project will tie into existing water City of Victorville water line facilities. An existing 12-inch water line is located within Amethyst Road and Mojave Road. The Project will install an 8” sewer main at the

northerly border of the tract and will run north in Amethyst to an existing connection at Tawny Ridge. The Project would provide fire hydrants at locations throughout the Project area per City Fire requirements which will aid in reducing fire risks on-site. Electricity will be provided by Southern California Edison will require all power lines 33kV and below to be installed underground. Underground utilities would not exacerbate fire risk.

Based on this information, the Project would not have a significant potential to exacerbate fire risk or to result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

Less Than Significant Impact

The proposed Project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. There are no wildland conditions in the suburbanized area where the Project site is located.

Topographically, the Project site consists of generally flat terrain that slopes to the north. Overall relief on the Project site varies from 2,905 feet AMSL up to 2,994 feet AMSL.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slopes are located several miles away to the south (San Gabriel Mountains foothills), and to the east (Mojave Desert foothills).

The proposed Project is characterized by gently undulating topography that is relatively undisturbed. The site is characterized by Mojave creosote bush scrub, emergent western Joshua trees, and other sparse ground cover. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The Project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk.

The discussion under Subchapter 7, Geology and Soils, concluded that the Project would not have a significant potential to experience landslides or slope instability. Once constructed, the Project site will remain essentially flat, and the drainage will be managed onsite in an efficient manner that would not expose people or structures to significant risk. Furthermore, as discussed under Subchapter 10, Hydrology and Water Quality, the Project is not located in an area containing a flood hazard, and the Project site is anticipated to remain stable should a wildfire occur at or near the Project site. As discussed above, the Project is not anticipated to be exposed to substantial fire risk because of the lack of fuel to spread wildfire surrounding the site. Therefore, the development of the Project at this site is anticipated to have a less than significant potential to 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. Impacts under this issue are considered less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and Project Plans (**Appendix J**).

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

Less Than Significant Impact with Mitigation Incorporated

Implementation of the proposed Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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.

Please reference the discussions in Section 4 (Biological Resources), Section 5 (Cultural Resources), and Section 18 (Tribal Cultural Resources). In addition to the mitigation measures outlined in these Sections (and summarized below), standard conditions will apply to the proposed Project. Any impacts are considered less than significant with mitigation and standard conditions incorporated.

Biological Resources
MM-BIO-1: Joshua Tree Survey and Protection
MM-BIO-2: Nesting Bird Survey

Cultural Resources
MM-CUL-1: Cultural Monitoring of Grading
MM-CUL-2: Inadvertent Finds
MM-CUL-3: Human Remains

Tribal Cultural Resources
MM-TCR-1: Native American Tribal Monitoring
MM-TCR-2: Consultation/Report Dissemination

The City hereby finds that impacts will be less than significant with the standard conditions and recommended mitigation incorporated.

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

Less Than Significant Impact

Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Victorville General Plan and the AQMP. Therefore, cumulative impacts will be less than significant.

Based on the analysis of the Project's impacts in the responses to items 1 through 20 of this Environmental Assessment, the proposed Project does not have impacts which are individually limited, but cumulatively considerable. Standard conditions will apply to the proposed Project. Any impacts will be less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

Less Than Significant Impact with Mitigation Incorporated

Based on the analysis of the Project's impacts in the responses to items 1 through 20, there is no indication that this Project will result in substantial adverse effects on human

beings. Long-term effects include increased vehicular traffic, traffic related noise, use of hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects inn these other topics will remain at less than significant levels. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

V. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Location Where Earlier Analyses, if used, are available for review:

VI. SOURCES/REFERENCES

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

Assembly Bill 939
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=198919900AB939

Assembly Bill 1191
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191

California Building Code (CBC)
http://www.bsc.ca.gov/Home/Current2013Codes.aspx

California Energy Commission
https://www.energy.ca.gov/
https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics

CalRecycle
www.calrecycle.ca.gov/StateAgency/
https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652

Caltrans website
https://dot.ca.gov/

City of Victorville
https://www.victorvilleca.gov/home

City of Victorville, 2019 Sewer System Management Plan
https://www.victorvilleca.gov/home/showpublisheddocument/1722/636971368986230000

Department of Finance
https://dof.ca.gov/Forecasting/Demographics/Estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2023-with-2020-census-benchmark/

EnviroStor website
http://www.envirostor.dtsc.ca.gov

Federal Emergency Management Agency (FEMA) National Flood Hazard Viewer
https://fema.maps.arcgis.com/apps/webappviewer/index.html

GEOTRACKER website
http://geotracker.waterboards.ca.gov

Google Maps
https://maps.google.com

LA Times Article on State Protection for the western Joshua Tree dated 9-22-2020
https://www.latimes.com/environment/story/2020-09-22/western-joshua-trees-granted-temporary-endangered-species-protections

Mohave River Basin Water Quality Control Plan
https://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/mojave_river.html

Metropolitan Water District *2020 Regional Urban Water Management Plan*
https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf

Public Resources Code (PRC)
http://www.search-california-law.com/research/titletoc/ca/PRC/index.html

Southern California Association of Governments Demographics & Growth Forecasts Technical Report
https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fscag.ca.gov%2Fsites%2Fmain%2Ffiles%2Ffile-attachments%2F2021_local_profiles_dataset.xlsx%3F1661892901&wdOrigin=BROWSELINK

Southern California Logistics Airport Specific Plan, City of Victorville, 2021
https://www.victorvilleca.gov/home/showpublisheddocument/6677/637605594637670000

Victorville General Plan
https://www.victorvilleca.gov/government/city-departments/development/planning/general-plan

Victorville Municipal Code
https://library.municode.com/ca/victorville

Victor Valley Elementary School District
https://www.vesd.net/

Victor Valley Union High School District
https://www.vvuhsd.org/

Victor Valley Transit Authority
https://vvta.org/interactive-map/

Victorville Water District *2020 Urban Water Management Plan*
https://www.victorvilleca.gov/home/showpublisheddocument/6593/637583035592600000