
Initial Study/Mitigated Negative Declaration

TTM 20576 Victorville

FEBRUARY 2025

Prepared for:

CITY OF VICTORVILLE

14343 Civic Drive
Victorville, CA 92393
Contact: Mina Morgan

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Carey Fernandes

Table of Contents

SECTION		PAGE
	Acronyms and Abbreviations.....	v
1	Introduction	1
1.1	Project Overview	1
1.2	California Environmental Quality Act Compliance	1
1.3	Public Review Process	1
1.4	Initial Study Checklist.....	2
2	Project Description.....	3
2.1	Project Location.....	3
2.2	Environmental Setting.....	3
2.3	Project Characteristics	3
2.4	Phasing/Construction	4
2.5	Project Approvals.....	5
3	Initial Study Checklist.....	7
3.1	Aesthetics	11
3.2	Agriculture and Forestry Resources	13
3.3	Air Quality.....	15
3.4	Biological Resources	29
3.5	Cultural Resources	42
3.6	Energy	47
3.7	Geology and Soils	51
3.8	Greenhouse Gas Emissions.....	55
3.9	Hazards and Hazardous Materials	67
3.10	Hydrology and Water Quality.....	71
3.11	Land Use and Planning.....	77
3.12	Mineral Resources	78
3.13	Noise	78
3.14	Population and Housing.....	82
3.15	Public Services	83
3.16	Recreation.....	86
3.17	Transportation	87
3.18	Tribal Cultural Resources.....	93
3.19	Utilities and Service Systems.....	98
3.20	Wildfire	102
3.21	Mandatory Findings of Significance	104

4 References and Preparers..... 107
 4.1 References Cited 107
 4.2 List of Preparers 111

APPENDICES

- A AQGHG
- B BRTR
- C Cultural Resources Study
- D WQMP Report
- E Hydrology Report
- F Traffic Study
- G Soils Report

FIGURES

2-1 Project Location..... 113
 2-2 Existing General Plan Land Use Designations..... 115
 2-3 Existing Zoning Designations 117
 2-4 Site Plan..... 119
 3.13-1 Aggregate Onsite Stationary Sources Operational Noise Level Prediction..... 121
 3.17-1 Non-Motorized Transportation Plan Map..... 123

TABLES

2-1 Anticipated Project Construction Schedule4
 3-1 Land Uses Surrounding the Project Site.....8
 3.3-1. Mojave Desert Air Quality Management District Annual Air Quality Significance Thresholds..... 18
 3.3-2 Mojave Desert Air Quality Management District Daily Air Quality Significance Thresholds..... 18
 3.3-3 Construction Scenario Assumptions 20
 3.3-4 Estimated Maximum Daily Construction Criteria Air Pollutant Emissions 22
 3.3-5 Estimated Annual Construction Criteria Air Pollutant Emissions - Unmitigated 23
 3.3-6 Estimated Annual Operational Criteria Air Pollutant Emissions - Unmitigated..... 24
 3.4-1 Vegetation Communities and Other Land Cover Types on the Project Site..... 39
 3.6-1 Total Project Construction Petroleum Demand..... 48
 3.6-2 Annual Mobile Source Petroleum Demand 50
 3.8-1 Estimated Annual Construction GHG Emissions..... 57
 3.8-2 Estimated Annual Operation GHG Emissions - Unmitigated 57
 3.8-3 Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table 60
 3.8-4 Project Potential to Conflict with SCAG 2020-2045 RTP/SCS 64

3.17-1 VMT Analysis - Project VMT..... 91
3.17-2 VMT Analysis - Project Impact on City VMT..... 91
3.18-1 Assembly Bill 52 Native American Heritage Commission–Listed Native American Contacts..... 94
3.19-1 Supply and Demand Comparison (Acre-Feet per Year)..... 100

INTENTIONALLY LEFT BLANK

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
afy	acre-feet per year
AMTP	Archaeological Monitoring and Treatment Plan
AAQS	Ambient Air Quality Standards
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best management practice
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Cal-IPC	California Invasive Plant Council
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
CDNPA	California Desert Native Plants Act
CDPH	California Department of Public Health
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
COA	Conditions of Approval
CRHR	California Register of Historical Resources
CRIAs	Community Revitalization and Investment Authorities
CRMP	Cultural Resource Management Plan
CRPR	California Rare Plant Rank
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	Diesel particulate matter
EIFDs	Enhanced Infrastructure Financing Districts
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
ESA	Environmentally Sensitive Area
GHG	Greenhouse Gas
gpd	gallons per day
GWP	Global warming potential
HUSD	Hesperia Unified School District
HVAC	Heating, ventilation, and air conditioning

Acronym/Abbreviation	Definition
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	kilowatt-hours
LDR	Low Density Residential
LID	Low impact development
LOS	level of service
MBMI	Morongo Band of Mission Indians
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MT	Metric tons
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OES	Office of Emergency Services
PA	Production-Attraction
PRC	Public Resources Code
PSD	Prevention Significant Deterioration
rms	root mean square
SB	Senate Bill
SBCFD	San Bernardino County Fire Department
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SMP	Sewer Master Plan
SOI	U.S. Secretary of the Interior Standards
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic air contaminants
TCR	Tribal cultural resource
THPO	Tribal Historic Preservation Officer
TTM	Tentative Tract Map
USDA	United States Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle-miles traveled
VWD	Victorville Water District

Acronym/Abbreviation	Definition
VVTA	Victor Valley Transit Authority
VWRA	Victor Valley Wastewater Reclamation Authority
WEAP	Workers Environmental Awareness Program
WJTCA	The Western Joshua Tree Conservation Act
WQMP	Water Quality Management Plan

INTENTIONALLY LEFT BLANK

1 Introduction

1.1 Project Overview

The City of Victorville (City) received an application from JPI (project applicant) requesting the following discretionary approvals for development of the Tentative Tract Map (TTM) 20576 Project (project or proposed project), located at the northwest corner of Mesa Street and Topaz Road, Victorville, California:

- Tentative Tract Map 20576

The approximately 70.8-acre (gross) project site is currently vacant. The project involves the construction of a 242-lot single-family residential subdivision and associated improvements.

The project is subject to analysis pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility for considering the project for approval (14 CCR 15000 et seq.).

1.2 California Environmental Quality Act Compliance

The City is the lead CEQA agency responsible for the review and approval of the proposed project. Based on the findings of the initial study (IS), the City has made the determination that a mitigated negative declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

1.3 Public Review Process

In accordance with CEQA, a good faith effort was made during preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The draft IS/MND and related documents are available for review on the City's website (<https://www.victorvilleca.gov/government/city-departments/development/planning/environmental-review-notices>).

Comments on the IS/MND may be submitted in writing before the end of the 30-day public review period. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Comments on the IS/MND should be addressed to:

Mina Morgan
City of Victorville, Planning Department
14343 Civic Drive
Victorville, California 92392
760.955.5135
Email: mmorgan@victorvilleca.gov

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is provided in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination made in the checklist for the project.

For this IS/MND, the following four responses to each individual environmental issue area are included in the checklist:

1. Potentially Significant Impact
2. Less-than-Significant Impact with Mitigation Incorporated
3. Less-than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

2 Project Description

2.1 Project Location

The City of Victorville (City) is located in the southwestern portion of San Bernardino County (Figure 2-1, Project Location). On a regional basis, the City is accessible via Interstate 15 (I-15), U.S. Federal Highway 395 (US-395), State Route 18 (SR-18), and Historic Route 66 (National Trails Highway). Cities surrounding the City of Victorville include the City of Adelanto to the northwest, Town of Apple Valley to the east, City of Hesperia to the south, and unincorporated San Bernardino County to the southwest and north.

The proposed project site totals approximately 70.8 acres and is located at the northwest corner of Mesa Street and Topaz Road in the City of Victorville (Assessor's Parcel Numbers [APNs] 3136-441-01, 3136-441-02, 3136-411-04, and 3136-411-05). Regional access to the project site is provided via US-395 and the SR-18. Local access to the project site is provided via La Mesa Street and Topaz Road.

2.2 Environmental Setting

The City of Victorville is located in southwestern San Bernardino County and is generally characterized by a relatively flat topography which ranges between approximately 2,600 to 2,875 feet above sea level. This area is a geographic subregion of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert" (City of Victorville 2008a).

Existing Project Site

The project site is currently vacant. Topographically, the project site and surrounding areas are relatively flat. The site contains minimal vegetation due to past grading activities; however, low bushes are scattered throughout. The project site is located on the northwest corner of Mesa Street and Topaz Road. The General Plan land use designation for the project site is Low Density Residential, and the current zoning is Single Family Residential (R-1) (Figure 2-2, Existing General Plan Land Use Designation; Figure 2-3, Existing Zoning Designation).

Surrounding Land Uses

Surrounding land uses include developed and vacant land zoned for single family residential uses to the east, south, and west of the project site, and vacant land zoned for commercial uses to the north of the project site (see Figure 2-2 and Figure 2-3).

2.3 Project Characteristics

The project involves the construction of a 242-lot single-family residential subdivision, and associated improvements (Figure 2-4, Site Plan). A total of approximately 110,745 square feet of green space is proposed throughout the project site, within four parks (Lots G, H, I, and K).

Site Access and Parking

The project site would be accessible via six entries (see Figure 2-4, Site Plan). There would be four roads to access the project site from Cataba Road, and two roads to access the project site from Topaz Road. The project would extend Verano Drive and Mesa Street east, onto the project site, and construct a series of internal roadways and cul-de-sacs.

Parking would be provided by garages attached to each home, along with driveway and street parking.

On-Site and Off-Site Adjacent Improvements

The project would also include improvements to Cataba Road, Mesa Street and Topaz Road along the project’s street frontages, including a separate letter lot for Landscape Maintenance Assessment Districts, a new sidewalk with curb and gutter, and half-width frontage improvements within the roadway right-of-way. Consistent with City standards, all existing utility service lines adjoining and interior to the project site would be installed underground, and new City streetlights would be installed within the dedicated right-of-way. In conformance with the City’s approved plant palette list, a variety of trees, shrubs, plants, and land covers would be planted in the landscaped areas proposed throughout the project site.

Utility and Infrastructure Improvements

The project site would connect to existing domestic water, sanitary sewer, stormwater, and dry utility infrastructure facilities located adjacent to the site. The project would also include construction of a storm water detention basin at the northern edge of the project site, which would abut Street A and Topaz Road.

2.4 Phasing/Construction

The project applicant intends to commence construction on or around November 2025. It is anticipated that construction would take approximately 61 months, concluding in December 2030.¹ Table 2-1 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to Section 3.3 Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A, Air Quality Study).

Table 2-1. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Site Preparation	40 days	November 4, 2025	December 27, 2025
Grading	110 days	December 28, 2025	May 30, 2026
Paving	75 days	June 2, 2026	September 12, 2026
Building Construction	1,110 days	September 15, 2026	December 14, 2030
Architectural Coating	75 days	September 3, 2030	December 14, 2030

Source: Appendix A, Air Quality Study

¹ The analysis assumes a construction start date of November 2025, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

2.5 Project Approvals

The following discretionary approvals would be required prior to implementing the project:

- Tentative Tract Map 20576

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. Project title:

TTM 20576 Victorville Project

2. Lead agency name and address:

City of Victorville
14343 Civic Drive
Victorville, California 92392

3. Contact person and phone number:

Mina Morgan, Associate Planner
City of Victorville, Department of Development
760-955-5135

4. Project location:

The proposed project is located at the northwest corner of Mesa Street and Topaz Road in the City of Victorville (APNs 3136-441-01, 3136-441-02, 3136-411-04, and 3136-411-05).

5. Project sponsor's name and address:

Rodeo Credit Enterprises
9595 Wilshire Blvd. Suite #708
Beverly Hills, CA 90212

6. General plan designation:

Low Density Residential (LDR)

7. Zoning:

Single Family Residential (R-1)

8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The Project proposes a tentative tract map to subdivide approximately 70.8 acres into 242 lots for single-family detached residential development. The proposed minimum lot sizes are 7,200 square feet with a net density of 3.5 dwelling units per acre. The average lot size would be 7,822 square feet. The Project also includes 13 lettered lots for storm drainage and recreational facilities.

9. Surrounding land uses and setting: Briefly describe the project’s surroundings:

Table 3-1. Land Uses Surrounding the Project Site

Current Land Use	Location	General Plan Land Use Designation	Zoning Land Use Designation
Developed/Vacant land	East, South, and West	Low Density Residential (LDR)	Single Family Residential (R-1)
Vacant land	North	Commercial	General Commercial (C-2T)

Source: Figures 2-2 and 2-3.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The following outside public agency approvals may be required:

- California Department of Fish and Wildlife Incidental Take Permit 2081 for impacts to Western Joshua Trees.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Refer to Section 3.18 (Tribal Cultural Resources) for details.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature

Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
 - a. 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. Section 15063I(3)(D). In this case, a brief discussion should identify the following:
 - b. Earlier Analysis Used. Identify and state where they are available for review.
 - c. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - d. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
5. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
6. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
7. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

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

a) *Would the project have a substantial adverse effect on a scenic vista?*

Less-than-Significant Impact. The City’s General Plan EIR identifies the Mojave River, the rocky bluffs of the Narrows, and the Mojave Narrows Regional Park as areas of high visual sensitivity (City of Victorville 2008a). Additionally, according to the City’s General Plan EIR, scenic resources may also include urban/developed areas such as parks, and developed conservation/open space areas, as well as cultural sites of significance. Thus, scenic resources can occur not only in open space areas, but also within highly urbanized sections of the City. The project site is located approximately seven miles west of the Mojave River and seven miles southwest of the Mojave Narrows Regional Park. Based on these distances, as well as the presence of existing intervening development and topographical variation, the project site is not located within the viewshed of these scenic vistas, and the project would not block views of or from these scenic resources. Additionally, the current viewshed within the project area consists of existing residential development. Thus, the inclusion of the project within the existing viewshed would be consistent with views currently found throughout the project area. Therefore, impacts associated with scenic vistas would be less than significant.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The California Department of Transportation (Caltrans) designates official and eligible scenic highways within the state. According to the Caltrans California State Scenic Highway System Map (Caltrans 2018), the only officially designated state scenic highway in San Bernardino County is a 16-mile portion of State Route 38 from South Fork Campground to State Lane. This roadway segment is located approximately 34 miles east of the project site in the San Bernardino Mountains. Based on this distance and intervening natural topography and constructed structures, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, implementation of the proposed project would not result in an impact related to scenic resources within a state scenic highway.

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

Less-than-Significant Impact. Section 21071 of the California Public Resources Code (i.e., CEQA) defines an “urbanized area” as “(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.” As of July 1, 2021, the U.S. Census Bureau estimated the population of the City to be 135,950 persons (U.S. Census Bureau 2021). Therefore, the City is located within an urbanized area as defined by CEQA.

To ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City’s Municipal Code includes design standards, specific to each Zoning District, related to building height, parking, landscaping requirements, and other visual considerations. The purpose is to regulate and restrict the uses of buildings and structures, and to encourage the most appropriate use of land. The City’s General Plan Land Use Map designates the project site as R-1 (Low Density Residential), and the City’s Zoning Map shows the site zoned as Single Family Residential (City of Victorville 2018). The proposed project will be required to be developed in accordance with the existing land use and zoning designations. The project’s consistency with these land use and zoning designations would be reviewed during the plan-check phase of project review. Therefore, because the project would be required to comply with all applicable regulations governing scenic quality, potential impacts would be less than significant.

Additionally, development of the project would be consistent with surrounding development and would not degrade the existing visual character of the project site and its surroundings. The project site is located in an area of the City used for residential purposes and is currently characterized as an undeveloped site. Construction of the project would require the use of heavy machinery such as large trucks, cranes, bull dozers, and other equipment needed for construction activities. These activities would be temporary and would conclude with completion of construction of the project.

Once construction of the project is complete, the condition of the site would change from an undeveloped site with grading activities to a developed condition for residential purposes. The project would be built consistent with existing patterns of development in the surrounding area, which is becoming more

urbanized, including the residential neighborhood south of the project site. In addition, the project would be subject to design review by the City and would be required to meet the City’s conditions of approval, which will ensure that proposed structures and landscaping would be consistent with the City’s General Plan and Municipal Code. Therefore, implementation of the proposed project consistent with the development standards in the City’s Municipal Code, as required by the City’s conditions of approval and as reviewed as part of the plan check process, would not substantially degrade the existing visual character or quality of the site or its surroundings or result in significant visual impacts. Impacts would be less than significant.

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

Less-than-Significant Impact. Currently, there are no existing lighting sources on the project site since it is undeveloped and vacant; however, the project site is in an area where nighttime lighting is a common feature. Existing light sources in the area include streetlights installed on Mesa Street and Cataba Road, local neighborhood roads, exterior and interior lighting associated with residential and commercial development in the surrounding area, and lights from motorists.

The project would include exterior lighting for safety and security purposes. The project would comply with the California Green Building Standards, County ordinances, and the City’s Municipal Code requirements with respect to lighting. Site lighting would incorporate cutoff lenses to keep light from spilling over onto adjacent properties and to keep light sources from being visible on or directing light rays onto adjoining property as established in Section 16.3.08.090(c)(9) of the City’s Municipal Code. Therefore, based on compliance with local requirements, impacts associated with light and nighttime glare would be less than significant.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The project site is currently vacant and has been previously graded. The California Department of Conservation (DOC) (2016) has not identified the site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

Although the project site and the surrounding area is designated as “Grazing Land” by the DOC, this is not a category under CEQA criterion. Grazing Land does not meet the criteria of Prime, Statewide, or Unique Farmland. In this case, the DOC’s designation does not recognize the fact that the site has a land use designation and zoning for residential uses, and has surrounding residential land uses, which suggests a potential use for farmland is highly unlikely to occur because of the site location.

Because the site is not identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, and because the “Grazing Land” designation is not a category under this criterion and is also inconsistent with the site’s location and character, there would be no impact related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site has a land use/zoning of Low Density Residential (R-1) and is not covered under an existing Williamson Act contract, according to San Bernardino Parcels Under Open Space Contract Report. Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. The project site is zoned R-1 and is not occupied by or used as forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. The project site is zoned R-1 and is not occupied by or used as forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

- e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. According to the California Department of Conservation Important Farmland Finder (DOC 2016), the project site is designated as Grazing Land and is surrounded by Urban and Built-up Land. Neither the project site nor the surrounding project area contains Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, Important Farmland). In addition, the City’s General Plan EIR does not identify any land under Williamson Act or Farmland Security Zone contracts on the project site or within the project area. Further, the City’s Zoning Map does not show agricultural zoning districts in the broader project area. There are no areas zoned for forest land within the vicinity of the project site. As such, the project would not involve changes to the existing environment that, due to its location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less-than-Significant Impact. The Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Mojave Desert set forth a comprehensive set of programs that will lead the MDAB into compliance with federal and state air quality standards. The control measures and related emission reduction estimates within the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle-miles traveled (VMT) are also deemed to comply with the applicable air quality plan (MDAQMD 2020).

The Project would be required to comply with all applicable MDAQMD Rules and Regulations, including, but not limited to Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust Control for the Mojave Desert Planning Area). As stated in Section 2.2, Environmental Setting, the General Plan land use designation for the project site is Low Density Residential, and the current zoning is Single Family Residential. As discussed below, Project emissions during construction and operation would not exceed applicable MDAQMD regional thresholds.

Based on the preceding considerations, the Project would conform to local land use plans and would comply with all applicable all MDAQMD Rules and Regulations. Project construction and operational emissions do not have the potential to increase the frequency or severity of a violation in the federal or state ambient air quality standards. On this basis, the Project is considered to comply with the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the MDAB. Therefore, impacts associated with the conflicting with the MDAQMD would be less than significant.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less-than-Significant Impact. Construction and operation of the Project would result in emissions of criteria air pollutants from mobile, area, energy, and other sources, which may cause exceedances of federal and state Ambient Air Quality Standards (AAQS) or contribute to existing nonattainment of AAQS.

The following discussion identifies potential short-term construction and long-term operational impacts that would result from implementation of the Project.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the MDAQMD develops and implements plans for future attainment of AAQS. Although the area of the MDAB where the Project is located is currently designated a nonattainment area for federal and state O₃ standards and federal and state PM₁₀ standards, the MDAB has experienced a substantial reduction in maximum 8-hour concentrations of O₃ over the past 30 years, as well as reductions in PM₁₀ over time, as described in the respective MDAQMD O₃ and PM₁₀ attainment plans. CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the AAQS. Based on these considerations, Project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

Thresholds of Significance

The significance criteria used to evaluate the Project impacts to air quality are based on CEQA Guidelines Appendix G. According to CEQA Guidelines Appendix G, a significant impact related to air quality would occur if the Project would:

- A. Conflict with or obstruct implementation of the applicable air quality plan.
- 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.
- C. Expose sensitive receptors to substantial pollutant concentrations.
- D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- E. Result in cumulatively considerable air quality impacts.

CEQA Guidelines Appendix G indicates that, where available, significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the Project would have a significant impact on air quality. As outlined in the MDAQMD's *CEQA and Federal Conformity Guidelines* (MDAQMD 2020), a project would result in a significant environmental impact if it:

1. Would generate total emissions (direct and indirect) in excess of the established significance thresholds (presented as Table 3.3-1)
2. Would generate 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
4. Would expose sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million (10×10^{-6}) and/or a hazard index (noncarcinogenic) greater than or equal to 1

Residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned sensitive receptor land use must be evaluated using Threshold 4:

- any industrial project within 1,000 feet

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

The MDAQMD *CEQA Air and Federal Conformity Guidelines* (MDAQMD 2020) sets forth quantitative emission significance thresholds for criteria air pollutants below which a project would not have a significant impact on ambient air quality. Project-related air quality emissions estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 3.3-1 are exceeded. The emission-based thresholds for O₃ precursors are intended to serve as a surrogate for an “ozone significance threshold” (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted directly. MDAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions.

Table 3.3-1. Mojave Desert Air Quality Management District Annual Air Quality Significance Thresholds

Pollutant	Annual Threshold (short tons per day)
VOC	25
NO _x	25
CO	100
SO _x	25
PM ₁₀	15
PM _{2.5}	12
Hydrogen sulfide ^a	10
Lead ^a	0.6

Source: MDAQMD 2020.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

^a The Project includes typical equipment and on-road vehicles, which result in negligible (if any) emissions of hydrogen sulfide and lead. Therefore, these pollutants are not discussed in this analysis.

Table 3.3-2. Mojave Desert Air Quality Management District Daily Air Quality Significance Thresholds

Pollutant	Daily Threshold (pounds per day)
VOC	137
NO _x	137
CO	548
SO _x	137
PM ₁₀	82
PM _{2.5}	65
Hydrogen sulfide ^a	54
Lead ^a	3

Source: MDAQMD 2020.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

- ^a The Project includes typical equipment and on-road vehicles, which result in negligible (if any) emissions of hydrogen sulfide and lead. Therefore, these pollutants are not discussed in this analysis.

Regarding localized CO, although the MDAQMD does not have screening levels for intersection traffic that could result in potential CO hotspots, several other air districts have established these levels, which are described below to provide context of the magnitude of hourly volumes that could result in significant localized CO:

- The SCAQMD conducted CO modeling for its 2003 Air Quality Management Plan (SCAQMD 2003a) for the four worst-case intersections in the South Coast Air Basin. At the time the 2003 Air Quality Management Plan was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least more than 100,000 vehicles per day.
- The Bay Area Air Quality Management District (BAAQMD) determined that projects would result in a less-than-significant impact to localized CO concentrations if (1) project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, or (2) project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) (BAAQMD 2017).

Based on the Project's proximity to the South Coast Air Basin, the SCAQMD screening criterion of 100,000 vehicles per day has been applied to this Project as a metric to evaluate CO hotspots.

Methodology

Emissions from construction and operation of the Project and existing land uses were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.² CalEEMod input parameters, including the Project land use type and size and construction schedule, were based on information provided by the Project Applicant, or default model assumptions if Project specifics were unavailable.

² CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with the construction and operational activities from a variety of land use projects, such as residential, commercial, and industrial facilities.

Construction

For the purpose of estimating Project emissions, construction was modeled beginning in November 2024 and concluding in December 2029,³ lasting approximately 61 months. On-site facility development and off-site improvements were accounted for in the modeling. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Site preparation: November 2024 – December 2024 (40 days)
- Grading: December 2024 – May 2025 (110 days)
- Paving: June 2025 – September 2025 (75 days)
- Building construction: September 2025 – December 2029 (1,110 days)
- Architectural coating: September 2029 – December 2029 (75 days)

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-3. It was assumed that 7,900 cubic yards of material would be imported during the grading phase, and emissions were included for the required haul trucks. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

Table 3.3-3. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Daily Usage Hours
On-Site Construction						
Site Preparation	232	0	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/Backhoes	4	8
Grading	20	0	988	Excavators	2	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Scrapers	2	8
				Tractors/Loaders/Backhoes	2	8
Paving	15	0	0	Pavers	2	8
				Paving Equipment	2	8
				Rollers	2	8
Building Construction	1,158	444	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8

³ The analysis assumes a construction start date of November 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and greenhouse gas emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 3.3-3. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Daily Usage Hours
				Tractors/ Loaders/ Backhoes	3	7
				Welders	1	8
Architectural Coating	232	0	0	Air Compressors	1	6

Source: Appendix A

Operation

Emissions from the operational phase of the Project were estimated using CalEEMod. Operational year 2030 was assumed based on phasing provided by the applicant.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and MDAQMD Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission

factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Based on input from the Project applicant, it was determined that the Project would not include woodstoves and fireplaces.

Mobile Sources

The Project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the traffic associated with the operation of the Project.

Emissions from the mobile sources during operation of the Project were estimated in CalEEMod. The project would result in average daily trip rates of 2,303 trips on weekdays, 2,328 trips on Saturdays, and 2,086 trips on Sundays, resulting in approximately 7,752,064 annual vehicle miles travelled (VMT). The passenger vehicle trip lengths were assumed to be CalEEMod default trip lengths. The default CalEEMod fleet mix was assumed.

Energy Source Emissions

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gas emissions in CalEEMod, since criteria pollutant emissions would occur at the site of power plants, which are not on the Project site. However, natural gas combustion would occur at the Project site itself, in association with equipment that uses natural gas. The emissions associated with natural gas use were calculated using CalEEMod default parameters, which assume compliance with the Title 24 Building Energy Efficiency Standards.

Short-Term Construction Impacts

Construction of the Project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod Version 2022.1. The estimated maximum daily construction emissions are summarized in Table 3.3-4. Detailed construction model outputs are presented in Appendix A.

Table 3.3-4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	pounds per day					
Summer						
2025	3.32	30.5	30.1	0.07	4.06	2.20
2026	1.52	11.1	20.1	0.03	1.76	0.69

Table 3.3-4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds per day					
Summer						
2027	1.45	10.5	19.5	0.03	1.72	0.65
2028	1.40	9.99	19.1	0.03	1.68	0.62
2029	9.3	10.5	20.8	0.03	1.90	0.66
Winter						
2024	3.73	36.1	34.0	0.07	6.94	4.15
2025	3.30	30.5	29.6	0.07	4.06	2.20
2026	1.47	11.1	17.8	0.03	1.76	0.69
2027	1.41	10.6	17.5	0.03	1.72	0.65
2028	1.36	10.1	17.2	0.03	1.68	0.62
2029	49.2	10.5	18.7	0.03	1.90	0.66
Maximum	49.2	36.1	34.0	0.07	6.94	4.15
<i>MDAQMD Threshold</i>	137	137	548	137	82	65
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District. Includes compliance with MDAQMD Rule 403 for fugitive dust control. See Appendix A for complete results.

The estimated annual construction emissions are summarized in Table 3.3-5. Detailed construction model outputs are presented in Appendix A.

Table 3.3-5. Estimated Annual Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Short Tons Per Year					
2024	0.08	0.77	0.73	<0.01	0.14	0.09
2025	0.29	2.38	2.74	0.01	0.31	0.16
2026	0.19	1.46	2.40	<0.01	0.23	0.09
2027	0.18	1.39	2.34	<0.01	0.22	0.08
2028	0.18	1.32	2.30	<0.01	0.22	0.08
2029	1.96	1.24	2.22	<0.01	0.22	0.08
Maximum Annual Emissions	1.96	2.38	2.74	0.01	0.31	0.16
<i>MDAQMD Threshold</i>	25	25	100	25	15	12
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM10 = coarse particulate matter; PM2.5 = fine particulate matter; MDAQMD = Mojave Desert Air Quality Management District. Includes compliance with MDAQMD Rule 403 for fugitive dust control.

As depicted in Tables 3.3-4 and 3.3-5, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the MDAQMD. This impact would be less than significant.

Long-Term Operational Impacts

Operation of the Project would generate criteria pollutant emissions from area sources (consumer products, re-applying architectural coatings, landscaping equipment), energy sources (natural gas combustion for space and water heating), mobile sources (vehicular traffic), solid waste disposal, water and wastewater use, and refrigerants. Note that woodstoves and fireplaces would not be installed in any of the residential units. Table 3.3-6 summarizes the maximum daily operational emissions associated with the Project. Detailed operational model outputs are presented in Appendix A.

Table 3.3-6. Estimated Annual Operational Criteria Air Pollutant Emissions - Unmitigated

Emissions Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Short Tons per Year					
Area	1.41	1.37	10.1	0.03	2.75	0.71
Energy	2.40	0.01	1.25	<0.01	<0.01	<0.01
Mobile	0.02	0.35	0.15	<0.01	0.03	0.03
Water	N/A	N/A	N/A	N/A	N/A	N/A
Waste	N/A	N/A	N/A	N/A	N/A	N/A
Refrigerants	N/A	N/A	N/A	N/A	N/A	N/A
Total Annual Emissions	3.82	1.74	11.5	0.03	2.78	0.74
<i>MDAQMD Threshold</i>	25	25	100	25	15	12
Threshold Exceeded?	No	Yes	Yes	No	Yes	No

Source: See Appendix A for complete results.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; MDAQMD = Mojave Desert Air Quality Management District; <0.01 = reported value less than 0.01.

As shown in Table 3.3-6, the Project would not exceed the numerical thresholds of significance established by the MDAQMD. This impact would be less than significant without mitigation.

Health Effects of Criteria Air Pollutants

Construction and operation of the Project would result in emissions that would not exceed the MDAQMD thresholds for criteria air pollutants.

Health effects associated with O₃ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue. VOCs and NO_x are precursors to O₃, for which the MDAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the MDAB due to O₃ precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O₃ NAAQS and CAAQS tend to occur between April and October

when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O₃ precursors is speculative. Because the Project would not exceed the MDAQMD VOC or NO_x thresholds, the Project would not contribute to health effects associated with O₃.

Health effects associated with NO_x and NO₂ (which is a constituent of NO_x) include lung irritation and enhanced allergic responses. The MDAB is a designated attainment area for NO₂ (and NO₂ is a constituent of NO_x) and the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards. Furthermore, because the Project would not exceed the MDAQMD NO_x threshold, the Project would not contribute to health effects associated with NO_x and NO₂.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness. CO tends to be a localized impact associated with congested intersections. The potential for CO hotspots is discussed under the subsequent impact criterion below and determined to be less than significant. Thus, the Project's CO emissions would not contribute to significant health effects associated with CO.

Health effects associated with PM₁₀ include premature death and hospitalization, primarily for worsening of respiratory disease. Because the Project would not exceed PM₁₀ thresholds, it would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the MDAB from coming into attainment for these pollutants.

In summary, because the Project would not result in exceedances of any MDAQMD significance thresholds, the Project would not result in health effects associated with those pollutants. The potential health effects associated with these criteria air pollutants are considered less than significant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact. The potential impact of Project-generated air pollutant emissions at sensitive receptors has been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered as sensitive receptors.

Criteria Air Pollutant Emissions and Associated Pollutant Concentrations

As discussed above in Threshold B, the Project would not result in health effects associated with criteria air pollutants. Because construction and operation of the Project would not exceed any MDAQMD thresholds, and because the MDAQMD thresholds are based on levels that the MDAB can accommodate without affecting the attainment date for the AAQS, the Project is not anticipated to result in health effects associated with any criteria air pollutants.

Notably, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and methods available to quantitatively evaluate health effects may not be appropriate to apply to emissions associated with the Project, which cannot be estimated with a high-level of accuracy.

Local Carbon Monoxide Concentrations

Mobile source impacts occur on two scales of motion. Regionally, Project-related travel would add to regional trip generation and increase VMT within the local airshed and the MDAB. Locally, Project-generated traffic would be added to the roadway system near the Project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles “cold-started” and operating at pollution-inefficient speeds and operates on roadways already crowded with non-Project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. However, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the MDAB is steadily decreasing.

The MDAQMD thresholds of significance for local CO emissions is the 1-hour and 8-hour CAAQS of 20 ppm and 9 ppm, respectively. By definition, these represent levels that are protective of public health. As noted previously, the MDAB is currently designated attainment for both state and national CO ambient air quality standards.

To verify that the Project would not cause or contribute to a violation of the CO standard, a screening evaluation was conducted comparing the highest hourly traffic volumes at any studied intersection in proximity to the Project site to the 100,000 vehicles per day criterion from the SCAQMD Air Quality Management Plan (SCAQMD 2003a). The highest average daily trips on a segment of road would be 19,187 daily trips on Stoddard Wells Road, east of I-15 NB Ramps - Outer I-15 intersection, which would be substantially less than the 100,000 vehicles per day screening criterion applied. Therefore, impacts associated with CO hotspots would be less than significant.

Toxic Air Contaminant Exposure

In addition to impacts from criteria pollutants, impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California’s TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and adopts appropriate control measures for sources of these TACs. The greatest potential for TAC emissions during construction would be DPM emissions from heavy equipment operations and heavy-duty trucks. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to 5 minutes; electric auxiliary power units shall be used whenever possible.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The MDAQMD recommends an incremental cancer risk threshold of 10 in 1 million. “Incremental cancer risk” is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a Project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of

Environmental Health Hazard Assessment risk-assessment methodology. The Project would not require the extensive operation of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce DPM emissions, nor would it involve extensive use of diesel trucks, which are also subject to a CARB Airborne Toxics Control Measure.

Annual particulate matter (i.e., PM₁₀ or PM_{2.5}) emissions generated by construction equipment operation and haul-truck trips during construction (exhaust particulate matter, or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the significance thresholds. Moreover, total construction of the Project would last approximately 61 months, after which Project-related TAC emissions would cease. Thus, the Project would not result in a long-term source of TAC emissions. No residual TAC emissions or corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the Project. Therefore, the impact of exposure of Project-related TAC emissions to sensitive receptors would be less than significant.

Additionally, CARB's Air Quality and Land Use Handbook: A Community Health Perspective identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities" (CARB 2005). The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts. The evaluated facilities or sources include the following (CARB 2005):

- High-traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

CARB recommends that sensitive receptors not be located downwind or in proximity to such sources to avoid potential health hazards. The Project would not include any of the above-listed land uses nor would it expose future residents of the Project to TAC emissions from these sources. Impacts would be less than significant.

Valley Fever

Valley Fever is not highly endemic to San Bernardino County with an incident rate of 1.8 cases per 100,000 people (CDPH 2017). In contrast, in 2016 the statewide annual incident rate was 13.7 per 100,000 people. The California counties considered highly endemic for Valley Fever include Kern (251.7 per 100,000), Kings (157.3 per 100,000), San Luis Obispo (82.8 per 100,000), Fresno (60.8 per 100,000), Tulare (45.3 per 100,000), Madera (31.5 per 100,000), and San Joaquin (25.3 per 100,000), and accounted for 70% of the reported cases in 2016 (CDPH 2017).

Even if present at the site, construction activities may not result in increased incidence of Valley Fever. Propagation of Valley Fever is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. Valley Fever spores can be released when filaments are disturbed by earth-moving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing Valley Fever. Moreover, exposure to Valley Fever does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (USGS 2000).

In order to reduce fugitive dust from the Project and minimize adverse air quality impacts, the Project would employ dust control measures in accordance with the MDAQMD Rule 403, which limits the amount of fugitive dust generated during construction. These requirements are consistent with California Department of Public Health recommendations for the implementation of dust control measures, including regular application of water during soil-disturbance activities, to reduce exposure to Valley Fever by minimizing the potential that the fungal spores become airborne (CDPH 2013). Further, regulations designed to minimize exposure to Valley Fever hazards are included in Title 8 of the California Code of Regulations and would be complied with during the Project's construction phase (California Department of Industrial Relations 2017).

In summary, the Project would not result in a significant impact attributable to Valley Fever exposure based on its geographic location and compliance with applicable regulatory standards and dust control measures, which will serve to minimize the release of and exposure to fungal spores. Therefore, impacts associated with Valley Fever exposure for sensitive receptors would be less than significant.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Less-than-Significant Impact. Land uses most commonly associated with odor complaints generally include agricultural uses (livestock and farming), wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not include uses that would be substantive sources of objectionable odors. Potential temporary and intermittent odors may result from construction equipment exhaust, the application of asphalt, and architectural coatings. Temporary and intermittent construction-source emissions are controlled through existing requirements and industry Best Management Practices addressing proper storage of and application of construction materials.

The Project would also be required to comply with MDAQMD Rule 402 (Nuisance). Rule 402 provides 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” (MDAQMD 1976). Based on the preceding, the potential for the Project to create objectionable odors affecting a substantial number of people would be less than significant.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis is based, in part, on the biological report prepared by Aspen Environmental Group in June 2023, included as Appendix B.

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

Less-Than-Significant Impact with Mitigation Incorporated. Aspen biologists conducted site visits on April 3, 2023; September 27, 2023; and October 3, 2023, to document biological resources present within the project site and to determine the potential for special-status species to occur. Their literature review included a query of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website for the project site, as well as queries of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California for the subject U.S. Geological Survey (USGS) 7.5-minute quadrangle, Baldy Mesa, and surrounding 8 USGS quadrangles (i.e., Adelanto, Cajon, Hesperia, Phelan, Shadow Mountain SE, Silverwood, Telegraph Peak, and Victorville) (USFWS 2023a; CDFW 2023; CNPS 2023). Special-status species returned in the queries were evaluated for their potential to occur within the project site based on their habitat associations, known geographic or elevational ranges, and local occurrence data.

One state candidate plant species, western Joshua tree (*Yucca brevifolia*), was detected within the project site. Western Joshua tree is a candidate for listing as “Threatened” under CESA and afforded the protection of the act while the California Fish and Game Commission decides if listing the species is warranted. No other state or federally listed species were observed in the project site and immediate vicinity. Crown muilla (*Muilla coronata*), a plant species with a California Rare Plant Rank (CRPR) of 4.2, was detected within the project site. No other special-status plant species were observed or have a moderate or higher potential to occur within the project site and immediate vicinity.

No state or federally listed wildlife species were observed in the project site and immediate vicinity. Four state or federally listed wildlife species have a low potential to be present within the project site and immediate vicinity: Crotch bumble bee (*Bombus crotchii*), desert tortoise (*Gopherus agassizii*), Swainson’s hawk (*Buteo swainsoni*), and Mohave ground squirrel (*Xerospermophilus mohavensis*). The project is not expected to result in direct, indirect, or cumulative impacts to these listed species and impacts to these species are not further analyzed below. Five non-listed special-status wildlife species have a moderate potential to occur within the project site and immediate vicinity: coast horned lizard (*Phrynosoma blainvillii*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), LeConte’s thrasher (*Toxostoma lecontei*), and Cooper’s hawk (*Accipiter cooperii*).

The project would have significant impacts on special-status species absent mitigation or avoidance. Impacts to these species and proposed mitigation measures are discussed below.

Direct Impacts

Western Joshua Tree

Western Joshua tree, a candidate for state listing under CESA, was observed within the Western Joshua Tree Census Area (project site plus a 50-foot buffer), and therefore would be directly impacted by the project. According to the biological report, implementation of the project would result in direct impacts to 23 western Joshua trees, four within the project site and nineteen within the 50-foot buffer. All

ground-disturbing activities are considered permanent impacts to western Joshua trees. Direct impacts to western Joshua tree would be significant absent mitigation under CEQA.

Based on The Western Joshua Tree Conservation Act (WJTCA), Fish and Game Code section 1927.3 requires the applicant to mitigate by paying the statutorily prescribed fees. Trees located in the area described in Fish and Game Code section 1927.3 (e) are in the standard fee area; therefore, impacts to western Joshua tree can be mitigated on a per-tree basis as follows:

- 5 meters or greater in height - \$2,500
- 1 meter or greater but less than 5 meters in height - \$500
- less than 1 meter in height - \$340

As required by **MM-BIO-1** (Western Joshua Tree Fee Payment), mitigation for direct impacts to 23 western Joshua tree, their seed bank, and associated habitat would be fulfilled through the issuance of an Incidental Take Permit as outlined in the WJTCA and payment into the Western Joshua Tree Conservation Fund via WJTCA mitigation fees.

Furthermore, the implementation of **MM-BIO-2** (Designated Biologist Authority) gives the project's designated biologist the authority to stop work if construction is not compliant with this CEQA document. **MM-BIO-3** (Compliance Monitoring) requires that an experienced biologist oversee compliance with the protective measures, including limiting impacts to the project footprint. **MM-BIO-4** (Delineation of Property Boundaries) requires that impacts occur within the fenced, staked, or flagged area that is clearly delineated within the project impact footprint. The construction crew would be responsible for unauthorized impacts from construction activities to special-status plants that are outside the permitted project footprint.

Accordingly, implementation of **MM-BIO-1** (Western Joshua Tree Fee Payment), **MM-BIO-2** (Designated Biologist Authority), **MM-BIO-3** (Compliance Monitoring), and **MM-BIO-4** (Delineation of Property Boundaries) would reduce potential direct impacts to western Joshua trees to less than significant.

Crown Muilla

Other than western Joshua tree, one non-listed special-status plant species, crowned muilla (CRPR 4.2), was observed within the project site comprising of twenty individual plants were mapped at five different localities. In general, CRPR 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380. Additionally, the loss of crowned muilla individuals would not be significant due to the small population count within the project site relative to its general distribution in the region. Therefore, this impact would not reduce regional populations of the species to below self-sustaining numbers and direct permanent impacts to slender mariposa lily would be less-than-significant absent mitigation.

Coast Horned Lizard

Coast horned lizard has a moderate potential to occur in the project site based on the presence of suitable habitat and known occurrences in the region. Suitable habitat for this species occurs within the rubber rabbitbrush scrub and Joshua tree woodland within the project site.

Direct impacts to coastal whiptail resulting from habitat loss would be less than significant. Abundant suitable habitat is present in the project region. These areas will continue to provide habitat opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of habitat for coastal whiptail would be less than significant.

Individuals are cryptic and slow moving on the surface or are otherwise underground, and therefore, are highly vulnerable to injury and mortality during construction. Harm to or the loss of individuals during construction could be significant, absent mitigation. Implementation of **MM-BIO-5** (Pre-Construction Special-Status Reptile Survey) would require a pre-construction survey to identify any coast horned lizards present within the impact footprint. The measure would require relocation of any coast horned lizards found, thereby avoiding potential direct impacts to coast horned lizard resulting from the loss of individuals. In addition, implementation of **MM-BIO-2** (Designated Biologist Authority) and **MM- BIO-3** (Compliance Monitoring) would reduce potential direct impacts to less than significant.

Accordingly, implementation of **MM-BIO-2** (Designated Biologist Authority), **MM-BIO-3** (Compliance Monitoring), and **MM-BIO-5** (Pre-Construction Special-Status Reptile Survey) would reduce potential direct impacts to Crotch bumble bee to less than significant.

Burrowing Owl

Focused surveys for burrowing owl conducted not conducted; however, the project site contains suitable open scrub habitat, with a recent record of this species approximately 1.6 miles northwest of the site. Additionally, several burrows of suitable size were observed on site during biological surveys. Therefore, burrowing owl has a moderate potential to occur, and the species could occupy the project site prior to construction. Potential direct and indirect impacts to burrowing owl would be significant absent mitigation under CEQA.

Pursuant to the California Fish and Game Code, pre-construction surveys in compliance with the Staff Report on Burrowing Owl Mitigation (CDFW 2012) would be necessary to reevaluate the locations of potential burrowing owl burrows within the project limits so take of owls or active owl nests can be avoided. Consistent with **MM-BIO-6** (Pre-Construction Burrowing Owl Surveys), pre-construction surveys for burrowing owl would be conducted in areas supporting potentially suitable habitat, with the first survey no less than 14 days prior to the start of construction activities and the second within 24 hours of start of construction. **MM-BIO-6** also provides guidance on avoidance, relocation, and/or mitigation should burrowing owl be found on site during the pre-construction surveys. In addition, implementation of **MM-BIO-2** (Designated Biologist Authority) and **MM-BIO-3** (Compliance Monitoring) would reduce potential direct impacts to less than significant.

Accordingly, implementation of **MM-BIO-2** (Designated Biologist Authority), **MM-BIO-3** (Compliance Monitoring), **MM-BIO-6** (Pre-Construction Burrowing Owl Surveys) would reduce potential direct impacts to burrowing owl to less than significant.

Loggerhead Shrike

The project site supports suitable loggerhead shrike foraging and nesting habitat (e.g., open desert scrub with scattered shrubs). Therefore, loggerhead shrike has a moderate potential to occur within the project site.

Direct impacts to loggerhead shrike resulting from habitat loss would be less than significant. Abundant suitable habitat is present in the project region. These areas will continue to provide habitat opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of habitat for loggerhead shrike would be less than significant.

To avoid potential direct impacts to nesting loggerhead shrike, vegetation removal activities would be conducted outside the general bird nesting season (February 1 through August 31). If vegetation cannot be removed outside the bird nesting season, a pre-construction nesting bird survey by a qualified biologist is required prior to vegetation removal. This requirement is outlined in **MM-BIO-7** (Nesting Bird Avoidance).

Accordingly, implementation of **MM-BIO-7** (Nesting Bird Avoidance) would reduce potential direct impacts to loggerhead shrike to less than significant.

LeConte's Thrasher

The project site supports suitable LeConte's thrasher foraging habitat (desert scrub) and nesting habitat (spiny trees such as Joshua tree). Therefore, loggerhead shrike has a moderate potential to occur within the project site.

Direct impacts to LeConte's thrasher resulting from habitat loss would be less than significant. Abundant suitable habitat is present in the project region. These areas will continue to provide habitat opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of habitat for LeConte's thrasher would be less than significant.

To avoid potential direct impacts to nesting LeConte's thrasher, vegetation removal activities would be conducted outside the general bird nesting season (February 1 through August 31). If vegetation cannot be removed outside the bird nesting season, a pre-construction nesting bird survey by a qualified biologist is required prior to vegetation removal. This requirement is outlined in **MM-BIO-7** (Nesting Bird Avoidance).

Accordingly, implementation of **MM-BIO-7** (Nesting Bird Avoidance) would reduce potential direct impacts to LeConte's thrasher to less than significant.

Cooper's Hawk

The project site supports suitable Cooper's hawk foraging habitat (e.g., variety of vegetation types with passerine bird species present). Therefore, Cooper's hawk has a moderate potential to forage within the project site.

Direct impacts to Cooper's hawk resulting from habitat loss would be less than significant. Abundant suitable habitat is present in the project region. These areas will continue to provide habitat opportunities

for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of foraging habitat for Cooper's hawk would be less than significant.

Cooper's hawk nests in mature trees with limbs large enough to support a medium-sized raptor nest. The project site and surrounding vicinity lacks suitable nesting trees; therefore, project implementation would result in no direct impacts to Cooper's hawks.

Indirect Impacts

As a result of project implementation, special-status species may be indirectly impacted by short-term construction-related effects and by long-term development-related effects, which may occur as a result of both habitat degradation and effects on individuals.

Construction-related, short-term indirect impacts may include dust accumulation on Joshua trees, stormwater erosion and sedimentation, chemical spills, increased wildfire risk, and inadvertent spillover impacts outside of the construction footprint. Potential long-term (post-construction) indirect impacts from operation and maintenance activities may include effects of herbicides, changes in water quality, increased wildfire risk, induced demand of the surrounding area, increased traffic and vehicle emissions, and accidental chemical spills. Indirect impacts to Joshua trees would be significant absent mitigation.

Indirect impacts to special-status wildlife species are those that occur during construction to species present near the site, but not within the construction zone. Such impacts include fugitive dust that can degrade habitat and result in health implications for wildlife species; noise and vibration that can stress wildlife species or cause them to leave an area of otherwise suitable habitat, or that can result in disruption of bird nesting and abandonment of nests; increased human presence, which can also disrupt daily activities of wildlife and cause them to leave an area; generation of trash, such as food packaging and cigarette butts, and debris from construction-related materials, which can degrade wildlife habitat and can attract nuisance and pest species; night-time lighting, which can disrupt the activity patterns of nocturnal species, including many mammals and some birds, amphibians, and reptiles; and release of chemical pollutants, such as from oil leaks from construction vehicles and machinery. Implementation of the project could result in significant indirect impacts to special-status wildlife species absent mitigation.

To reduce fugitive dust resulting from project construction and to minimize adverse air quality impacts, the project would employ dust mitigation measures in accordance with the Mojave Desert Air Quality Management District's Rules 401 and 403.2, which limit the amount of fugitive dust generated during construction.

A Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented to prevent all construction pollutants from contacting stormwater during construction activities, with the intent of keeping sediment and any other pollutants from moving off site and into receiving waters. Best management practice (BMP) categories employed on site would include erosion control, sediment control, and non-stormwater good housekeeping. Preparation and implementation of a SWPPP would help to avoid and minimize the potential effects of stormwater erosion during construction.

Implementation of low-impact-development features and BMPs would, to the maximum extent practicable, reduce the discharge of pollutants into receiving waters, including inadvertent release of pollutants (e.g.,

hydraulic fluids and petroleum); the improper management of hazardous materials, trash, and debris; and the improper management of portable restroom facilities (e.g., regular service) in accordance with all relevant local and state development standards. Therefore, impacts to special-status species due to changes in water quality would be avoided and minimized through implementation of low-impact-development features and BMPs.

Additionally, **MM-BIO-8** (Hazardous Waste) would ensure that a prompt and effective response to any accidental chemical spills would be implemented, and that repair and clean-up of any hazardous waste occurs. Implementation of **MM-BIO-9** (Herbicides) would limit herbicide use to instances where hand or mechanical efforts are infeasible and would only be applied when wind speeds are less than 7 miles per hour to prevent drift into off-site special-status plants. **MM-BIO-10** (Trash and Debris) would require trash and debris to be removed regularly and would require animal-resistant trash receptacles to avoid attracting urban-related predator species. **MM-BIO-11** (Lighting) would require night-time lighting during construction within 50 feet of habitat for special-status species to be shielded downward. **MM-BIO-12** (Invasive Plant Management) would require that landscape plants within 200 feet of native vegetation communities not be on the most recent version of California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory (Cal-IPC 2006).

In addition, pre-construction surveys as required by **MM-BIO-5** (Pre-Construction Special-Status Reptile Survey), **MM-BIO-6** (Pre-Construction Burrowing Owl Surveys), and **MM-BIO-7** (Nesting Bird Avoidance) would require establishment of construction buffers around any occupied burrows or active nests found, thus limiting effects from most short-term indirect impacts, including noise and vibration, increased human presence, night-time lighting, and vehicle collisions.

Furthermore, the implementation of **MM-BIO-2** (Designated Biologist Authority) gives the project's designated biologist the authority to stop work if construction is not compliant with this CEQA document. **MM-BIO-3** (Compliance Monitoring) requires that an experienced biologist oversee compliance with the protective measures, including limiting impacts to the project footprint. **MM-BIO-4** (Delineation of Property Boundaries) requires that impacts occur within the fenced, staked, or flagged area that is clearly delineated within the project impact footprint. The construction crew would be responsible for unauthorized impacts from construction activities to special-status plants that are outside the permitted project footprint. Thus, implementation of **MM-BIO-2** through **MM-BIO-4** would help to avoid and minimize inadvertent spillover impacts outside of the approved impact footprint.

Accordingly, implementation of **MM-BIO-2** through **MM-BIO-12** would reduce potential indirect impacts to special-status species to less than significant.

Mitigation Measures

MM-BIO-1 Western Joshua Tree Fee Payment. Mitigation for direct impacts to 23 western Joshua trees will be fulfilled through a payment of the elected fees as described in Section 1927.3 of the WJTCA. In conformance with the fee schedule, mitigation will consist of payment of \$2,500 for each western Joshua tree five meters or greater in height; \$500 for each western Joshua tree less than five meters in height but greater than one meter; and \$340 for each western Joshua tree less than one meter in height. California Department of Fish and Wildlife (CDFW) determines the final fee. Alternatively, mitigation will occur through

off-site conservation or through a CDFW approved mitigation bank, or as required by a Section 2081 Incidental Take Permit, if received.

Along with the fee payment, WJTCA also requires submittal of a WTJCA Incidental Take Permit application, accompanied by a census of western Joshua trees within the Project site and a 50-foot buffer (census area). At minimum, the census requires parallel survey transects throughout the Census Area, photographs of each tree, and tree measurements per CDFW protocol.

Prior to the issuance of grading permits, the project applicant shall also submit an application and applicable fee paid to the County of San Bernardino for removal or relocation of protected western Joshua tree under California Desert Native Plants Act (CDNPA), as determined by designated County personnel.

The project must also receive written consent from the City of Victorville’s Director of Parks and Recreation prior to the removal or relocation of western Joshua trees in accordance with City of Victorville Code of Ordinances, Chapter 13.33, Preservation and Removal of Joshua Trees.

- MM-BIO-2 **Designated Biologist Authority.** The designated biologist shall have authority to immediately stop any activity that does not comply with the biological resources mitigation measures and/or to order any reasonable measure to avoid the unauthorized take of an individual western Joshua tree.

- MM-BIO-3 **Compliance Monitoring.** The designated biologist shall be on site daily during vegetation clearance and initial ground-breaking activities. The designated biologist shall conduct a pre-construction sweep of the project site prior to disturbance activities. The biologist shall also conduct compliance inspections to minimize incidental take of western Joshua trees and impacts to other sensitive biological resources; prevent unlawful take of western Joshua trees; ensure that signs, stakes, and fencing are intact; and ensure that impacts are only occurring within the direct impact footprint. Written observation and inspection records that summarize oversight activities, compliance inspections, and monitoring activities required by the Incidental Take Permit shall be prepared.

- MM-BIO-4 **Demarcation of Disturbance Limits.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the designated biologist, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area.

- MM-BIO-5 **Pre-Construction Special-Status Reptile Survey.** A pre-construction survey for coast horned lizard shall be conducted no more than 7 days prior to the initiation of initial vegetation removal or initial grading activities. If coast horned lizard is observed on the project site, a qualified biologist shall capture and relocate the species to suitable habitat outside of the impact footprint prior to the onset of ground disturbing activities. Any special-status reptiles requiring relocated with be documented in compliance monitoring records.

MM-BIO-6 Pre-Construction Burrowing Owl Surveys. One pre-construction burrowing owl survey shall be completed no more than 14 days before initiation of site preparation or grading activities, and a second survey shall be completed within 24 hours of the start of site preparation or grading activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction surveys, the project site shall be resurveyed. Surveys for burrowing owl shall be conducted in accordance with protocols established in the 2012 (or most recent version) Staff Report on Burrowing Owl Mitigation.

If burrowing owls are detected, a Burrowing Owl Relocation Plan shall be implemented in consultation with the CDFW. The Burrowing Owl Relocation Plan shall require avoidance of disturbance to occupied burrows during the nesting season (February 1 through August 31). Buffers shall be established around occupied burrows in accordance with guidance provided in CDFW's Staff Report on Burrowing Owl Mitigation. No project activities shall be allowed to encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined that occupied burrows have been vacated or the nesting season has completed.

Outside of the nesting season, passive owl relocation techniques approved by CDFW shall be implemented. Owls shall be excluded from burrows in the immediate project area and within a buffer zone by installing one-way doors in burrow entrances. These doors shall be placed at least 48 hours prior to ground-disturbing activities. The project site shall be monitored daily for 1 week to confirm owl departure from burrows prior to any ground-disturbing activities. Compensatory mitigation for permanent loss of owl habitat shall be provided following the guidance in CDFW's Staff Report on Burrowing Owl Mitigation.

Where possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe shall be inserted into the tunnels during excavation to maintain an escape route for any wildlife inside the burrow.

Should burrowing owl be located during the pre-construction survey, the project would result in the loss of 65.55 acres of occupied habitat for burrowing owl. Mitigation for direct impacts to occupied habitat shall be fulfilled through conservation of suitable burrowing owl habitat through the purchase of credits at a minimum of 1:1 in-kind habitat replacement of equal or better functions and values to those impacted by the project, for a total of 65.55 acres.

MM-BIO-7 Nesting Bird Avoidance. Construction activities shall avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the survey area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and within 500 feet of all impact areas must be conducted to determine the presence/absence of protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If the biologist does not find any active nests within or immediately

adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed.

If an active bird nest is found (i.e., nests that support eggs, nestlings, or juveniles), the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance. The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when construction occurs in close proximity to an active nest buffer. No project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have fledged and the nest is no longer considered active.

- MM-BIO-8 **Hazardous Waste.** The applicant shall immediately stop work and, pursuant to pertinent state and federal statutes and regulations, arrange for repair and clean up by qualified individuals of any fuel or hazardous waste leaks or spills at the time of occurrence, or as soon as it is safe to do so.
- MM-BIO-9 **Herbicides.** The applicant shall limit herbicide use for invasive plant species and shall use herbicides only if it has been determined that hand or mechanical efforts are infeasible. To prevent drift, the permittee shall apply herbicides only when wind speeds are less than 7 miles per hour. All herbicide application shall be performed by a licensed applicator and in accordance with all applicable federal, state, and local laws and regulations.
- MM-BIO-10 **Trash and Debris.** The following avoidance and minimization measures shall be implemented during project construction.
- (1) Fully covered trash receptacles that are animal-proof will be installed and used by the operator to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Trash contained within the receptacles will be removed at least once a week from the project site.
 - (2) Construction work areas shall be kept clean of debris, such as cable, trash, and construction materials. All construction/contractor personnel shall collect all litter, vehicle fluids, and food waste from the project site on a daily basis.
- MM-BIO-11 **Lighting.** Lighting for construction activities and post-construction operations within 50 feet of the outside edge of the impact footprint containing habitat for special-status wildlife will be shielded and directed downward.
- MM-BIO-12 **Invasive Plant Management.** In order to reduce the spread of invasive plant species, landscape plants within 200 feet of native vegetation communities shall not be on the most recent version of the Cal-IPC California Invasive Plant Inventory (<http://www.cal-ipc.org/ip/inventory/index.php>). Post-construction, the applicant shall continually remove invasive plant species on site by hand or mechanical methods, as feasible.

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

Less-Than-Significant Impact with Mitigation Incorporated. The project site supports two vegetation communities (i.e., rubber rabbitbrush scrub and Joshua tree woodland) and one other land cover type (i.e., developed land). Potential direct impacts to these vegetation communities and land covers are outlined in Table 3.4-1.

Table 3.4-1. Vegetation Communities and Other Land Cover Types on the Project Site

Vegetation or Land Cover Type	Ranking (Global/State)	Project Site (acres)
Rubber Rabbitbrush Scrub	G5/S5	64.68
Joshua Tree Woodland	G4/S3	0.87
Urban/Developed	NA	3.80
Total		69.35

Notes: The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers have the following meaning (NatureServe 2023):

- 1 = critically imperiled
- 2 = imperiled
- 3 = vulnerable to extirpation or extinction
- 4 = apparently secure
- 5 = demonstrably widespread, abundant, and secure
- NA = no applicable ranking
- GNR = unranked, global rank not yet assessed
- SNR = unranked, subnational rank not yet assessed.

The project site contains Joshua tree woodland, a sensitive vegetation community under CEQA with a CDFW ranking of S3. A total of 0.87-acre would be directly impacted from the project. CDFW state rankings of 1, 2, and 3 are considered high priority for inventory or special-status and impacts to these communities typically require mitigation.

As required by **MM-BIO-1** (Western Joshua Tree Fee Payment), direct impacts to western Joshua tree would be mitigated through payment of fees under the Western Joshua Tree Conservation Act and Fish and Game Code section 1927.3. Under the act, all in-lieu fees collected will be deposited into the Western Joshua Tree Conservation Fund for appropriation to CDFW solely for the purposes of acquiring, conserving, and managing western Joshua tree conservation lands and completing other activities to conserve the western Joshua tree.

Implementation of **MM-BIO-1** (Western Joshua Tree Fee Payment) would reduce potential direct impacts to sensitive vegetation communities (i.e., Joshua tree woodland) to less than significant.

- c) **Would the project 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?**

Less-Than-Significant Impact. Although a formal jurisdictional delineation for aquatic resources was not conducted for the project site, Dudek performed a desktop review of aerial imagery, USGS 7.5-minute

quadrangle topographic maps, the USFWS National Wetlands Inventory, and the USGS National Hydrography Dataset to evaluate if potential jurisdictional aquatic resources are present within the project site (USFWS 2023b; USGS 2023a). Direct and indirect impacts to any potential jurisdictional aquatic resources, if present, are discussed below.

Direct Impacts

No Impact. No potential jurisdictional aquatic resources were identified within the footprint of the project site and immediate vicinity (100-foot buffer applied). Therefore, no direct impact would occur.

Indirect Impacts

Less-Than-Significant Impact. Although potential jurisdictional aquatic resources are not present within the project site, Oro Grande Wash, an aquatic feature mapped as an intermittent stream in the USFWS NWI and USGS NHD, occurs approximately 350 feet southeast of the project boundary. Potential temporary indirect impacts to the Oro Grande Wash may result from construction activities and could include impacts from the generation of fugitive dust and the introduction of chemical pollutants (including herbicides). However, erosion-control measures would be implemented during construction as part of the Storm Water Pollution Prevention Plan (SWPPP) for the project. Prior to the start of construction activities, the contractor is required to file a Permit Registration Document with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with the Construction and Land Disturbance Activities (Order No 2022-0057-DWQ, NPDES No. CAS000002, effective September 1, 2023) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of one acre or more of total land area. The required SWPPP will mandate the implementation of best management practices to reduce or eliminate construction-related pollutants in the runoff, including sediment. Therefore, indirect impacts would be less than significant due to compliance with regulations.

- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Less-Than-Significant Impact. No significant direct permanent impacts would occur on wildlife movement or use of native wildlife nursery sites associated with project activities. Existing nearby habitat linkages and wildlife corridor functions would remain intact while construction activities are conducted and following project completion. Wildlife movement may be temporarily disrupted during the construction phase of the project, although this effect would be both localized and short-term. Nearby corridors that could support wildlife movement in the region, such as the Oro Grande Wash, approximately 200 feet southeast of the project site, would not be impacted by the project. Further, the project site does not contain nursery sites, such as bat colony roosting sites or colonial bird nesting areas. Therefore, impacts associated with wildlife movement, wildlife corridors, and wildlife nursery sites would be less than significant under CEQA.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less-Than-Significant Impact with Mitigation Incorporated. Applicable local policies protecting biological resources include Victorville Municipal Code, Chapter 13.33.040 and the locally-enforced

California Desert Native Plants Act. Biological resources protected under these policies are present within the project site and immediate vicinity. These policies and proposed mitigation measures to ensure compliance are discussed below.

California Desert Native Plants Act

A total of 23 western Joshua tree individuals were observed within the Joshua Tree Census Area (project site, off-site improvement area, and a 50-foot buffer). Therefore, the project would result in significant impacts to western Joshua trees, a native desert plant, absent mitigation.

As required by **MM-BIO-1** (Western Joshua Tree Fee Payment), mitigation for direct impacts to 23 western Joshua trees will be fulfilled through payment of fees consistent with the Western Joshua Tree Conservation Plan. Conservation efforts for western Joshua tree will focus on the conservation of large, interconnected Joshua tree woodlands on lands where edge effects are limited, versus lands in urban settings that are subject to habitat fragmentation and edge effects, such as the Project site. Pursuant to **MM-BIO-1**, the project applicant will also submit an application and applicable fee paid to the County for removal or relocation of protected native desert plants under CDNPA.

As of the date of this report, relocation of western Joshua trees is not a requirement of CDFW. However, relocation may be requested by CDFW following review of the Western Joshua Tree Conservation Act Incidental Take Permit Application. Should relocation be required by CDFW, a relocation plan should be prepared.

City of Victorville Code of Ordinances

The City of Victorville Code of Ordinances provides some protections for western Joshua tree. Chapter 13.33 of the Code of Ordinances, titled Preservation and Removal of Joshua Trees, prohibits the destruction or removal of Joshua trees without prior written consent of the Director of Parks and Recreation. Accordingly, **MM-BIO-1** requires that the project attain prior written consent from the City of Victorville Director of Parks and Recreation.

Implementation of **MM-BIO-1** (Western Joshua Tree Fee Payment) and adherence to the Victorville Code of Ordinances Chapter 13.33 ensure potential impacts associated with local policies and ordinances are less than significant.

- f) ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. There is no adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan that applies to the project site and immediate vicinity. Accordingly, the project would not conflict with the provisions of any such plan and no impact would occur. No mitigation measures are required.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based, in part, on the Phase I Cultural Resource Survey prepared by Hudlow Cultural Resource Associates in November 2022, included as Appendix C.

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Less-than-Significant Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a “historical resource” is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (Public Resources Code Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5(a)).

A review of historical aerial photographs indicates that the proposed project site has never been developed. Additionally, a review of the South Central Coastal Information Center (SCCIC) records search for the proposed project site did not identify any historical resources, including both archaeological and built environment resources, within the project site. A pedestrian survey of the project site did not identify any extant structures or archaeological resources within the project footprint that are historic in age. Therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to Section 15064.5. Impacts associated with substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less-than-Significant Impact with Mitigation Incorporated. A records search from the South Central Coastal Information Center and an archaeological pedestrian survey were conducted as part of an Phase I Cultural Resource Survey that was prepared for the project (Appendix C).

A review of the SCCIC records search (completed November 14, 2022) indicates that 7 cultural resource studies have been conducted within a 0.5-mile of the proposed project site, including two surveys, which are adjacent to the project site. No previous surveys have addressed the proposed project site. As discussed in Section 3.5(a), one historic cultural resource has been recorded within 0.5-mile of the proposed project site; one complex with a series of three historic buildings. No record of previously recorded historic-period or prehistoric archaeological resources are on file with the SCCIC as being present within proposed project site.

An intensive-level archaeological survey of the proposed project site was conducted between November 15 and November 17, 2022. All archeological material more than fifty years of age or earlier encountered during the inventory was recorded. No cultural resources were identified within the proposed project site.

The potential for intact cultural deposits to exist within native soils to the depths of assumed ground disturbance is unknown. For these reasons, the proposed project site should be treated as potentially sensitive for archaeological resources. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant.

Thus, mitigation is required to address impacts related to the inadvertent discovery of archaeological resources during construction, as outlined in **MM-CUL-1**, **MM-CUL-2**, and **MM-CUL-3**. **MM-CUL-1** requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. **MM-CUL-2** requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. **MM-CUL-3** requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, **MM-CUL-3** requires the inadvertent discovery clause be included on all construction plans. With implementation of **MM-CUL-1** through **MM-CUL-7** and **MM-CUL-9** detailed below, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

MM-CUL-1 Workers Environmental Awareness Program (WEAP) Training. All construction personnel and monitors conducting ground disturbing activities who are not trained archaeologists shall be briefed regarding unanticipated discoveries prior to the start of construction activities. A basic presentation should be prepared and presented by a qualified archaeologist to inform all personnel working on the project about the archaeological sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and

the immediate contact of the on-call archaeologist and if appropriate, tribal representative. Necessity of training attendance shall be stated on all construction plans.

MM-CUL-2 **Retention of Archaeologist.** Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a Qualified Archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The Archaeologist shall be present during all ground disturbing activities to identify any known or suspected archaeological and/or cultural resources. The Archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM-CUL-3 **Inadvertent Discovery of Cultural Resources.** In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly nonsignificant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

- A. Full avoidance.
- B. If avoidance is not feasible, Preservation in place.
- C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
- D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1).

- MM-CUL-4 Tribal Monitoring Services Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.
- MM-CUL-5 Cultural Resource Management Plan. Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.
- MM-CUL-6 Pre-Grade Meeting. The retained Qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.
- MM-CUL-7 On-Site Monitoring. During all ground-disturbing activities the Qualified Archaeologist and the Tribal Monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Tribal Monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The Qualified Archaeologist, in consultation with the Tribal Monitor, shall be responsible for determining the duration and frequency of monitoring.
- MM-CUL-9 Final Report. The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

c) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Less-than-Significant Impact with Mitigation Incorporated. No prehistoric or historic period burials, including those interred outside of formal cemeteries, were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. In the event that human remains are inadvertently encountered during ground disturbing activities, they shall be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the

remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Compliance with these regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant with mitigation incorporated. **MM-CUL-8** detailed below will be incorporated into the project.

MM-CUL-8 Inadvertent Discovery of Human Resources. The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. **No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].**

- A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.
- B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.
- C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98.
- D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

VI. Energy – Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. Implementation of the Project would result in energy use for construction and operation, including use of electricity, natural gas, and petroleum-based fuels. The electricity and natural gas used for construction of the Project would be temporary and would have a negligible contribution to the Project’s overall energy consumption. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time.

The Project’s impact on energy resources is discussed below for construction and operation. Energy consumption (electricity, natural gas, and petroleum consumption) was estimated using CalEEMod. For further detail on the assumptions and results of the energy analysis, please refer to Appendix A.

Short-Term Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison (SCE). The electricity used for such activities would be temporary, would be substantially less than that required for Project operation, and would have a negligible contribution to the Project’s overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the “petroleum” subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for Project operation and would have a negligible contribution to the Project’s overall energy consumption.

Petroleum

Petroleum-based fuel usage represents most energy consumed during construction. Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would haul trucks involved in importing materials during the grading phase. Construction workers would travel to and from the Project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Fuel consumption from construction equipment was estimated by converting the total CO₂ emissions from each construction phase, as estimated using CalEEMod, to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Construction is estimated to occur in the years 2025 through 2030 based on the revised construction phasing schedule shown in Table 2.1. The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2022). The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 3.6-1.

Table 3.6-1. Total Project Construction Petroleum Demand

Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
Gallons			
165,239.0	2,998.0	38,932.4	67,690.2

Source: See Appendix A for outputs.

In summary, construction associated with the potential future development facilitated by the Project over the construction period is anticipated to consume approximately 67,690 gallons of gasoline from worker vehicles and approximately 207,169 gallons of diesel from off-road equipment, haul trucks, and vendor trucks. In San Bernardino County in 2030, it is estimated that approximately 1.0 billion gallons of petroleum would be consumed by on-road vehicles, and approximately 19 million gallons of petroleum would be consumed by off-road equipment (CARB 2023).

The Project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Project construction would represent a “single-event” petroleum demand and would not require on-going or permanent commitment of petroleum resources for this purpose. Overall, the Project would not be unusual when compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, state, and local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of construction energy. Therefore, impacts would be **less than significant**, and no mitigation is required.

Long-Term Operational Impacts

During Project operations, activities that would consume energy would include electricity and natural gas use for building operations, electricity for water and wastewater conveyance, and petroleum consumption from residential vehicle trips. Additional assumptions for these sources are described below and energy use calculations for operations are provided in Appendix A.

Electricity

The operation of the Project buildout would require electricity for multiple purposes, including cooling, lighting, and appliances. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with Project operation is based on the CalEEMod outputs presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the Project analysis. The energy use from residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the water heating system and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective in August 2021. Based on CalEEMod estimates, the residential land uses of the Project would consume approximately 1,856,748 kilowatt-hours (kWh) per year during operation (Appendix A). The Project would consume approximately 637,737 kWh per year from water and wastewater sources, resulting in a total use of 2,494,485 kWh per year. For context, the residential electricity demand in 2021 was 5,800,102,302 kWh (5,800 gigawatt-hours) for San Bernardino County (CEC 2023). As such, the Project would have a negligible impact on demand on San Bernardino County and SCE.

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the Project analysis. According to these estimations, the Project would consume approximately 7,634,691 kilo-British thermal units per year. For context, the residential natural gas consumption in 2021 was 25,644,397,064 kilo-British thermal units for San Bernardino County (CEC 2023).

Petroleum

During operations, the majority of fuel consumption resulting from the Project would involve the use of motor vehicles traveling to and from the Project site, primarily by project residents.

Petroleum fuel consumption associated with motor vehicles traveling to and from the Project site is a function of the VMT as a result of Project operation. As estimated by CalEEMod, the annual net new VMT attributable to the Project is expected to be 7,752,064 VMT. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips is estimated by converting the total CO₂ emissions from operation of the Project, as estimated using CalEEMod, to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel.

Calculations for annual mobile source fuel consumption are provided in Table 3.6-2.

Table 3.6-2. Annual Mobile Source Petroleum Demand

Fuel	Vehicle MT CO ₂	kg/CO ₂ /Gallon	Gallons
Gasoline	1,813.80	8.78	206,583.54
Diesel	779.20	10.21	76,316.99
Total			282,900.54

Sources: Trips and vehicle CO₂ (Appendix A); kg/CO₂/Gallon (The Climate Registry 2022).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram

For context, California consumes approximately 28.6 billion gallons of petroleum per year (EIA 2021). Countywide total petroleum use by on-road vehicles is expected to be 1,012,845,970 gallons per year by 2029 (CARB 2023).

Summary

Over the lifetime of the project, the fuel efficiency of the vehicles being used by residents and visitors is expected to increase. As such, the amount of gasoline and diesel consumed during operation would decrease over time.

The Project would create additional electricity and natural gas demand by adding residences. New facilities associated with the Project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, although natural gas and electricity usage would increase due to the implementation of the Project, the Project’s energy efficiency would comply with relevant codes. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be **less than significant**.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The Project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR Part 6). Part 6 of Title 24 establishes energy efficiency standards for residential buildings constructed in California in order to reduce energy demand and consumption. As such, the Project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the Project under CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be **less than significant**.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less-than-Significant Impact. The Alquist–Priolo Earthquake Zoning Act (Alquist–Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist–Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist–Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. According to the California Department of Conservation, the project site is not located in an Alquist–Priolo Earthquake Fault Zone (DOC 2022). The nearest active fault is the San Andreas Fault located approximately 14 miles southwest of the project site (USGS 2023b). Thus, the potential for surface rupture is low on the project site. Therefore, impacts would be less than significant.

ii) **Strong seismic ground shaking?**

Less-than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, the project site is not located within an Alquist–Priolo Earthquake Fault Zone, and the site would not be affected by ground shaking more than any other area in this seismic region. The project would comply with the City’s Municipal Code and the latest version of the California Building Code (CBC) which would ensure that the project would adequately resist seismic ground shaking. Furthermore, the project would prepare a geotechnical report which would provide specific design recommendations to ensure the structural integrity of the project in the event that seismic ground shaking is experienced at the project site. Additionally, the CBC which includes universal standards relating to seismic load requirements. Compliance with the CBC requirements and the City’s Municipal Code would reduce potential impacts associated with strong seismic ground shaking to less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. The project site is not located in an identified liquefaction hazard zone (DOC 2022). Furthermore, the project would comply with CBC requirements and the City's Municipal Code, which would reduce potential impacts associated with seismic-related ground failure. As such, impacts associated with potential seismic-related ground failure, including liquefaction, would not occur.

iv) Landslides?

No Impact. The project site is not located in an area identified as a landslide hazard zone (DOC 2022). The project site is relatively flat and is not located adjacent to any potentially unstable topographical feature such as a hillside or riverbank. Therefore, no impacts would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities would comply with all applicable federal, state, and local regulations for soil erosion. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction related wind erosion impacts. For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan, which includes a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including effluent monitoring and compliance, post-construction-period requirements, worker training, and various other measures designed to minimize potential for soil erosion and loss of topsoil. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2022a). Further, stormwater BMPs would include those recommended by the California Stormwater Quality Association.

In addition to requirements of the Construction General Permit, the project would be required to adhere to relevant construction practices required under the City Municipal Code, including the Erosion and Sediment Control Plan and any post-construction requirements regarding the WQMP (City of Victorville 2023a). With required adherence to these regulations and implementation of the SWPPP and BMPs, project construction would have a less-than-significant impact associated with soil erosion and loss of topsoil.

Upon completion of construction, the proposed residential development would improve the project site, reducing the possibility for soil erosion or loss of topsoil compared to current conditions. Collectively, on-site areas, such as landscape areas and streets, the potential for soil erosion and topsoil loss would be reduced compared to existing conditions. The structural and paved improvements would be impervious areas lacking any exposed soils. The landscape areas, although pervious, would contain vegetation that would help stabilize and retain surface soils on the project site. Therefore, impacts would be less than significant.

- c) ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less-than-Significant Impact. As discussed previously, the potential for the project to result in or be affected by landslides and liquefaction is considered low, and these issues are not anticipated at the project site. Project activities may occur on geologically unstable soils such as those susceptible to lateral spreading, subsidence, or collapse. The project would continue through full project design, which would include engineering design standards that incorporate pertinent geotechnical information. Furthermore, due to the project site's distance to Ord Mountains Fault, the project is unlikely to result in impacts associated with seismic hazards. Therefore, impacts would be less than significant.

- d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

According to the City's General Plan, expansive soils are located throughout the City (City of Victorville 2008). The U.S. Department of Agriculture's Web Soil Survey does not identify the project site or surrounding area as containing clay soils, which are typically expansive. Soils underlying the project site include Cajon Sand and Wasco Sandy Loam, which in combination have a linear extensibility percentage of 1.5% (USDA 2023), classifying it as a low shrink-swell class of soil. Impacts related to expansive soil would be less than significant.

- e) ***Would the project 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?***

No Impact. Wastewater treatment would be provided by Victor Valley Water Reclamation Authority and implementation of the proposed project would not include septic tanks or other alternative wastewater treatment methods. Therefore, implementation of the proposed project would result in no impact associated with soils incapable of supporting septic systems or alternative wastewater treatment methods.

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

Less-than-Significant Impact. Although not expected to occur, in the event that previously uncovered paleontological resources are encountered during project construction, the construction manager would be required to halt construction activities in the immediate area, in accordance with CEQA Guidelines Section 15064.5(f). A qualified paleontologist would make an immediate evaluation of the significance and appropriate treatment of the resources, in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, and/or curation, as appropriate. Any fossils recovered during treatment shall be deposited to an accredited and permanent scientific institution. A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrates, or botanical paleontology of California, as well as at least one year of full-time professional experience, or equivalent specialized training in paleontological research, (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology. Construction activities may continue on other parts of the construction site while evaluation and treatment of paleontological resources take place, if necessary. Compliance with these existing policies would ensure that impacts to paleontological resources would be less than significant.

3.8 Greenhouse Gas Emissions

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

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

Less-Than-Significant Impact. Greenhouse Gases (GHGs) are those that that absorb infrared radiation (i.e., trap heat) in the Earth’s atmosphere. The trapping and buildup of heat in the atmosphere near the Earth’s surface (the troposphere), is referred to as the “greenhouse effect”, and is a natural process that contributes to the regulation of the Earth’s temperature, creating a livable environment on Earth. The Earth’s temperature depends on the balance between energy entering and leaving the planet’s system, and many factors (natural and human) can cause changes in Earth’s energy balance. Human activities that generate and emit GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed

before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the Earth system (e.g., temperature, precipitation, wind patterns, etc.), which are collectively referred to as climate change. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts.

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The primary GHGs that would be emitted by Project-related construction and operations include CO₂, CH₄, and N₂O.⁴

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare each GHG's ability to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO₂ equivalent (CO₂e). Consistent with CalEEMod Version 2022.1, this GHG emissions analysis assumed the GWP for CH₄ is 25 (i.e., emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, *Air Quality*, the Project is located within the jurisdictional boundaries of the MDAQMD. On May 13, 2010, EPA finalized the GHG Tailoring Rule (75 FR 31514, June 3, 2010). The Tailoring Rule sets major source emissions thresholds that define when federal operating permits under Prevention Significant Deterioration (PSD) or Title V are required. The Tailoring Rule establishes a threshold of 100,000 tons per year or 90,719 MT per year of GHGs from new sources above which sources are considered major sources requiring a federal operating permit. As such, the MDAQMD has adopted a significance threshold for GHGs of 100,000 tons per year. More specifically, 100,000 tons per year of GHG emissions from a single facility constitutes major sources that require a federal operating permit. Similarly, the MDAQMD's NO_x significance threshold of 25 tons per year is equal to the major source threshold applicable to areas designated severe non-attainment for ozone. As such, use of the EPA's determination of whether a Project is a major source and consequently establishing a threshold based on that is supported by substantial evidence.

Construction Greenhouse Gas Emissions

CalEEMod Version 2022.1 was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3, *Air Quality* (CAPCOA 2022). The Project is anticipated to commence construction in 2024 and is anticipated to last approximately 5 years. On-site sources of GHG emissions include off-road equipment, and off-site sources include haul trucks, vendor trucks, and worker vehicles.

MDAQMD follows the SCAQMD recommendation in calculating the total GHG emissions for construction activities by amortizing the emissions over the life of a project. This is done by dividing construction-period GHG emissions by a 30-year Project life then adding that number to the annual operational phase GHG

⁴ Emissions of hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are generally associated with industrial activities, including the manufacturing of electrical components and heavy-duty air conditioning units and the insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the Project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride in measurable quantities.

emissions. As such, Project construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 3.8-1.

Table 3.8-1. Estimated Annual Construction GHG Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year			
2024	110	<0.01	<0.01	111
2025	578	0.02	0.01	583
2026	515	0.01	0.02	522
2027	511	0.01	0.02	517
2028	507	0.01	0.02	514
2029	490	0.01	0.02	496
Total	2,711	0.06	0.09	2,743
<i>Amortized Construction Emissions</i>				91.43

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent. See Appendix A for complete results.

As shown in Table 3.8-1, total estimated GHG emissions generated during construction of the Project are approximately 2,743 MT CO₂e. Estimated Project-generated construction emissions amortized over 30 years would be approximately 91 MT CO₂e per year.

Operation of the Project would generate GHG emissions from area sources (landscape maintenance equipment operation), energy use (natural gas combustion and electricity consumed by the project), mobile sources (vehicular traffic), solid waste disposal, and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. The estimated operational GHG emissions are shown in Table 3.8-2. Detailed operational model outputs are presented in Appendix A.

Table 3.8-2. Estimated Annual Operation GHG Emissions - Unmitigated

Emissions Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year			
Mobile	2,593	0.10	0.12	2,635
Area	3.02	<0.01	<0.01	3.03
Energy	853	0.06	<0.01	856
Water/Wastewater	63.9	0.33	0.01	74.7
Waste	21.0	2.10	0.00	73.6
Refrigerants	—	—	—	0.64
Total	3,535	2.60	0.14	3,643
<i>Amortized Construction Emissions</i>				91.43
Operations with Amortized Construction GHG Emissions				3,734.43

Source: See Appendix A for complete results.

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

As shown in Table 3.8-2, operation of the Project along with the amortized Project construction emissions would result in emissions of approximately 3,734 MT CO₂e per year, which would not exceed the MDAQMD

GHG threshold of 100,000 MT CO₂e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and would result in a less-than-significant impact.

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

Less-than-Significant Impact. As previously stated, pursuant to Section 15064.4(a) of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with SB 32 (2017 Scoping Plan) and AB 1279 (2022 Scoping Plan), the City's CAP, and with SCAG's RTP/SCS are discussed below.

Project Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

The California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the State has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the proposed Project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined by AB 32, CARB is required to develop The Scoping Plan, which provides the framework for actions to achieve the State's GHG emission targets. The Scoping Plan is required to be updated every five years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. The first Scoping Plan was adopted in 2008, and was updated in 2014, 2017, and most recently in 2022. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations,⁵ it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent CARB 2022 Scoping Plan update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets, are the most applicable to the proposed Project.

The 2017 Climate Change Scoping Plan Update (Second Update) included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the Low Carbon

⁵ The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan for Achieving Carbon Neutrality (Third Update) builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022).

Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (Low Carbon Fuel Standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Given that the proposed Project results in a less than significant impact to VMT (see Section 3.17), the Project would also not conflict with the Second Update's goal of reducing GHG emissions through reductions in VMT statewide.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. The proposed Project would support the state's carbon neutrality goals, as implementation includes addition of native landscape plantings throughout the Project site, which represent opportunities for potential carbon removal and sequestration over the Project lifetime. However, the 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the Project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the proposed Project would comply will all regulations adopted in furtherance of the 2022 Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project-level, including those related to energy efficiency, reduced fossil fuel use, and renewable energy production. As demonstrated above, the proposed project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals. Further, the proposed project's consistency with the applicable measures and programs would assist in meeting the City's contribution to GHG emission reduction targets in California.

Potential to Conflict with the City Climate Action Plan and GHG Screening Table

The City of Victorville adopted the *City of Victorville Climate Action Plan* (CAP) in 2015. At a project level, the City utilizes their GHG Emissions Screening table to guide the use of certain design and construction measures in development projects. Projects are required to reach 100 points based on the range of point values assigned to each project design aspect. The points associated with the Project are displayed in Table 3.8-3 below, with the measures that the Project will adopt denoted via **bolded text**.

Table 3.8-3. Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
Building Envelope			
Insulation	2019 Baseline (walls R-8:, roof/attic: R-30)	0 points	9 points
	Enhanced Insulation (walls R-13:, roof/attic: R-38)	9 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38)	9 points	
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	11 points	
Windows	2019 Baseline Windows (0.3 U-factor, 0.23 solar heat gain coefficient SHGC)	0 points	9 points
	Enhanced Window Insulation (0.28 U-factor, 0.22 SHGC)	6 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	9 points	
Cool Roof	2019 Standard (none)	0 points	6 points
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	6 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	7 points	
Air Infiltration	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	6 points	11 points
	Blower Door HERS Verified Envelope Leakage or equivalent	5 points	
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	1 point	1 point
Building Envelope Performance Standard	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	2 points	2 points

Table 3.8-3. Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
Indoor Space Efficiencies			
Heating/Cooling Distribution System	Minimum Duct Insulation (R-6 required)	0 points	5 points
	Enhanced Duct Insulation (R-8)	5 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	7 points	
Space Heating/Cooling Equipment	2019 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF)	0 points	4 points
	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	2 points	
	High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF)	4 points	
	Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF)	5 points	
Water Heaters	2019 Minimum Efficiency (0.57 Energy Factor)	0 points	11 points
	Improved Efficiency Water Heater (0.675 Energy Factor)	7 points	
	High Efficiency Water Heater (0.72 Energy Factor)	9 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	11 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	2 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	5 points	
Daylighting	All peripheral rooms within building have at least one window or skylight 0	0 points	2 points
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	1 point	
	All rooms daylighted	1 point	
Artificial Lighting	2019 Minimum (required)	0 points	6 points
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	5 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	6 points	

Table 3.8-3. Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	7 points	
Appliances	Energy Star Commercial Refrigerator (new)	1 point	2 points
	Energy Star Commercial Dish Washer (new)	1 point	
	Energy Star Washing Machine (new)	1 point	
Miscellaneous Building Efficiencies Residential			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	3 points	3 points
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	2 points	2 points
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	15 points	15 points
New Home Clean Energy			
Photovoltaic	30 percent of the power needs of the project 9	9 points	0 points
	40 percent of the power needs of the project 12	12 points	
	50 percent of the power needs of the project 17	17 points	
	60 percent of the power needs of the project 20	20 points	
	70 percent of the power needs of the project 23	23 points	
	80 percent of the power needs of the project 25	25 points	
	90 percent of the power needs of the project 28	28 points	
	100 percent of the power needs of the project 31	31 points	
Wind Turbines	30 percent of the power needs of the project 9	9 points	0 points
	40 percent of the power needs of the project 12	12 points	
	50 percent of the power needs of the project 17	17 points	

Table 3.8-3. Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
	60 percent of the power needs of the project 20	20 points	
	70 percent of the power needs of the project 23	23 points	
	80 percent of the power needs of the project 25	25 points	
	90 percent of the power needs of the project 28	28 points	
	100 percent of the power needs of the project 3	31 points	
Irrigation and Landscaping			
Water Efficient Landscaping	Limit conventional turf to < 25% of each lot (required)	0 points	5 points
	Limit conventional turf to < 50% of each lot	2 points	
	Non-conventional turf warm season turf <50% of required landscape area and/or low-water using plants allowed)	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	5 points	
Water Efficient Irrigation Systems	Low precipitation spray heads < .75"/hr or drip irrigation	1 point	2 points
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	2 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	6 points	0 points
Water Reuse	Gray water Reuse System collects Gray-water from clothes-washers, showers and faucets for irrigation use	12 points	0 points
Potable Water Residential			
Showers	Water Efficient Showerheads (2.0 gpm)	2 points	2 points
Toilets	Water Efficient Toilets (1.5gpm)	2 points	2 points
Faucets	Water Efficient faucets (1.28gpm)	2 points	2 points
Bicycle Master Plan Development			
Bicycle Infrastructure	Provide bicycle paths within project boundaries.	TBD	0 points

Table 3.8-3. Project Potential to Conflict with the City of Victorville Greenhouse Gas Emissions Screening Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
	Provide bicycle path linkages between residential and other land uses.	2 points	
	Provide bicycle path linkages between residential and transit.	5 points	
Install EV Chargers			
Electric Vehicle Recharging	Level 1 110-volt AC chargers	2 points per charger	0 points
	Level 2 240-volt AC Fast Chargers	5 points per charger	
Traffic Flow Improvements			
	Signal Synchronization	1 point	0 points
	Signal connected to existing ITS	3 points	
Total Points			100 points

Source: City of Victorville

Notes: Measures that the Project will adopt denoted via **bolded text** in the description column.

Potential to Conflict with SCAG’s RTP/SCS

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the Region’s ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are Intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020a). The Project’s compliance with applicable strategies is presented in Table 3.8-4 below.

Table 3.8-4. Project Potential to Conflict with SCAG 2020-2045 RTP/SCS

Strategies	Potential to Conflict
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	No conflict. The Project would be located within 1 mile of bus stops on the 64 and 21P bus routes, which would provide opportunities for employees and residents to use alternative transportation.
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job	No conflict. The Project is a mixed-use development which would increase both jobs and housing within the City. The Project site is also located within 0.25

Table 3.8-4. Project Potential to Conflict with SCAG 2020-2045 RTP/SCS

Strategies	Potential to Conflict
opportunities near transit and along center-focused main streets.	miles of the Santa Clarita Metrolink station, which would provide opportunities for employees and residents to use alternative transportation.
Plan for growth near transit investments and support implementation of first/last mile strategies.	Not applicable. This action is not within the purview of this Project. However, as noted previously, the Project site is near existing transit.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	No conflict. This action is not within the purview of this Project. However, the project would provide new residential housing.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	No conflict. The Project would develop a vacant lot. The Project would increase the development intensity to offer housing within the City.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	No conflict. The Project would locate housing near existing transit, which would serve to reduce solo car trips.
Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	No conflict. The Project provides residential parking in accordance with City standards.
Preserve and rehabilitate affordable housing and prevent displacement	Not applicable. There is no existing affordable housing on the Project site.
Identify funding opportunities for new workforce and affordable housing development	Not applicable. This action is not within the purview of this Project.
Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply	Not applicable. This action is not within the purview of this Project.
Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	Not applicable. This action is not within the purview of this Project.
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space	No conflict. The Project would include EV infrastructure in accordance with CALGreen standards, however, there is no ridesharing information included as part of the project.
Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments	Not applicable. This action is not within the purview of this Project.
Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation	Not applicable. This action is not within the purview of this Project. However, the Project would include renewable solar in compliance with Title 24 standards.
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions	Not applicable. This action is not within the purview of this Project.

Table 3.8-4. Project Potential to Conflict with SCAG 2020-2045 RTP/SCS

Strategies	Potential to Conflict
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations	Not applicable. This action is not within the purview of this Project. The Project would develop near existing transit.
Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space	Not applicable. This action is not within the purview of this Project.
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies	Not applicable. This action is not within the purview of this Project.
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region	Not applicable. This action is not within the purview of this Project.
Continue to support long range planning efforts by local jurisdictions	Not applicable. This action is not within the purview of this Project.
Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Not applicable. This action is not within the purview of this Project.
Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards	Not applicable. This action is not within the purview of this Project.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration	Not applicable. This action is not within the purview of this Project.
Integrate local food production into the regional landscape	No conflict. The Project is not positioned to do this at a project-level, but the Project could promote neighborhood and community gardens and does not impede this strategy.
Promote more resource efficient development focused on conservation, recycling and reclamation.	No conflict. The Project would comply with existing regulations focused on recycling.
Preserve, enhance and restore regional wildlife connectivity	No conflict. The Project site is not in an established wildlife corridor.
Reduce consumption of resource areas, including agricultural land	No conflict. The Project site is not located on agricultural land.
Identify ways to improve access to public park space	Not applicable. This action is not within the purview of this Project. The Project site is located within 0.5 miles of Sunset Ridge Park.

Source: SCAG 2020a.

Based on the analysis above, the Project would not conflict with the SCAG 2020-2045 RTP/SCS.

Summary

The Project demonstrates consistency with the CARB’s Scoping Plan and would not conflict with other regulations regarding reductions to GHG emissions including AB 32, SB 32, and AB 1279. Additionally, the Project would be consistent with the City’s GHG Emissions Screening Table and the SCAG 2020–2045 RTP/SCS. While the MND found that impacts would be less than significant, the following standard mitigation measures would be applied:

Standard Mitigation Measures

MM-GHG-1 Updated Screening Table. Prior to the recordation of the final map, the applicant/developer shall complete a revised Greenhouse Gas Emissions Screening Table in accordance with the City’s adopted version of the San Bernardino County Regional Greenhouse Gas Reduction Plan 2021, while achieving the minimum number of points necessary to comply with the City of Victorville Greenhouse Gas reductions goals.

MM-GHG-2 Compliance Verification. To the extent feasible, the City of Victorville Planning Department shall verify incorporation of the identified Screening Table Measures within the Project building plans/site designs and/or verify compliance with an updated version of the City’s Greenhouse Gas Screening Table prior to the issuance of building permit(s).

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Less-than-Significant Impact.

Short-Term Construction

Construction of the project would include the development of 242-single-family residential subdivision, associated improvements, internal roadways, water lines and electrical utilities. Site development would also include landscaping and stormwater management features.

Hazardous materials that may be used during construction and demolition activities of the project include gasoline, diesel fuel, oil, lubricants, grease, welding gases, solvents, and paints. These materials would be used and stored in designated construction staging areas within the boundaries of the project site and would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations. The use of these materials for their intended purpose would not pose a significant risk to the public or environment. Hazardous wastes accumulated during project construction will be recycled, when possible, at a licensed off-site recycling facility. Empty containers for such materials (e.g., drums and totes) may also be returned to vendors, if possible. Hazardous waste that cannot be recycled would be transported by a licensed hazardous waste hauler using a Uniform Hazardous Waste Manifest and disposed of at an appropriately permitted facility. The use of these substances is subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials. With adherence to federal, state, and local laws, rules, and regulations, construction of the project would not create a significant hazard to the public or environment during routine transport, use or disposal of hazardous materials, and impacts during construction would be less than significant.

Long-Term Operational

Residential uses are not typically associated with the transport, use, or disposal of hazardous materials. Household goods used by residential homes that contain toxic substances are usually in low concentration and small in amount. Therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the EPA, State of California, San Bernardino County, and/or the City. With mandatory regulatory compliance, potential hazardous material impacts associated with long-term operation of the project would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less-than-Significant Impact.

Short-Term Construction

As discussed in Section 3.9(a), hazardous materials required for construction would be used following all appropriate federal, state, and local laws, rules, and regulations, thereby reducing the potential for an accidental release to the environment. Additionally, hazardous materials required during construction would not likely be stored on site in such quantities that a significant release would occur.

With adherence to applicable federal, state, and local laws, rules and regulations, construction of the project would not create a significant hazard to the public or environment by creating a reasonably foreseeable upset or accident condition, and impacts would be less than significant.

Long-Term Operational

As stated above, residential uses are not typically associated with the transport, use, or disposal of hazardous materials. Residents are required to dispose of household hazardous waste at a Household Hazardous Waste Collection Facility. In addition, operations would be required to comply with EPA, State of California, San Bernardino County, and/or the City regulations pertaining to household wastes. With mandatory regulatory compliance, potential hazardous materials accidental release impacts associated with long-term operation of the project would be less than significant. While the MND found that impacts would be less than significant, the following standard mitigation measure would be applied:

Standard Mitigation Measures

- MM-HAZ-1 **Accidental Spills.** The applicant/developer shall prepare and implement a comprehensive Spill Prevention and Response Plan for the Project, subject to review and approval by the City Planner and City Engineer (or their designee) prior to the issuance of any associated building or grading permit. This plan should outline the site-specific monitoring

requirements and list the best management practices necessary to prevent hazardous material spills or to contain and cleanup a hazardous material spill, should one occur.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Impact. Given there are no existing or proposed schools located within 0.25 miles of the project site. The nearest school is the Hollyvale Innovation Academy, an elementary school located approximately one mile north of the project site. Therefore, the project would not create hazardous emissions or handle hazardous materials near a school, and no impact would occur.

- d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The project site is not located on a Cortese List site, as defined by Government Code Section 65962.5, nor is the project site located on a hazardous materials release site otherwise identified by a regulatory agency (SWRCB 2021; DTSC 2023; CalEPA 2021). The nearest regulated hazardous materials site is the Verano Elementary School K-6, which is a closed school investigation located on the northwestern side of the intersection of Cataba Road and Verano Street, approximately 0.25 miles west of the project site. The site is currently vacant and undeveloped. There are no other indications that this site has impacted the environmental conditions of the project site. As such, the project site would not be located on a hazardous materials site, and no impact would occur.

- 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?***

No Impact. The project site is not located within an airport land use plan or within 2 miles of a public use airport. The closest airport is the Southern California Logistics Airport, which is located approximately 11.8 miles north from the project site. Therefore, the project would not result in excessive noise or safety hazards, and no impact would occur.

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

Less-than-Significant Impact. The Office of Emergency Services (OES) of the San Bernardino County Fire Department (SBCFD) provides emergency management, preparedness services, and supports the emergency response efforts to the City and the County of San Bernardino (San Bernardino County 2018). Additionally, the OES is responsible for developing, maintaining, and distributing the San Bernardino County Emergency Operations Plan (EOP) which provides guidance and procedures for the City and the County to prepare for and respond to natural, technological, conflict-related, and human-caused incidents creating situations requiring a coordinated response. The EOP identifies earthquakes, floods, wildfire, and winter storms as a significant threat to the County (San Bernardino County 2018).

The EOP is an evacuation plan for the communities in the project area containing information for residents regarding emergency preparedness, safe refuge locations, large animal evacuation staging areas, possible

road closure check points, and assembly point locations. The City’s General Plan outlines major evacuation routes within the Victor Valley as Hesperia Road, National Trails Highway, Highway 395, I-15 (North and South), Bear Valley Road, Yates Road/Yucca Loma Road, and Highway 18 (Palmdale Road) (City of Victorville 2022b). In the case of an emergency, Mesa Street, Cataba Road, and Topaz Road may be used as evacuation routes, but these roads are not explicitly outlined as evacuation routes by the City.

Given that the project would not impair an adopted emergency response plan or emergency evacuation plan and would improve local emergency response, impacts would be less than significant.

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

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the Mojave River and the Mojave River Watershed and it discharges into Soda Lake, and eventually in the Pacific Ocean) (City of Victorville 2008a). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2022a).

The City of Victorville is a co-permittee under National Pollution Discharge Elimination System (NPDES) Permit (No. CAS000004), and as such is required to adhere to the County-wide NPDES permit

requirements. Because land disturbance for project construction activities would exceed one acre, the project Applicant would be required to obtain coverage under the Construction General Permit issues by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issues by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations are contained in the Construction General Permit. Therefore, short-term construction impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

Long-Term Operational Impacts

Less-than-Significant Impact. The project would be subject to the municipal stormwater permit, the MS4 Permit, issued to San Bernardino County and incorporated cities within the County by the Lahontan Regional Water Quality Control Board. The MS4 Permit requires implementation of low impact development (LID) BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The LID Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

As required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit, a preliminary Water Quality Management Plan (WQMP) was prepared for the project in October 2023 (Appendix D). The WQMP is a post-construction management program that outlines implementation measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation and runoff; utilizing covered and leak proof trash dumpsters; and sweeping and litter control of loading areas to prevent pollutants from entering runoff. The WQMP would be implemented prior to the issuance of grading/building permits as required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit. The project would not violate any water quality standards or waste discharge requirements during long-term operation through compliance with the WQMP. Therefore, long-term operational impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. The project would also incorporate standard mitigation measure MM-HAZ-1, which requires the applicant/developer to prepare and implement a comprehensive Spill Prevention and Response Plan that will also serve to protect water quality. Therefore, the project would not violate any water quality standards or waste discharge

requirements or otherwise substantially degrade surface or groundwater quality and water quality impacts would be less than significant.

- b) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Groundwater Supplies

Less-than-Significant Impact. The project site is located within the service area of the Victorville Water District (VWD). The VWD's main water supply is from the Mojave River Basin, which provided approximately 17,917 acre-foot per year of groundwater on average over the last five years (VWD 2021). The VWD would provide potable water to the Project site. VWD has 36 active groundwater wells within its distribution system that are actively used to pump groundwater from the Mojave River Groundwater Basin, which encompasses 1,400 square miles and has an estimated total water storage capacity of nearly five million acre-feet (City of Victorville 2023b).

VWD estimates that water demands in its service area for normal years would increase from approximately 23,452 acre-feet per year (afy) in 2020 to approximately 32,699 afy in 2040 (VWD 2021). VWD forecasts that it will have sufficient water supplies to meet water demands in its service area for normal, single-dry, and multiple dry years. Projected populations in VWD's service area were based on projections obtained from the California Department of Finance (DOF) (DOF 2019). DOF data incorporates demographic trends, existing land use, and General Plan land use policies. Therefore, Project development would have been accounted for in the City's estimates of future water demands. Furthermore, the Project applicant would be required to obtain a "will serve" letter from VWD prior to construction of the Project. The provision of a "will serve" letter from VWD, as well as payment of water connection fees and ongoing user fees, would ensure that the Project does not substantially interfere with VWD's ability to provide water service within its service boundaries. Therefore, Project water demands would not substantially deplete groundwater supplies and impacts in this regard would be less than significant.

Groundwater Recharge

Less-than-Significant Impact. While not developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge. Following construction, the project site would contain landscape areas and other pervious surfaces that would allow for water to percolate into the subsurface soils compared to the existing conditions. Therefore, impacts associated with groundwater recharge would be less than significant.

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

- i) ***Result in substantial erosion or siltation on- or off-site?***

Less-than-Significant Impact. Under the existing conditions, the project site is undeveloped and flat. The project would involve grading activities that would bring the project site to a flat grade and the construction of new paved surfaces, residential buildings, and landscape areas. The project would

also include a new engineered stormwater drainage system that would feature structural BMPs such as detention facilities to treat and manage stormwater flows (Appendix D). While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, construction activities would inevitably result in changes to the internal drainage patterns of the site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. During construction and with implementation of SWPPP, the Project would provide standard erosion sediment control measures that would protect against erosion, including installation of groundcover and other BMPs such as use of gravel bags and straw wattles to allow for sediment retention. As such, alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that it would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site and erosion or siltation would be less than significant.

ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

Less-than-Significant Impact. Per the San Bernardino County Hydrology Manual, the project must provide protection for the 100-year storm event. According to the Hydrology report prepared for the Project (Appendix E), existing and proposed 100-year storm peak runoff values were calculated. They would be mitigated using a detention basin which would receive runoff from different subareas of the Project site. Any storm water runoff from A1 through A10 would outflow via the access ramp as a weir outlet into Topaz Road and flow north along Topaz Road, which would preserve the existing drainage pattern. Runoff from subareas A11, A12, and A13 represent public streets, and would not drain to any detention basin. The proposed detention basin would reduce the post-developed runoff to less than the pre-developed condition. Runoff from the site would continue to the same drainage pattern as the existing condition and will flow north via Topaz Road, and east along Eucalyptus Street to the Oro Grande Wash. As a result, impacts associated with surface runoff would be less than significant.

iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less-than-Significant Impact. As discussed above, the project would inevitably result in changes to the internal drainage patterns of the project site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. As such, alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater.

In addition, according to the Flood Insurance Rate Map No. 06071C6475H for the project area, the project site is located within Zone X, which is defined by the Federal Emergency Management Agency as an area located outside of the 100-year and 500-year flood plains (FEMA 2008). Therefore, impacts associated with altering the existing drainage pattern of the project site and flooding would be less than significant.

iv) *Impede or redirect flood flows?*

Less-than-Significant Impact. As previously addressed, the project would inevitably alter the drainage patterns of the project site; however, the project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. Alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site and stormwater would be less than significant.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Flood Hazard

No Impact. According to the Flood Insurance Rate Map No. 06071C6475H for the project area, the project site is located within Zone X, which is defined by the Federal Emergency Management Agency as an area located outside of the 100-year and 500-year flood plains (FEMA 2008). As a result, there would be no impacts associated with flood hazards.

Tsunami

No Impact. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is not located within proximity of the Pacific Ocean (approximately 70 miles away) or any other large body of water. As a result, there would be no impacts associated with tsunamis.

Seiche Zones

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. As a result, there would be no impact associated with seiche zones.

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

Less-than-Significant Impact. Refer to responses provided in Section 3.10(a) and 3.10(b). The project would comply with regional and local regulations requiring preparation of a SWPPP and would not obstruct existing water quality control plans or groundwater sustainable management plans. The proposed project would provide an on-site stormwater detention basin, which would help the City sustainably manage groundwater levels. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

3.11 Land Use and Planning

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

a) *Would the project physically divide an established community?*

No Impact. Factors that could physically divide a community include but are not limited to: construction of major highways or roadways; construction of storm channels; closing bridges or roadways; and construction of utility transmission lines. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the 70.8-acre project site is currently vacant. It is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and pedestrian sidewalks. Therefore, no impacts associated with physical division of an established community would occur.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The City’s General Plan designated the project site for Low Density Residential (LDR) uses and the site is zoned for Single Family Residential (R-1), per the City’s Zoning Code. The proposed project would be consistent with 16-3.08.101(b)(4) of the City’s Municipal Code which states that this 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. This zoning is consistent with the Low Density Residential land use designation of the General Plan (City of Victorville 2008b). As such, the project would be consistent with the City’s General Plan and Zoning Code and no impacts would occur.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact. According to Figure 5.10-1 in the City’s General Plan EIR, there are no known mineral resources located on or nearby the project site (City of Victorville 2008a). Because there are no known mineral resources within the project site, and the site’s land use designation and zoning does not allow for mining, the project would have no impact to mineral resources.

b) ***Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. There are no known mineral resources located on or near the project site. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less-Than-Significant Impact. On-site noise-generating activities associated with the project would include short-term construction. The project would also generate off-site traffic noise increases along Eucalyptus Street, an arterial to U.S 395 in the area. These potential effects are analyzed in the following subsections.

On-Site Construction (Short-Term) Noise

Construction of the project would generate noise that could expose nearby receptors (i.e., residences) to momentary elevated noise levels that may disrupt outdoor communication and routine outdoor activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. Using the RCNM-emulating model, the predicted noise level exposures from the proposed construction activities at the nearest studied residential receptors are summarized in Table 1. The five listed phases of project construction and their corresponding expected pieces of operating heavy equipment are considered representative of such residential development projects. This analysis also assumes that the nearest existing homes already feature solid fencing or walls of at least six feet in height and thus consistent with Section 16-3.11.030 of the City’s development code. Details of the modeling input and output are provided in Attachment B.

Table 3.13-1. Construction Noise Model Results Summary

Construction Phase (anticipated equipment)	Construction Noise at Nearest Sensitive Receptor Distances (dBA 8-hour Leq)	
	Nearest Source to Receptor Distance (35 feet)	Acoustic Center (330 feet)
Site Preparation (dozer, backhoe)	76.5	55.4
Grading (excavator, grader, dozer, scraper, backhoe)	79.5	61.5

Table 3.13-1. Construction Noise Model Results Summary

Building Erection (flat-bed truck, man-lift, generator, backhoe, welder/torch)	67.7	53.5
Architectural Coating (air compressor)	67.6	49.9
Paving (concrete mixer truck, paver, backhoe, roller)	62.4	56.0

Notes: See Attachment B for complete results.

The predicted construction noise levels appearing in Table 3.13-1 are all lower than the FTA's 80 dBA 8-hour L_{eq} guidance threshold for daytime construction noise exposure at an offsite residence. Due to existing outdoor sound levels likely ranging between 50 dBA and 65 dBA during daytime hours per FTA guidance and the City's baseline ambient noise levels, the increase in outdoor noise level could be audible and over a 10 dB difference under the right conditions. Nevertheless, because such construction noise is exempt from City regulations and complies with FTA guidance-based daytime thresholds for construction noise, construction noise would be considered a less than significant impact.

Operational (Long-Term) Noise

Off-Site Roadway Traffic

Project-attributed traffic would cause increases in roadway volumes or trips on Eucalyptus Street, which connects the project and its surrounding communities south and north of Eucalyptus Street to Highway 395. On the assumption that the project site proposed to contain 242 new occupied residential parcels shares comparable dwelling unit density to surrounding areas, one could reasonably conclude the trips or traffic volumes would also be comparable on a proportionate basis. Hence, with the project site comprising approximately 0.11 square miles upon which 242 new residential homes would be constructed, and the pre-existing developed areas to its east and north already covering 0.76 square miles, the corresponding estimated change in traffic noise from Eucalyptus Street would be less than one decibel per the following expression: $10 * \text{LOG}(0.87/0.76)$. Since this change is less than 3 dB, expected traffic noise impact would be less than significant.

Onsite Stationary Sources

Aggregate noise emission from continuously operating outdoor-exposed rooftop air-conditioning units is expected to be below the City exterior nighttime noise threshold of 55 dBA L_{eq} . Please see accompanying Figure 3.13-1 depicts the prediction results of the sound emission model, with the color-coded bands of sound level displayed as a horizontal plane five feet above grade. While the MND found that impacts would be less than significant, the following standard mitigation measures would be applied:

Standard Mitigation Measures

MM-NOI-1 Construction Equipment. The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will

be accomplished by random field inspections by applicant personnel during construction activities.

MM-NOI-2 **Hourly Noise Levels.** Noise minimizing measures shall be implemented to reduce noise levels to the greatest extent feasible at the nearest receptors, defined as at or below 55 dBA permitted between the hours of 10:00 PM and 7:00 AM; and at or below 65 dBA permitted between the hours of 7:00 AM and 10:00 PM. Measures shall include portable noise barriers and scheduling specific construction activities to avoid conflict with adjacent sensitive receptors.

MM-NOI-3 **Construction Staging.** Construction staging areas shall be located as far from adjacent sensitive receptor locations as possible.

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

Less-than-Significant Impact. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. By way of example, for a large bulldozer (having a reference vibration velocity of 0.089 ips PPV [FTA 2018]) operating on site and as close as the project boundary (i.e., approximately 35 feet from the nearest receiving sensitive land use) the estimated vibration velocity level would be less than 0.05 ips PPV per the equation as follows:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.05 = 0.089 * (25/35)^{1.5}$$

In the above equation, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source (the roller), and D is the actual horizontal distance (in feet) to the receiver.

For estimating root mean square (rms) vibration velocity at a receptor some horizontal distance from the vibration source, the FTA expression is as follows, using the same large bulldozer as an example and its reference value of 89 VdB at 25 feet (FTA 2018):

$$LV_{rcvr} = LV_{ref} - 30 * \text{LOG}(D/25) = 87 - 30 * \text{LOG}(35/25) = 83 \text{ VdB}$$

In the above equation, LV_{rcvr} is the predicted vibration velocity at the receiver position, LV_{ref} is the reference value at 25 feet from the vibration source (the dozer), and D (feet) is the actual horizontal distance to the receiver.

According to the FTA, a “coupling loss” or reduction of groundborne vibrational energy occurs at the interface of a receiving building mass and its foundation. For existing offsite wood-framed residential structures, this coupling loss would be -5 VdB (FTA 2018); therefore, the expected occupant exposure level using the preceding example of a dozer at 35 feet would be 78 VdB as follows:

$$LV_{rcvr} = LV_{ref} - 30 * \text{LOG}(D/25) - 5 = 87 - 30 * \text{LOG}(35/25) - 5 = 78 \text{ VdB}$$

The estimated levels of 0.05 ips PPV and 78 VdB are less than the 0.5 ips PPV building damage risk and 80 VdB occupant annoyance guidance-based significance criteria, respectively and would thus represent less than significant impacts.

A vibratory roller, expected during onsite paving procedures, could be as close as 95 feet to an offsite residence and may have its vibration exposure levels estimated as follows:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.028 = 0.21 * (25/95)^{1.5}$$

The predicted 0.028 ips PPV for the on-site roller is far less than the 0.5 ips threshold for building damage risk. For occupant annoyance, the other expression for determining VdB may be used as follows:

$$LV_{rcvr} = LV_{ref} - 30 * \text{LOG}(D/25) - 5 = 94 - 30 * \text{LOG}(95/25) - 5 = 72 \text{ VdB}$$

The predicted 72 VdB value is less than the 80 VdB annoyance threshold. Therefore, impacts associated with groundbourne vibration would be less than significant.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The nearest airfield, Southern California Logistics Airport, is well over 9 miles to the north of the project. Therefore, project worker or future residence exposure to aviation traffic noise is not expected. No impacts related to aircraft and airport-related noise would occur.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XIV. POPULATION AND HOUSING – Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less-than-Significant Impact. According to SCAG’s 2020–2045 RTP/SCS growth forecast, the City is projected to add approximately 71,200 people, 27,900 households, and 20,000 jobs in the future, based on regional demographic and economic assumptions (SCAG 2020b). Specifically, SCAG’s forecast indicated

the population will increase from the 2016 population of 123,300 to the projected 2045 population of 194,500 (an increase of 57.7%).

The project would directly induce population growth in the City by constructing a 242-lot single family residential subdivision on a property that is currently designated for single family residential uses. According to SCAG, the average household size in the City is 3.5 persons (SCAG 2019). Using this factor of 3.5 persons per household, the project could support a residential population of approximately 847 persons. By comparison to SCAG’s growth forecast, the project’s 847 additional residents would represent 1.2% of the projected growth in the City. As such, the project’s direct population growth does not constitute a substantial unplanned population growth within the City.

The project would not lead to significant indirect growth, as the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area has already been developed for residential uses, and the project site is designated and zoned for residential uses. As such, direct impacts to population growth would be less than significant. Therefore, impacts related to substantial population growth would be less than significant.

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

No Impact. Given that no residential uses are located on the project site, the project would not displace existing housing, nor would it impede future residential development potential. Therefore, no impacts associated with the displacement of people or housing would occur.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XV. PUBLIC SERVICES – Would the project:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Fire protection?

Less-than-Significant Impact. Fire protection and emergency response services for the project site are provided by the Victorville Fire Division, which operates five fire stations within the City. The nearest fire station to the project site is Fire Station 315 (12820 Eucalyptus Street) located approximately 0.5 miles north of the site.

According to the City's General Plan, the average response time within the City is approximately 6.18 minutes for fire (City of Victorville 2008). If needed, fire stations from adjacent cities, such as Hesperia and Apple Valley, may respond to emergency calls in Victorville. Based on the proximity of the project site to the existing Victorville Fire Division facilities, the average response times in the project area, the ability for nearby cities to respond to emergency calls, and the fact that the project site is already located within Victorville Fire Division service area, the project could be adequately served by the Victorville Fire Division without the construction of new, or the expansion of existing, facilities.

Project construction activities would create a temporarily increased demand for fire protection services at the project site. All construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As a result, project construction would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other City performance standards.

Operation of the proposed project would create an increased demand for fire protection services over the long-term. However, due to the long-term growth assumptions the City has planned for in the General Plan, the project would not induce significant population growth and would not result in the need for new or physically altered fire protection facilities. The project would be required to comply with the City's requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. In addition, development impact fees will be utilized by the public service agencies, including local fire protection services, to ensure the appropriate level of resources necessary to serve the project and other future development in the City. Through such measures, the project's operational impacts would be reduced to less than significant.

Police protection?

Less-than-Significant Impact. Police protection and emergency response services for the project site are provided by the Victorville Sheriff's Department (14200 Amargosa Road), located approximately 5 miles north of the site.

Based on the proximity of the project site to other residential developments, and since the project site is in a developed part of the City that is within the service area of the Victorville Sheriff's Department, it is anticipated that the project could be served without adversely affecting personnel-to-resident ratios, response times, or

other performance objectives. Additionally, incremental impacts would be mitigated through payment of the Development Impact Fee's law enforcement component. Therefore, impacts associated with the need for new or expanded Victorville Sheriff's Department facilities would be less than significant.

Schools?

Less-than-Significant Impact. The City is primarily served by three public school districts: Victor Elementary School District, the Adelanto School District, and the Victor Valley Union High School District (City of Victorville 2008a). However, according to the City of Victorville's Interactive Map Application, the project site is within the boundaries of the Hesperia Unified School District (HUSD), and the assigned resident schools are Hollyvale Elementary School (grades K-6), Hesperia Junior High School Middle School (grades 7-8), and Hesperia High School (grades 9-12) (HUSD 2023).

According to the California Department of Education, during the 2022/2023 school year, Hollyvale Elementary School had 484 students enrolled, Hesperia Junior High School had 1,164 students enrolled, and Hesperia High School had 2,275 students enrolled (CDE 2023). The School Facilities Fee Justification Report for the HUSD indicates that the district standard capacity for all schools is 21,836 students for elementary school, middle school, and high school, respectively (HUSD 2022). As such, enrollment at HUSD was slightly over standard capacity during the 2021/2022 school year at a total of 24,475 students (CDE 2022).

The estimated school generation rates for the project are as follows based on the generation rates included in the HUSD's Residential and Commercial/Industrial Development School Fee Justification Study (HUSD 2020)⁶:

- The project would generate approximately 85 elementary school students
- The project would generate approximately 27 middle school students
- The project would generate approximately 52 high school students

Additionally, the project would be subject to SB 50, which requires the payment of mandatory impact fees to offset any impact to school facilities. In accordance with SB 50, the project applicant would pay its fair share of school impact fees based on the number of proposed dwelling units and square footage per Government Code Section 65995(h). Specifically, HUSD charges developer fees for residential development of \$6.43 per square foot of assessable space (HUSD 2023). Per Government Code Section 65996, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Therefore, impacts associated with the need for new or expanded school facilities would be less than significant.

Parks?

Less-than-Significant Impact. As of 2008, the City has 198.4 acres of park and recreation space (City of Victorville 2008). Additionally, the City has designated 22,348 acres of land to be open space, such as golf courses, lakes, flood plains, and parks (City of Victorville 2008). The City also maintains trails within specific plan communities that link neighborhoods to local parks and to other neighborhoods. The City also maintains trails within specific plan communities that link neighborhoods to local parks and to other neighborhoods. Additionally, the project applicant would be required to pay development impact fees,

⁶ Refer to Table 3: Student Generation Factors for Single Family Detached Units (HUSD 2020).

including a park fee as part of project implementation. The development impact fee related to parks are collected by the City for all residential developments to ensure the appropriate, continued maintenance of parks throughout the City (City of Victorville 2023c).

Based on the City’s existing parkland as well as the amount of open space provided by the project, it is not anticipated that the project’s estimated population increase would use external parks and recreational facilities such that substantial physical deterioration would occur or be accelerated upon payment of required park impact fees. Thus, the project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities. Impacts on parks would be less than significant.

Other public facilities?

Less-than-Significant Impact. Other public facilities that could potentially be impacted by the project include library services. The Victorville City Library services the City and would service the project site. The Victorville City Library (15011 Circle Drive) is located 8.7 miles northeast of the project. With regard to libraries and all other public facilities, development impact fees will be utilized by the public service agencies to ensure the appropriate level of resources necessary to serve the project and future development within the City (City of Victorville 2023c). Therefore, impacts on other public facilities would be less than significant.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XVI. RECREATION

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

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

Less-than-Significant Impact. The project proposes the development of 242-single-family residences. As described in Section 3.14, the project would introduce approximately 847 people to the project site. The closest neighborhood park to project is Sunset Ridge Park, located 0.5 miles north of the project site. The City’s General Plan Objective 2.1: creates a goal for the city to provide 3 acres of community parks per

1,000 residents As discussed above, the City General Plan Objective 2.1 creates a goal for the city to provide 3 acres of community parks per 1,000 residents. As of 2008, the City has 198.4 acres of park and recreation space (City of Victorville 2008). Additionally, the City has designated 22,348 acres of land to be open space, such as golf courses, lakes, flood plains, and parks (City of Victorville 2008). The City also maintains trails within specific plan communities that link neighborhoods to local parks and to other neighborhoods. As of July 1, 2021, the U.S. Census Bureau estimated the population of the City to be 135,950 persons (U.S. Census Bureau 2021) and the City is still meeting this goal. The City currently provides 3 acres of parkland per 1,000 residences. The addition of approximately 847 new residents to the area would not substantially increase the use of existing parks and would still comply with the City’s policy for minimum park requirements. As described above, the project applicant would be required to pay development impact fees, including park fees. Impacts related to increase of use of existing neighborhood and regional parks would be less than significant.

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?

Less-than-Significant Impact. Refer to Response 3.16(a).

The project proposes the development of 242-single-family residences. As described in Section 3.14, the project would introduce approximately 847 people to the project site. The closest neighborhood park to project is Sunset Ridge Park, located 0.5 miles north of the project site. These recreational amenities are analyzed as part of this MND. As concluded in the MND, all impacts associated with this project would be less than significant. Therefore, impacts related to the construction of recreational facilities would be less than significant.

3.17 Transportation

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

The following analysis is based, in part, on the Traffic Study prepared by Ruettggers and Schuler Civil Engineers in August 2023, included as Appendix F.

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

City of Victorville General Plan Circulation Element

The following goals, objectives, policies and implementation measures are intended to achieve the Vision of this Circulation Element and to guide the City’s efforts to continue to build and maintain an efficient transportation and circulation infrastructure to support the community development policies set forth in the Land Use Element (City of Victorville 2016a):

Goal 1. **Good Mobility** – Provide a safe, efficient transportation system that enhances mobility for local residents and businesses, and facilitates regional travel for automobiles and trucks.

Objective 1.1. Provide sufficient traffic carrying capacity at intersections throughout the roadway network, to achieve level of service performance standards (Policies 1.1.1 through 1.1.4).

Objective 1.2. Achieve and maintain mobility goals set forth in countywide CMP, on local CMP segments (Policy 1.2.1).

Objective 1.3. Complete the planned highway improvements (Policies 1.3.1 through 1.3.3).

Objective 1.4. Maintain smooth traffic flow, reduce and minimize traffic conflicts (Policies 1.4.1 through 1.4.4).

Objective 1.5. Ensure adequate planning and programming of roadway improvements (Policy 1.5.1).

Goal 2. **Efficient Multi-Model Transportation Network** – Meet diverse transportation needs of existing and future residents and businesses in the Planning Area through convenient, safe, multi-modal means.

Objective 2.1. Shall work toward developing an integrated and connected multimodal transportation system of Complete Streets that serves all neighborhoods (Policies 2.1.1 through 2.1.5).

Objective 2.2. Expand public transit in conjunction with population growth (Policy 2.2.1).

Goal 3. **Adequate Infrastructure** – Develop and maintain infrastructure that supports the transportation and circulation needs of the community in a cost-effective and environmentally sensitive matter.

Objective 3.1. Meet multiple infrastructure needs within common public rights-of-way (Policy 3.1.1).

Objective 3.2. Design infrastructure that minimizes impacts to the environment (Policies 3.2.1 through 3.2.3).

Objective 3.3. Provide adequate infrastructure improvements in conjunction with new development and redevelopment projects (Policy 3.3.1).

The City of Victorville General Plan Circulation Element, Policy 1.1.1 has established a minimum level of service (LOS) D for all City-maintained roads and intersections. The analysis presented in Appendix F identified all six intersections studied would perform at a LOS of D or higher in future plus Project conditions. Therefore, the project would not be inconsistent with the level of service as identified in the General Plan. The impact would be less than significant, and no mitigation is required.

Roadway Network

The project site is located on the northwest corner of Mesa Street and Topaz Road. A description of the nearby roads serving the site is provided below.

Amethyst Road is a major arterial that extends north from Sycamore Street. Within the study area it operates with four lanes and provides access to residential and commercial land uses.

Bear Valley Road is an east-west super arterial that intersects US Route 395 approximately 0.5 miles north of Sycamore Street and has an interchange connection to Interstate 15 approximately 3 miles east of US Route 395. It operates within the study area as a four-lane roadway with improvements adjacent to development and graded shoulders elsewhere. Bear Valley Road provides access primarily to residential and commercial land uses.

Eucalyptus Street is an east-west roadway that intersects US Route 395 approximately 1 mile south of Bear Valley Road. It is designated as a super arterial west of US Route 395 and east of Topaz Road, and as a major arterial between US Route 395 and Topaz Road. Eucalyptus Street operates in the project vicinity as a two-lane roadway in various stages of widening and improvement and provides access to residential land uses.

Mesa Linda Street is a collector that extends north from Mesa Street approximately 0.5 miles east of US Route 395. It operates within the study area as a two-lane roadway providing access to residential land uses.

Sycamore Street is a collector that intersects US Route 395 approximately 0.5 miles south of Bear Valley Road. It exists within the study area as a two-lane roadway with improvements adjacent to development and graded shoulders elsewhere. Sycamore Street provides access to residential land uses.

Topaz Road is an arterial that extends north from Eucalyptus Street. Within the project vicinity, it exists as a two-lane roadway and provides access primarily to residential land uses. It is anticipated that a southerly extension of Topaz Road from Eucalyptus Street to Mesa Street would be completed as part of the project.

US Route 395 is a north-south highway that exists between State Route 14 and State Route 15. Within the study area, it exists as a four-lane roadway and provides access to residential land uses.

Transit, Bicycle, and Pedestrian Facilities

Bus service in the City of Victorville is provided by the Victor Valley Transit Authority (VFTA), a joint powers agency serving Victorville and adjacent areas. The VFTA service area is comprised of the cities of Adelanto,

Hesperia, and Victorville, the Town of Apple Valley, and San Bernardino County. Within the joint powers area, the VVTA currently operates 13 fixed-routes with various transfer points to adjoining routes, with additional subscriber services for certified riders. There are 10 fixed routes providing service within or through Victorville. Transit service currently is offered from 6:00 AM to 9:00 PM, Monday through Friday, and from 7:00 AM to 8:00 PM on Saturdays, with no service on Sundays and national holidays. VVTA Routes 21W, 21P, and 54 are the closest bus route to the project site, with stops along Bear Valley Road. The Bear Valley Road WB & Topaz Road bus stop serves Routes 21W, 21P and 54, and is located approximately 1.2-miles to the north of the project site. Project construction would not require the temporary or permanent relocation of bus stops nor interfere with the existing services. Therefore, development of the project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less than significant.

According to the *Non-Motorized Transportation Plan*, there are no existing bicycle facilities in the vicinity of the project site (City of Victorville 2010). Per the *Non-Motorized Transportation Plan*, Eucalyptus Street is proposed to have a Class II bike lane, Topaz Street is proposed to have a Class III shared route, and a Class 1 bike trail/path is proposed to be adjacent to the project site to the southwest, parallel to I-15 (Figure 3.17-1, *Non-Motorized Transportation Plan Map*) (City of Victorville 2010).

Pedestrian connection to the surrounding residential developments is provided via existing public sidewalks along the western side of Cataba Road and along Topaz Road north of Eucalyptus Street. The project would improve pedestrian connectivity by introducing new sidewalk improvements along the eastern side of Cataba Road, and would extend Topaz Road to Mesa Street.

Conclusion

The project would not be inconsistent with any program, plan, or policy related to the above-mentioned goals nor would it preclude the City from implementing adopted transportation-related programs, plans, or policies. Since SB 743 went into effect, consistency with LOS is not part of the CEQA impact assessment. However, the City of Victorville requires separate LOS-base traffic analysis to demonstrate that the traffic added by the project would maintain mobility performance goals outlined in the City's General Plan. As such, the LOS-based traffic study was submitted to the City for review and approval (Appendix F).

The project would not conflict with any plans or policies regarding existing or proposed bicycle or pedestrian facilities in the study area and would be consistent with the City's General Plan Circulation Element. As discussed above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

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

Less-Than-Significant Impact. On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. The Governor's Office of Planning and Research recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

The Updated CEQA Guidelines state that “...generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts...” and define VMT as “...the amount and distance of automobile travel attributable to a project...” It should be noted that “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

An analysis of project vehicle miles traveled (VMT) was conducted in accordance with the City of Victorville *Vehicle Miles Traveled (VMT) Analysis Guidelines*, adopted June 16, 2020. These VMT guidelines provide metrics consistent with SB 743 requirements for assessing and mitigating transportation impacts within the California Environmental Quality Act (CEQA).

Project Screening

Parameters defined in the VMT guidelines were entered into the San Bernardino County Transportation Authority (SBCTA) VMT screening tool, a web-based application that determines whether a project requires a detailed VMT analysis. These screening parameters, listed below, generated results indicating the project site is not located in a low VMT area (see Appendix F for screening tool output). Therefore, a detailed VMT analysis is required.

- Analysis Methodology = Production-Attraction (PA)
- Metric = VMT per Service Population
- Baseline Year = 2023
- Significance Threshold = City General Plan Buildout VMT per Service Population

Detailed Analysis

The detailed analysis of project VMT was conducted by LSA Associates, Inc. (Riverside, California) using the Southern California Association of Governments (SCAG) travel demand model. The VMT analysis results are summarized in Tables 3.17-1 and 3.17-2 (see Appendix F for VMT analysis memorandum).

Table 3.17-1. VMT Analysis - Project VMT

VMT Metric	VMT		Significant Impact
	Project ¹	Threshold ²	
PA VMT per Service Population	25.8	26.3	NO

Notes: Estimated using “NO Project” SBTAM 2040 model run

¹ Base year = 2016

² Significant Threshold = City of Victorville General Plan Buildout VMT

Table 3.17-2. VMT Analysis - Project Impact on City VMT

VMT Metric	Citywide VMT ¹		Significant Impact
	Project	NO Project	
PA VMT per Service Population	13.9	14.0	NO

Notes:

¹ Base year = 2016

As shown in Tables 3.17-1 and 3.17-2 above, project VMT per service population (25.8) is less than the City's significance threshold (26.3), and the citywide VMT per service population is lower with the project (13.9) than without the project (14.0). Therefore, project impacts to VMT would be less than significant and no mitigation is required.

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

Less-Than-Significant Impact. The proposed project would be developed within the vacant and undeveloped property, with the addition of roadway modifications, sidewalk improvements, and driveways. Primary access to the project would be provided by way of Mesa Street and a future extension of Topaz Road south of Eucalyptus Street. The project would complete the unimproved eastern half-section of Cataba Road and extend Topaz Road south.

The design of the proposed project, including all egress/ingress, driveways, roadway modifications, would be designed according to all relevant City guidelines and would be reviewed by the City's Development Department and the City's Engineer. All driveways would have adequate queue storage areas, would be perpendicular to existing roads, and would not cause hazards due to a geometric design feature. All driveways would provide adequate line of sight for vehicles entering and exiting the project site. Further, the proposed project is a residential development and would not result in land uses that would be incompatible with the existing land uses surrounding the project site, which consist mainly of residential uses. Therefore, impacts regarding increases in hazards due to geometric design features or incompatible uses would be less than significant.

d) *Would the project result in inadequate emergency access?*

Less-Than-Significant Impact. As discussed previously, primary access to the project would be provided by way of Mesa Street and a future extension of Topaz Road, south of Eucalyptus Street to Mesa Street, that would also provide access to emergency services and their vehicles. All roadways would be designed to accommodate emergency vehicles and would allow the project site to be safely accessed. All project site plans would be required to be reviewed and approved by the Fire Department prior to the certificate of occupancy is issued. The project site would remain accessible and would have a limited impact on emergency vehicles and emergency access routes during the construction and operation of the proposed project.

Conclusion

The proposed project would provide multiple access points for emergency services and their vehicles. All roadways would be accessible by emergency vehicles, and the project site would remain accessible during construction and operation of the site. Therefore, impacts regarding the project resulting in inadequate emergency access would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XVIII. TRIBAL CULTURAL RESOURCES

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by the City of Victorville, as the lead agency, as well as the findings of the Phase I Cultural Resource Survey prepared by Dudek in 2022 (Appendix C).

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. PRC Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource (TCR) is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- 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 PRC Section 5024.1.

AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to

the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency’s jurisdiction.

Section 1 (a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City and were received by November 28, 2023, via certified mail. The notification letters contained a project description, outline of AB 52 timing, an invitation to consult, a project site plan, and contact information for the appropriate lead agency representative. Table 3.18-1 summarizes the results of the AB 52 process for the project.

Table 3.18-1. Assembly Bill 52 Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Response Received
Morongo Band of Mission Indians	1) December 28, 2023 2) June 27, 2024
Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians)	1) November 27, 2023

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

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

Less-Than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.5, no previously recorded archaeological resources of Native American origin or tribal cultural resources listed in the CRHR or a local register were identified within the proposed project site as a result of the SCCIC records, nor as a result of

information provided from consulting tribes. However, the project area is potentially sensitive for cultural resources regardless of the absence of known artifacts and the proposed project will incorporate **MM-CUL-2** through **MM-CUL-9** below which will ensure that significant impacts are avoided. Therefore, the project would not adversely affect TCRs that are listed or eligible for listing in the state or local register. Impacts would be less than significant with mitigation incorporated.

MM-CUL-2 **Retention of Archaeologist.** Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a Qualified Archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The Archaeologist shall be present during all ground disturbing activities to identify any known or suspected archaeological and/or cultural resources. The Archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

MM-CUL-3 **Inadvertent Discovery of Cultural Resources.** In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly nonsignificant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

- A. Full avoidance.
- B. If avoidance is not feasible, Preservation in place.
- C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
- D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1).

- MM-CUL-4 Tribal Monitoring Services Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.
- MM-CUL-5 Cultural Resource Management Plan. Prior to any ground-disturbing activities the project Archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.
- MM-CUL-6 Pre-Grade Meeting. The retained Qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.
- MM-CUL-7 On-Site Monitoring. During all ground-disturbing activities the Qualified Archaeologist and the Tribal Monitor shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Tribal Monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The Qualified Archaeologist, in consultation with the Tribal Monitor, shall be responsible for determining the duration and frequency of monitoring.
- MM-CUL-8 Inadvertent Discovery of Human Resources. The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. **No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].**
- A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; project personnel/observers will be restricted. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

- B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.
- C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98.
- D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

MM-CUL-9 Final Report. The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

- b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-Than-Significant Impact with Mitigation Incorporated. The proposed project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native American Tribal representatives that have requested such notifications.

TCRs have not been identified through tribal consultation under AB 52, and the lead agency has not identified any TCRs within the proposed project site that would warrant discretionary designation of a resource as a TCR. However, the project area is potentially sensitive for cultural resources regardless of the absence of known artifacts and the proposed project will incorporate **MM-CUL-2** through **MM-CUL-9** listed above in 3.18(a) which will ensure that significant impacts are avoided. Therefore, the project would not adversely affect any significant TCRs set forth in the Public Resources Code. Impacts would be less than significant with mitigation incorporated.

3.19 Utilities and Service Systems

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

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

Less-than-Significant Impact. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities for the reasons discussed in the following subsections.

Water Facilities

Less-than-Significant Impact. The project is in an area served by existing water facilities and infrastructure and the construction of a 242-lot single family residential subdivision would increase demand for water supply on the project site. Water service would be provided by the Victorville Water District (VWD) and would connect to existing water main lines adjacent to the site within Mesa Street and Cataba Road (City of

Victorville 2021). According to the VWD 2020 Urban Water Management Plan (UWMP), the anticipated demand for water supply within VWD's service area is anticipated to be greater than the demand for water in the future, which indicates that VWD has available capacity to serve the proposed project (see Section 3.19(b) below) (VWD 2021). It is anticipated that the project's nominal contribution to the total water demand (see Section 3.19(b) below) could be served by existing water facilities serving the project area without requiring new or expanded facilities. Therefore, impacts associated with the construction or expansion of water facilities would be less than significant.

Wastewater Treatment Facilities

Less-than-Significant Impact. Wastewater collection would be provided by the City's sanitary sewer system and a sewer main line extension from the site would connect to a proposed sanitary sewer facilities within Topaz Road and Mesa Street (City of Victorville 2016b). Wastewater generated at the project site would be treated at the Victor Valley Wastewater Reclamation Authority's (VWRA) wastewater treatment plant. The treatment capacity of VWRA is 12 million gallons per day (gpd) (VWRA 2023). CalEEMod outputs (Appendix A), the project is anticipated to require approximately 55.6 million gallons of water per year. Assuming that total water demand is equivalent to approximately 120 percent of wastewater generation, the project would generate approximately 46.3 million gallons of wastewater per year, or approximately 0.127 million gallons per day, which would account for approximately 1.05% of the total capacity of VWRA. Wastewater generated by the project would represent only a nominal percentage of the average dry-weather flow capacity and average wastewater flow. Additionally, according to Sewer Master Plan (SMP), the City anticipates future residential development by 2040, which anticipates the increase of water demand from the proposed project (City of Victorville 2016b). Thus, the VWRA would have adequate capacity to provide wastewater treatment for the proposed project and the proposed project would not require the construction of new or expanded wastewater conveyance or treatment facilities. Therefore, the impacts associated with water treatment facilities would be less than significant.

Stormwater Drainage Facilities

Less-than-Significant Impact Although new stormwater drainage facilities would be constructed, these improvements are part of the project analyzed herein, and as such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur because of implementation of the project's stormwater drainage system improvements. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

Electric Power Facilities

Less-than-Significant Impact. Electric power service would be provided to the project site by SCE. At full built-out, the project's operational phase would require electricity for building operations (appliances, lighting, etc.). Additionally, the project would meet the Title 24 Energy Efficiency Standards that require the roofs of the proposed structures to be "solar-ready." In addition, the project would be required to comply with the 2022 Title 24 standards or the most recent standards at the time of building permit issuance. The energy-using fixtures within the project would be newer technologies, using less electrical power. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Less-than-Significant Impact. Natural gas would be provided by Southwest Gas. The project would comply with 2022 Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the project would generate a need for natural gas that is consistent with single family homes. Since the project site is nearby other residential uses, there are existing natural gas facilities that would be able to serve the project site. Therefore, impacts associated with natural gas facilities would be less than significant.

Telecommunications Facilities

Less-than-Significant Impact. The City is served by multiple telephone service providers. Since the project site is nearby other residential uses, there are existing telecommunication facilities that would be able to serve the project site. Once the project is completed, the residents of the project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less-than-Significant Impact. The project site would receive its water supply from the VWD. Based on the 2020 UWMP, VWD receives its water from groundwater, recycled water, and imported water from MWA’s Regional Recharge and Recovery Program (VWD 2021).

In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of their water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry water years. Table 3.19-1 provides water demand and supplies for dry- and multiple-dry-year scenarios for the VWD.

Table 3.19-1. Supply and Demand Comparison (Acre-Feet per Year)

Supply and Demand	2025	2030	2035	2040	2045
Supply Totals	26,505	28,969	30,165	31,299	32,699
Demand Totals	26,505	28,969	30,165	31,299	32,699
Difference	0	0	0	0	0

Source: VWD 2021, Table 7-1.

According to the 2020 UWMP, VWD coordinates on an ongoing basis with all relevant agencies in the region to optimize the use of regional water supplies. In addition, VWD has its own conservation programs to reduce demand on water sources. The UWMP also describes the water shortage contingency plan for the VWD in the event of a drought or a catastrophic supply interruption. The details of the Water Shortage Contingency Plan are provided in the 2020 UWMP. With the projects and programs implemented by VWD and the City, water supplies are projected to meet full-service demands (see Table 3.19-1) (VWD 2021).

Because the City’s water demands can be met under multiple dry years, and because supply would meet projected demand due to diversified supply and conservation measures, the project’s water demands would be served by the City’s projected current and future supplies. According to CalEEMod results (Appendix A), the project would demand approximately 152,473 gallons of water per day, or approximately

170.8 acre-feet per year. According to Table 4-6 of the 2020 UWMP, VWD anticipates water demand to increase by 23,452 to 32,699 acre-feet per year between 2025 and 2045. The project's water demand would account for approximately 1.8 percent of VWD's anticipated water demand and therefore would be accommodated by the water supply available for the City during normal, single dry year, and multiple dry year conditions through the year 2045. Therefore, the project would have a less than significant impact on water supply.

- c) ***Would the project result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less-than-Significant Impact. A significant impact would occur if the wastewater treatment provider indicated that a project would increase wastewater generation to such a degree that the capacity of the facilities currently serving the project site would be exceeded. As described in Section 3.19(a), wastewater generated at the project site would be treated at the VVWRA's wastewater treatment plant, which has a treatment capacity of 12 million gpd (VVWRA 2023). According to CalEEMod outputs (Appendix A), the project is anticipated to require approximately 55.6 million gallons of water per year. Assuming that total water demand is equivalent to approximately 120 percent of wastewater generation, the project would generate approximately 46.3 million gallons of wastewater per year, or approximately 0.127 million gallons per day, which would account for approximately 1.05% of the total capacity of VVWRA. Therefore, wastewater generated by the project would represent a nominal percentage of the average dry-weather flow capacity and average wastewater flow. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

- d) ***Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less-than-Significant Impact. A significant impact may occur if a project were to increase solid waste generation to such a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste.

According to the City's General Plan EIR, solid waste generated in the City is collected by Burrtec Waste Industries. Solid waste is sent to Victorville Sanitary Landfill, located in Victorville (CalRecycle 2019a). The total permitted throughput for the landfill is 3,000 tons per day, and approximately 80 million cubic yards of capacity remain (CalRecycle 2019a).

The project involves the construction of a 242-unit single-family residential community with associated improvements. Project construction would involve generation of waste during construction; however, in accordance with AB 939, the construction contractor would ensure that source reduction techniques and recycling measures are incorporated into project construction. Once operational, the project would result in waste typically associated with multifamily residences. According to the California Department of Resources Recycling and Recovery, single-family residences generate approximately 10 pounds per dwelling unit per day (CalRecycle 2019b). Thus, it is anticipated the project would generate approximately 2,420 pounds of solid waste per day, or 442 tons per year. This number is nominal compared to the 3,000 daily disposal tonnage at the Victorville Sanitary Landfill, with the project contributing 0.01% of the daily disposal capacity. In addition, this amount does not factor in any recycling or waste diversion programs.

Solid waste generated by the project would not generate waste in excess of state or local standards. Therefore, impacts associated with landfill capacity would be less than significant.

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

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling.

In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City’s waste stream but would not adversely affect the City’s ability to meet AB 939, AB 341, or AB 1826, since the project’s waste generation would represent a nominal percentage of the waste created within the City. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps (CAL FIRE 2022). In addition, the project site is currently composed of vacant land and is located in a developed portion of the City. The City's General Plan outlines major evacuation routes within the Victor Valley as Hesperia Road, National Trails Highway, Highway 395, I-15 (North and South), Bear Valley Road, Yates Road/Yucca Loma Road, and Highway 18 (Palmdale Road) (City of Victorville 2022b). In the case of an emergency, Mesa Street, Cataba Road, and Topaz Road may be used as evacuation routes, but these roads are not explicitly outlined as evacuation routes by the City. As discussed in Section 3.9, Hazards and Hazardous Materials, the project would not significantly affect emergency response or evaluation activities. Therefore, no impacts associated with an emergency response or evacuation plan would occur.

b) ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps (CAL FIRE 2022). In addition, the project site is located within a developed portion of the City. Further, the project would contain only limited amounts of ornamental vegetation associated with the proposed landscaping and does not contain extensive amounts of vegetation or wildland fuel. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps (CAL FIRE 2022). In addition, the project site is located within a developed portion of the City. The project would construct 242-lot single-family residential subdivision, and associated improvements. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, since the driveways would be surrounded by residential homes to the west, a community park to the north, and undeveloped land to the south and east. Further, the project site is in a developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

d) **Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). As discussed in Section 3.8, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability (DOC 2022). Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less-than-Significant with Mitigation Incorporated. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less-than-Significant with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project related impacts to biological, cultural, hazards and hazardous material, and noise resources that could be potentially significant without the incorporation of mitigation. Thus, when coupled with potential impacts to biological and cultural resources related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project’s impacts to biological and cultural resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the proposed project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than

cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

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

Less-than-Significant with Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

4 References and Preparers

4.1 References Cited

BAAQMD (Bay Area Air Quality Management District). 2017. California Environmental Quality Act Air Quality Guidelines. May 2017. https://www.baaqmd.gov/~/media/files/planning-and_research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en

California Department of Industrial Relations. 2017. "Protection from Valley Fever." Accessed October 2021. <http://www.dir.ca.gov/dosh/valley-fever-home.html>.

Cal-IPC (California Invasive Plant Council). 2023. The Cal-IPC Inventory. Accessed September 2023. <https://www.cal-ipc.org/plants/inventory/>.

CalRecycle. 2019a. SWIS Facility/Site Summary. Accessed June 2023. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2652>

CalRecycle. 2019b. Estimated Solid Waste Generation Rates. Accessed June 2023. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

CAPCOA (California Air Pollution Control Officers Association). 2022. *California Emissions Estimator Model (CalEEMod) User's Guide Version 2022.1*. https://caleemod.com/documents/user-guide/01_User%20Guide.pdf.

CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. <https://www.arb.ca.gov/ch/handbook.pdf>.

CARB. 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. November 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

CARB. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 2022. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>.

CDT (California Department of Transportation). 2018. California State Scenic Highway System Map. Accessed April 2023. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

CDE. 2022. 2021-2022 Enrollment by Grade. Accessed June 2023. <https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=3675044&aggllevel=district&year=2021-22>

CDFW (California Department of Fish and Wildlife). 2012. Staff Report on Burrowing Owl Mitigation, State of California Natural Resource Agency, Department of Fish and Game, May 7, 2012.

- CDFW. 2023. "RareFind 5, Version 5.3.0" [online database]. California Natural Diversity Database. Sacramento, California: CDFW, Biogeographic Data Branch. Accessed October 2023. <https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx>.
- CDPH (California Department of Public Health). 2013. "Preventing Work-Related Coccidioidomycosis (Valley Fever)." June 2013. <https://www.cdph.ca.gov/Programs/CCDC/DEODC/OHB/HESIS/CDPH%20Document%20Library/CocciFact.pdf>.
- CDPH. 2017. Epidemiologic Summary of Coccidioidomycosis in California, 2016. June 2017. <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2016.pdf>.
- CEC (California Energy Commission). 2023. 2022 Intergraded Energy Policy Report Update. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2022-integrated-energy-policy-report-update>.
- City of Victorville. 2008a. Victorville General Plan EIR. Accessed April 2023. http://www.sbcounty.gov/uploads/lafco/proposals/3082/3082_edc_draft_eir.pdf.
- City of Victorville. 2008b. City of Victorville General Plan 2030. Accessed April 2023. <https://www.victorvilleca.gov/government/city-departments/development/planning/general-plan>
- City of Victorville. 2010. Non-Motorized Transportation Plan, Compass Blueprint Demonstration Project. June 2010. <https://www.victorvilleca.gov/home/showpublisheddocument/307/636657732134230000>.
- City of Victorville. 2016a. Circulation Element. Accessed June 2023 <https://www.victorvilleca.gov/home/showpublisheddocument/13953/638237230265370000>
- City of Victorville. 2016b. Sewer Master Plan Final Report. Accessed June 2023. <https://www.victorvilleca.gov/home/showpublisheddocument/1501/636711600593100000>
- City of Victorville. 2018. City of Victorville Zoning and Land Use Checker. Accessed April 2023. <https://gis.victorvilleca.gov/zoninglandusechecker/>
- City of Victorville. 2021. 2021 Water Master Plan Update. Accessed June 2023. <https://www.victorvilleca.gov/home/showpublisheddocument/6986/637636629069070000>
- City of Victorville. 2022a. Resolution No. 22-50. Accessed June 2023. <https://www.victorvilleca.gov/home/showdocument?id=10095&t=637889171522542894>
- City of Victorville. 2022b. 2021-2029 Safety Element. Accessed June 2023. <https://www.victorvilleca.gov/home/showpublisheddocument/13699/638168866918600000>
- City of Victorville. 2023a. City of Victorville Municipal Code. Accessed October 25, 2023. Municipal code. https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT10WASEUT_CH10.30STWAURRUMADICO_ARTIIIRERE_10.30.220PONSRESPPRWQ

- City of Victorville. 2023b. Water Quality. Accessed October 25, 2023. <https://www.victorvilleca.gov/government/city-departments/water/water-quality>
- City of Victorville. 2023c. Building Fees – Residential. Updated May 25, 2023. <https://www.victorvilleca.gov/home/showpublisheddocument/13845/638206053677970000>.
- . n.d. City of Victorville Department of Development Greenhouse Gas Emissions Screening Table Review. www.victorvilleca.gov/home/showpublisheddocument/11835/638065421106970000
- CNPS (California Native Plant Society). 2023. Inventory of Rare and Endangered Plants (online edition, v9.5). Sacramento, California: California Native Plant Society, Rare Plant Program. Accessed October 2023. <https://rareplants.cnps.org>.
- CNRA (California Natural Resources Agency). 2009. *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97*. December 2009. Accessed May 2019. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf.
- County of San Bernardino. 2009. San Bernardino County Land Use Plan Geologic Hazard Overlays. Accessed April 2023. http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/EHFHC_20100309new.pdf
- Department of Finance (DOF). 2019. Report P-2A; Total Population Projections, 2020-2060 California and Counties (2019 Baseline - Interim Update). Accessed October 25, 2023. https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fdoe.ca.gov%2Fwp-content%2Fuploads%2Fsites%2F352%2F2023%2F07%2FP2A_County_Total.xlsx&wdOrigin=BROWSELINK
- DOC (California Department of Conservation). 2016. California Important Farmland Finder. Accessed April 2023. <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- DOC. 2022. Earthquake Zones of Required Investigation. Accessed June 2023. <https://maps.conservation.ca.gov/cgs/EQZApp/>
- FEMA. 2008. Flood Services Map. Accessed October 25, 2023. <https://msc.fema.gov/portal/search?AddressQuery=victorville>
- HUSD (Hesperia Unified School District). 2020. Residential and Commercial/Industrial Development School Fee Justification Study Hesperia Unified School District. Accessed June 2023. https://core-docs.s3.amazonaws.com/documents/asset/uploaded_file/593896/FeeStudies_HesperiaUSD_1920_Fn.pdf
- HUSD. 2023. Developer’s Fee. Accessed June 2023. <https://www.hesperiaUSD.org/page/facilities>
- IPCC (Intergovernmental Panel on Climate Change). 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*. Edited by S. Solomon, D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller. Cambridge, United Kingdom, and New York, New York: Cambridge University Press. Accessed May 2019. http://www.ipcc.ch/pdf/assessment-report/ar4/wg1/ar4_wg1_full_report.pdf.

- Lahontan Regional Water Quality Control Board (RWQCB). 2023. Region Maps. Accessed June 2023.
https://www.waterboards.ca.gov/lahontan//about_us/region_map.html
- MDAQMD (Mojave Desert Air Quality Management District). 1976. Rule 402 – Nuisance. May 7, 1976.
<http://mdaqmd.ca.gov/home/showdocument?id=290>.
- MDAQMD. 2020. “MDAQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines.”.
<https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000>.
- NatureServe. 2023. “Definitions of NatureServe Conservation Status Ranks.” Accessed 2023.
https://help.natureserve.org/biotics/content/record_management/Element_Files/Element_Tracking/ETRACK_Definitions_of_Heritage_Conservation_Status_Ranks.htm#:~:text=The%20ranking%20system%20facilitates%20a,individual%20Natural%20Heritage%20Program%20scient.
- SCAG (Southern California Association of Governments). 2019. City of Victorville Local Profiles Report 2019. May 2019. https://scag.ca.gov/sites/main/files/file-attachments/victorville_localprofile.pdf?1606014820.
- SCAG. 2020a. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Connect SoCal. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>
- SCAG. 2020b. “Connect SoCal Demographics and Growth Forecast.” Adopted September 3, 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579.
- San Bernardino County. 2018. Emergency Operations Plan. https://www.sbcounty.gov/uploads/SBCFire/documents/OES/2018_EOP_Update.pdf
- The Climate Registry. 2022. Default Emission Factors. <https://theclimateregistry.org/wp-content/uploads/2022/11/2022-Default-Emission-Factors-Final.pdf>.
- U.S. Census Bureau. 2021. QuickFacts – Victorville City, California. Accessed April 2023.
<https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/PST045221>
- USDA (United States Department of Agriculture). 2023. Web Soil Survey. Accessed April 2023.
<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>
- USFWS (U.S. Fish and Wildlife Service). 2023a. Environmental Conservation Online System: Information, Planning, and Conservation System (IPaC). Accessed September 2023. <https://ecos.fws.gov/ipac/>.
- USFWS. 2023b. National Wetlands Inventory. U.S. Department of the Interior, USFWS. Accessed October 2023.
<http://www.fws.gov/wetlands/>.
- USGS (U.S. Geological Survey). 2000. Operational Guidelines (version 1.0) for Geological Fieldwork in Areas 1 Endemic for Coccidioidomycosis (Valley Fever). USGS Open-File Report 00-348, Version 1.0.
<http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.486.1526&rep=rep1&type=pdf>.
- USGS. 2023a. National Hydrography and Watershed Boundary Dataset. USGS National Hydrography Products. Accessed October 2023 <https://www.usgs.gov/national-hydrography>

USGS. 2023b. USGS Quaternary Faults Map. Accessed October 25, 2023.<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>

VWCA (Victor Valley Wastewater Reclamation Authority). 2023. About Us. <https://www.vvwraca.gov/about-us/welcome>.

VWD (Victorville Water District). 2021. 2021 Urban Water Management Plan. Accessed June 2023. <https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000>

4.2 List of Preparers

Dudek

Carey Fernandez – Senior Project Manager

Hayley Ward – Deputy Project Manager

Clarisa Olaguez – Environmental Planner

Tracy Ortega – Environmental Planner

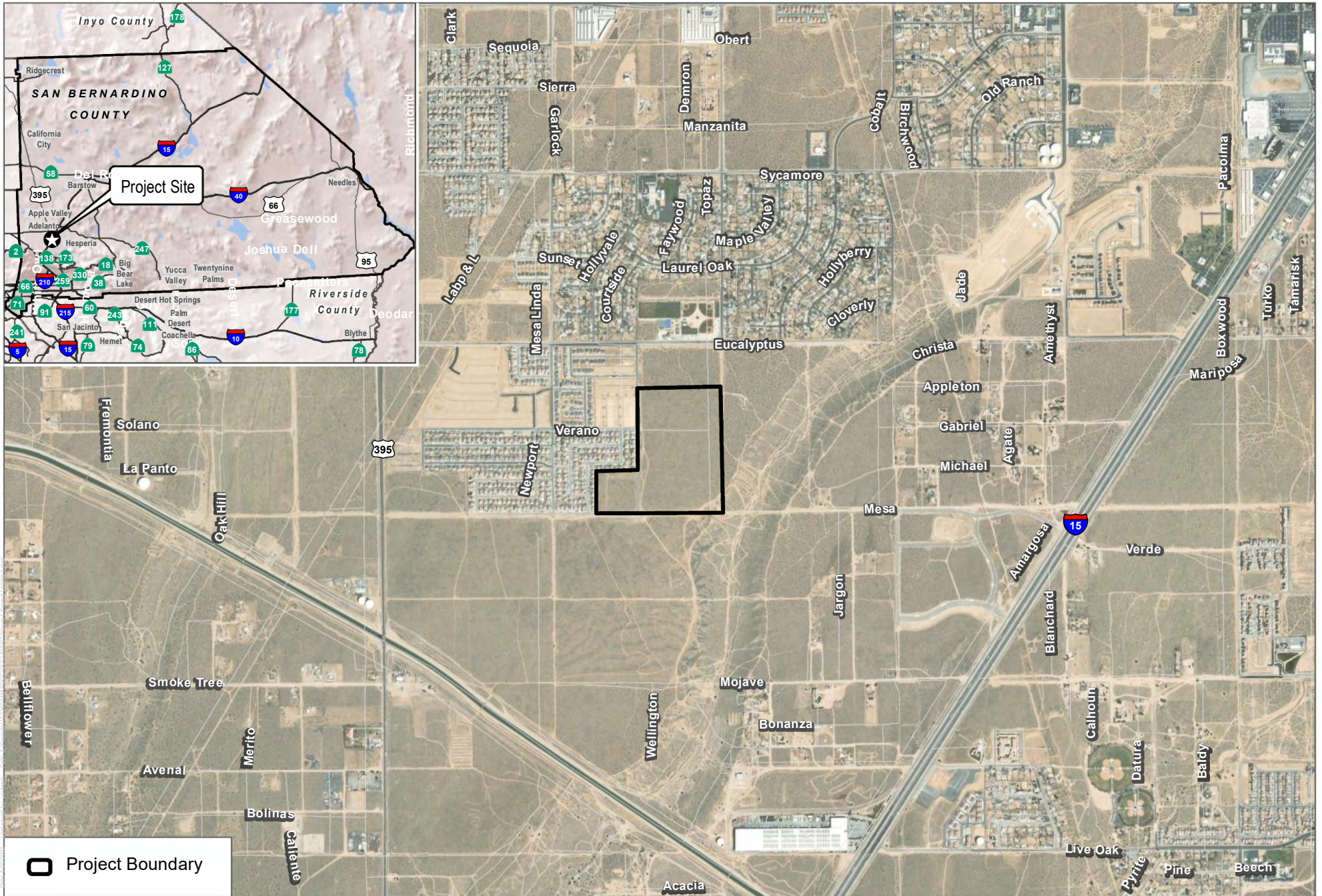
Gabe Romero – Environmental Planner

Shane Russett – Air Quality Specialist

Tracy Park – Biologist

Mark Storm – Senior Noise Specialist

INTENTIONALLY LEFT BLANK



SOURCE: DigitalGlobe 2017

DUDEK

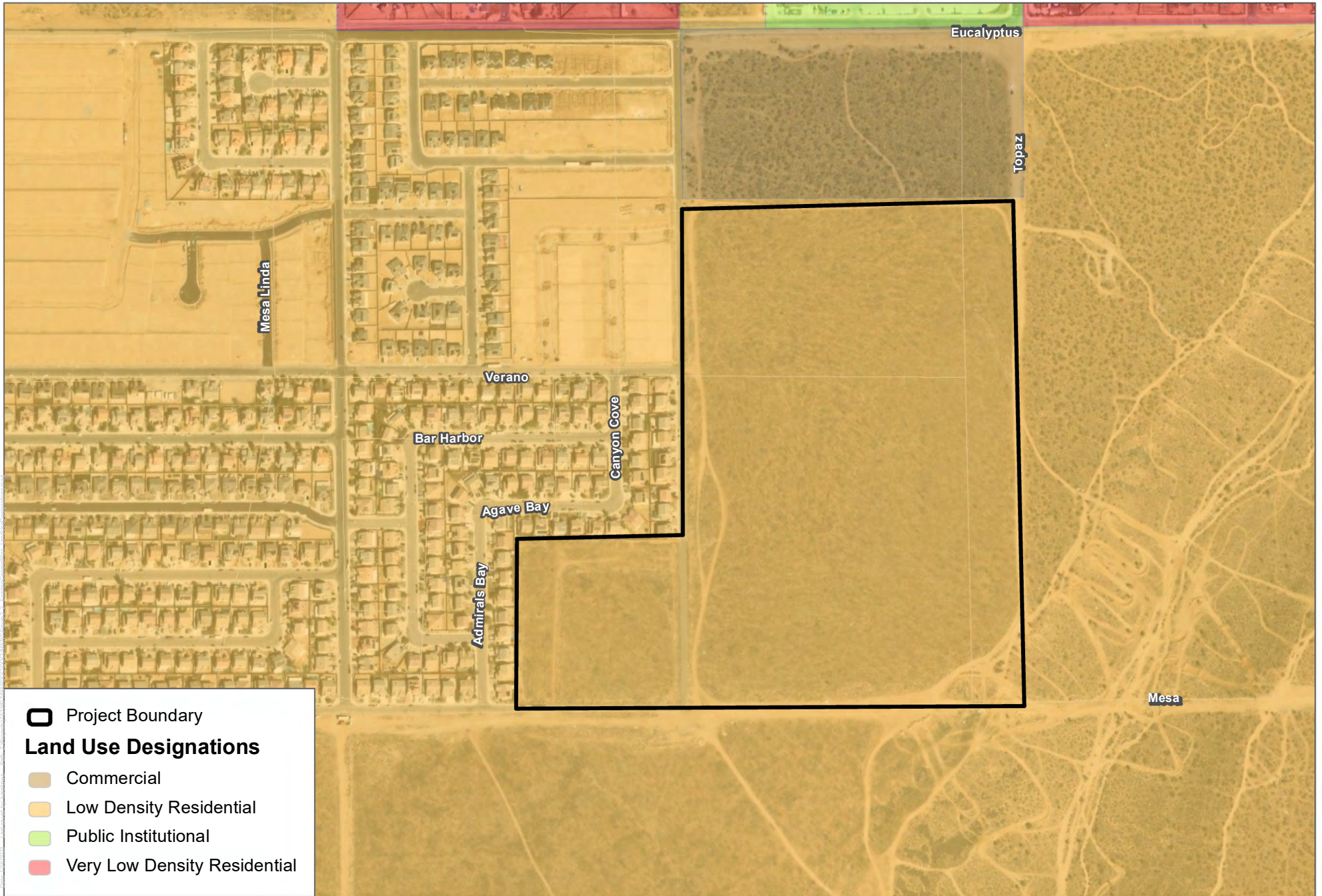


FIGURE 2-1

Project Location

TTM 20576 Victorville Project

INTENTIONALLY LEFT BLANK



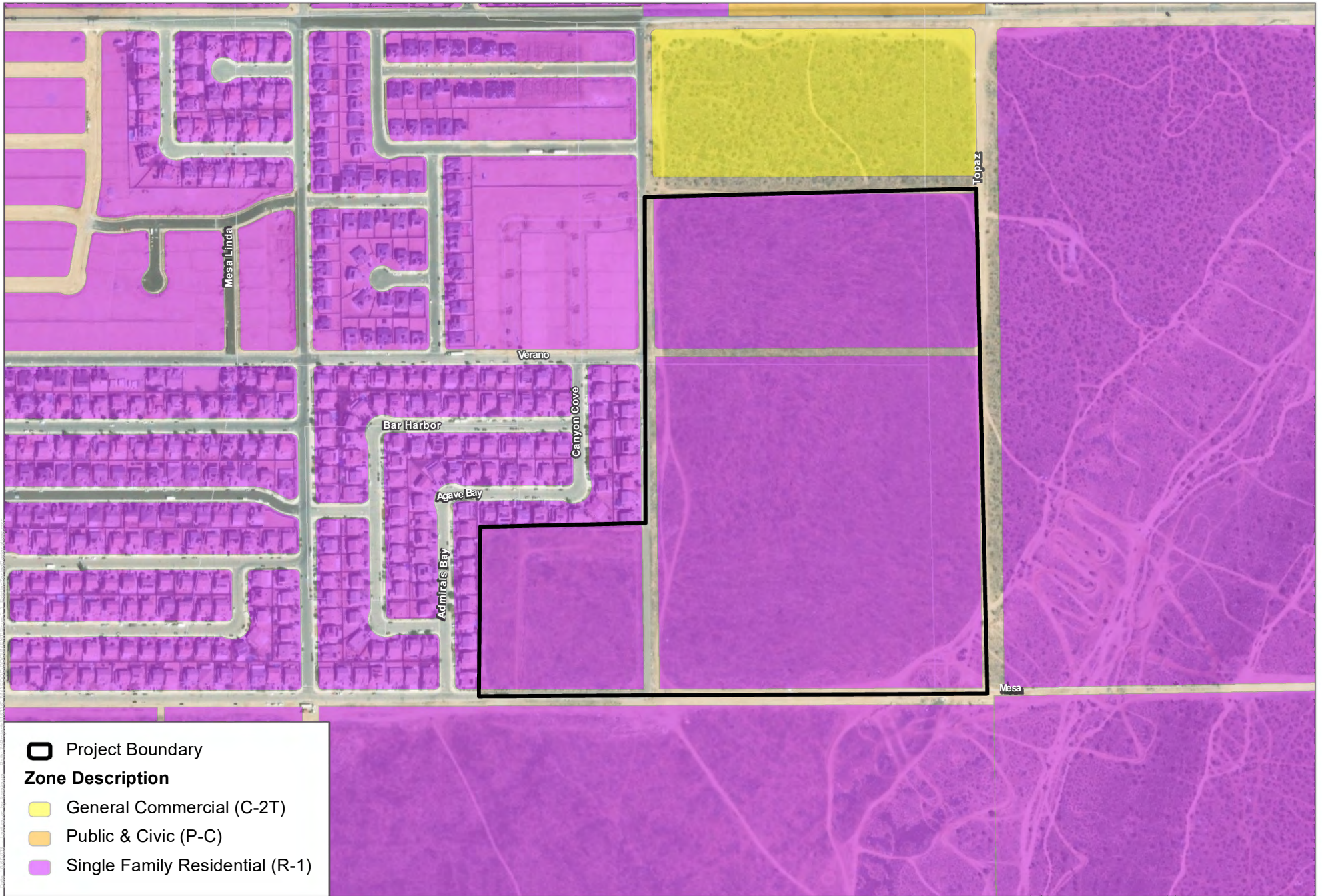
SOURCE: City of Victorville 2018



FIGURE 2-2
Existing General Plan Land Use Designations

TTM 20576 Victorville Project

INTENTIONALLY LEFT BLANK



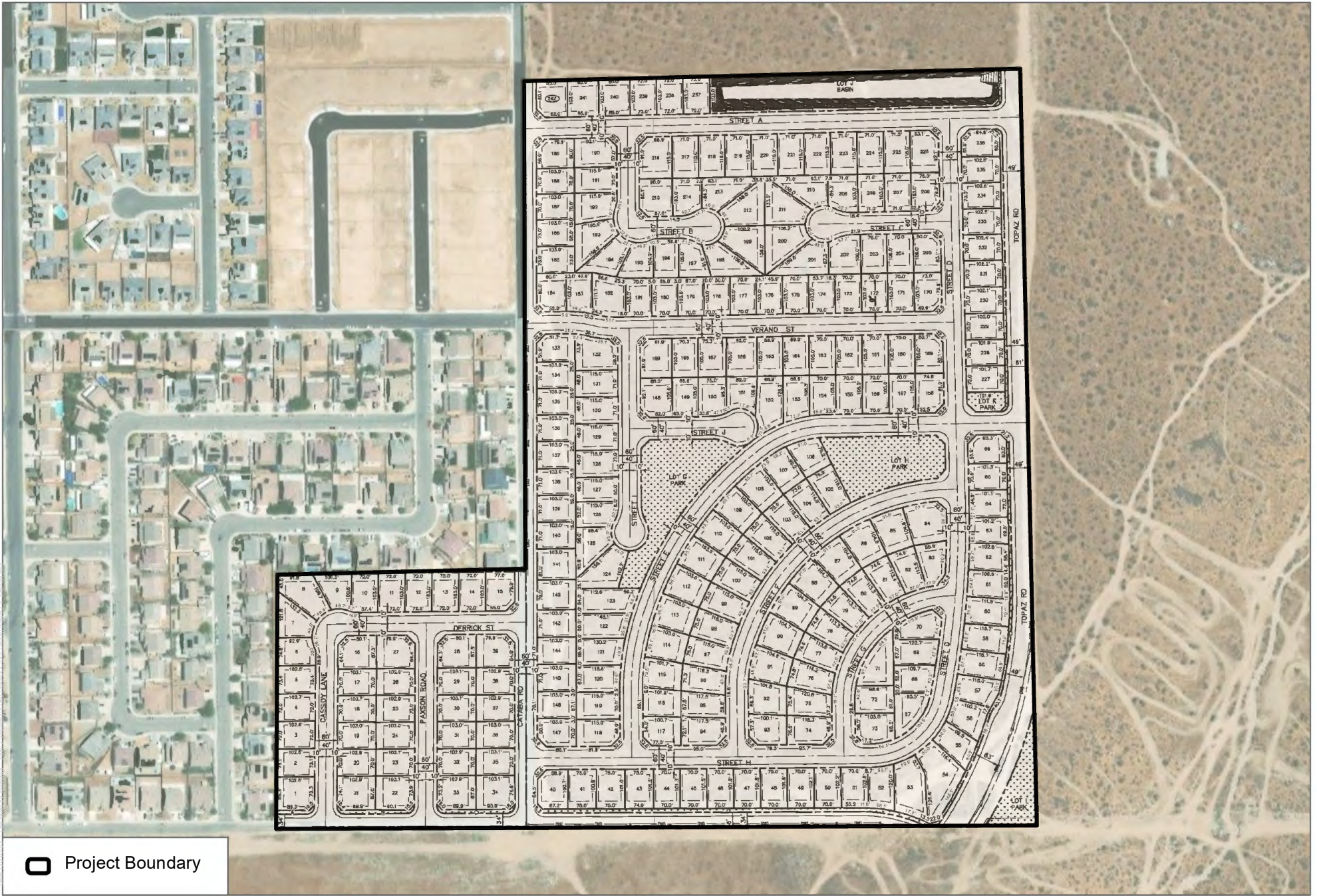
SOURCE: City of Victorville 2023




FIGURE 2-3
Existing Zoning Designations

TTM 20576 Victorville Project

INTENTIONALLY LEFT BLANK



 Project Boundary

SOURCE: DigitalGlobe 2017



FIGURE 2-4
Site Plan

TTM 20576 Victorville Project

INTENTIONALLY LEFT BLANK



Predicted Aggregate Sound Pressure Level (SPL) dBA range.		
Color	High	Low
Dark Purple	70.5	69.5
Purple	65.5	64.5
Red	60.5	59.5
Orange	55.5	54.5
Yellow-Orange	50.5	49.5
Yellow	45.5	44.5
Light Green	40.5	39.5
Green	35.5	34.5
Dark Green	30.5	29.5
Very Dark Green	25.5	24.5

Project Boundary

Google Earth

SOURCES: Google 2022; Dudek 2023

DUDEK



FIGURE 3.13-1
Aggregate Onsite Stationary Sources Operational Noise Level Prediction

TTM 20276 Victrolville

INTENTIONALLY LEFT BLANK

