Victorville AutoZone Project

Initial Study/Mitigated Negative Declaration

Prepared By:

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

Pursuant to State CEQA Guidelines Section 15367, the City of Victorville (City) is the Lead Agency for the Victorville AutoZone Project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation.

Kimley-Horn and Associates, Inc. (Kimley-Horn) has prepared this Initial Study for the City of Victorville (City) to evaluate the potential environmental effects associated with the construction and operation of the proposed Victorville AutoZone (proposed Project or Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq). Pursuant to CEQA requirements, this Initial Study includes a description of the proposed Project; an evaluation of the Project's potential environmental impacts; the findings of the environmental analyses; and recommended mitigation measures to avoid or lessen the Project's significant adverse environmental impacts.

This Initial Study evaluates each of the environmental issue areas contained in the Environmental Checklist Form provided in Section 3.0. It provides decision-makers and the public with information concerning the potential environmental effects associated with the Project's construction and ongoing operations, and ways to avoid or reduce potential environmental impacts. The City will use this Initial Study as a resource when considering and taking action on the Project. Any responsible and trustee agency may elect to use this environmental analysis for discretionary actions associated with Project implementation.

1.2 Summary of Findings

Based on the Environmental Checklist Form completed for the proposed Project and supporting environmental analyses, the Project would result in no impact or a less than significant impact on the majority of the environmental issues analyzed in this Initial Study. The following environmental issue areas would have no impact or a less than significant impact: aesthetics, agriculture and forestry, air quality, energy, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise population and housing, public services, recreation, transportation, utilities and service systems, and wildfires. The Project's impacts on the following issue areas would be less than significant with mitigation incorporated: biological resources, cultural resources, geology and soils, greenhouse gas emissions, and tribal cultural resources. All impacts would be less than significant after mitigation.

As set forth in State CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project pursuant to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

(1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The City has provided the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) to the San Bernardino County Clerk-Recorder and mailed the NOI to responsible and trustee agencies, nearby property owners, and other parties who expressed interest in receiving the NOI. In conjunction with the NOI, the City has released the IS/MND for a 30-day public review period in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including technical appendices, can be accessed on the City's website and is available for review at the location listed below.

https://www.victorvilleca.gov/government/city-departments/development/planning/environmental-review-notices

City of Victorville
Development Department – Planning Division
14343 Civic Drive
Victorville, CA 92392

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the Project's potential environmental impacts and the ways in which the potentially significant impacts can be avoided or mitigated.

If public agencies or any members of the public have comments on the IS/MND, they can be sent to:

Daisy Kawasaki, Senior Planner City of Victorville
14343 Civic Drive
P.O. Box 5001
Victorville, CA 92392
(760) 955-5135
Planning@victorvilleca.gov

Comments sent via email should include the Project title in the subject line and a valid mailing address.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether the comments raise any substantial new environmental issues. If so, further documentation may be required. If not, or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND and the Project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document includes the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the Initial Study conclusions.

Section 2.0 – Project Description. This section identifies the Project location and key characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from Project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts for each resource area identified in the Environmental Checklist Form.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location and Setting

The project site is located at the northwest corner of the Mojave Drive at El Evado Road intersection in the City of Victorville, San Bernardino County, California. The project site is shown in a regional and local context in **Figure 1: Regional Map** and **Figure 2: Vicinity Map**, respectively. The approximately 1.3-acre project site includes one parcel described as Assessor Parcel Number (APN) 0394-031-41. The site is located in a semi-urbanized area of the City and is bordered by the Dr. Ralph H. Baker 21st Century Learning Center to the north, Mojave Drive to the south, an approved but not yet constructed gas station and convenience store to the east, and vacant land to the west. Regional access is provided by Interstate 15 (I-15), approximately 1.9 miles east of the project site. Local access is provided from Mojave Drive and El Evado Road. Project site access would be provided from two proposed internal shared driveways associated with the adjacent development on Lot 1 of Parcel Map No. 20295. One new curb cut on Mojave Drive is proposed.

The project site is vacant with some natural vegetation, including two Western Joshua trees. The site was part of a prior parcel map subdivision (i.e., Parcel Map No. 20295), which subdivided 11 acres into four parcels. The project site is identified as Parcel 2 of Parcel Map No. 20295. A separate development application for an AM/PM gas station and convenience store has been approved by the City on Parcel 1 of Parcel Map No. 20295. At the time of publication of this Initial Study, the AM/PM development has not yet been constructed.

2.2 Existing General Plan Land Use and Zoning

The City's General Plan Land Use Map depicts the City's land use designations and indicates that the project site has a Commercial designation, as depicted in **Figure 3: General Plan Land Use Designation**.[1] The Commercial land use designation is intended to provide for a wide range of retail commercial, service commercial, and office commercial activities, as well as large-scale planned shopping districts serving the local and regional area and population, "big box" retailers, motels/hotels, and public assembly uses.[2]

The project site is zoned General Commercial (C-2), as depicted in **Figure 4: Zoning Districts**.[3] The C-2 zoning district is intended to provide suitable locations and lands for various commercial activities, primarily of a retail nature, and for various types of service, office, and commercial activities. The C-2 zoning district is consistent with the Commercial General Plan land use designation and accommodates most commercial activities that are neighborhood, community, and regional in scale. The proposed Project is consistent with the existing General Plan land use designation and zoning district. Therefore, no General Plan Amendment or Zone Change is required.

1 City of Victorville. (2022). General Plan Land Use Map. Retrieved from https://www.victorvilleca.gov/government/city-departments/development/planning/land-use-plans.

2 City of Victorville. (2022). City of Victorville General Plan Update, Land Use Element. Retrieved from https://www.victorvilleca.gov/government/city-departments/development/planning/land-use-plans

3 City of Victorville. (2023). City of Victorville Zoning Checker. Retrieved from https://www.victorvilleca.gov/government/city-departments/development/planning/check-your-zoning

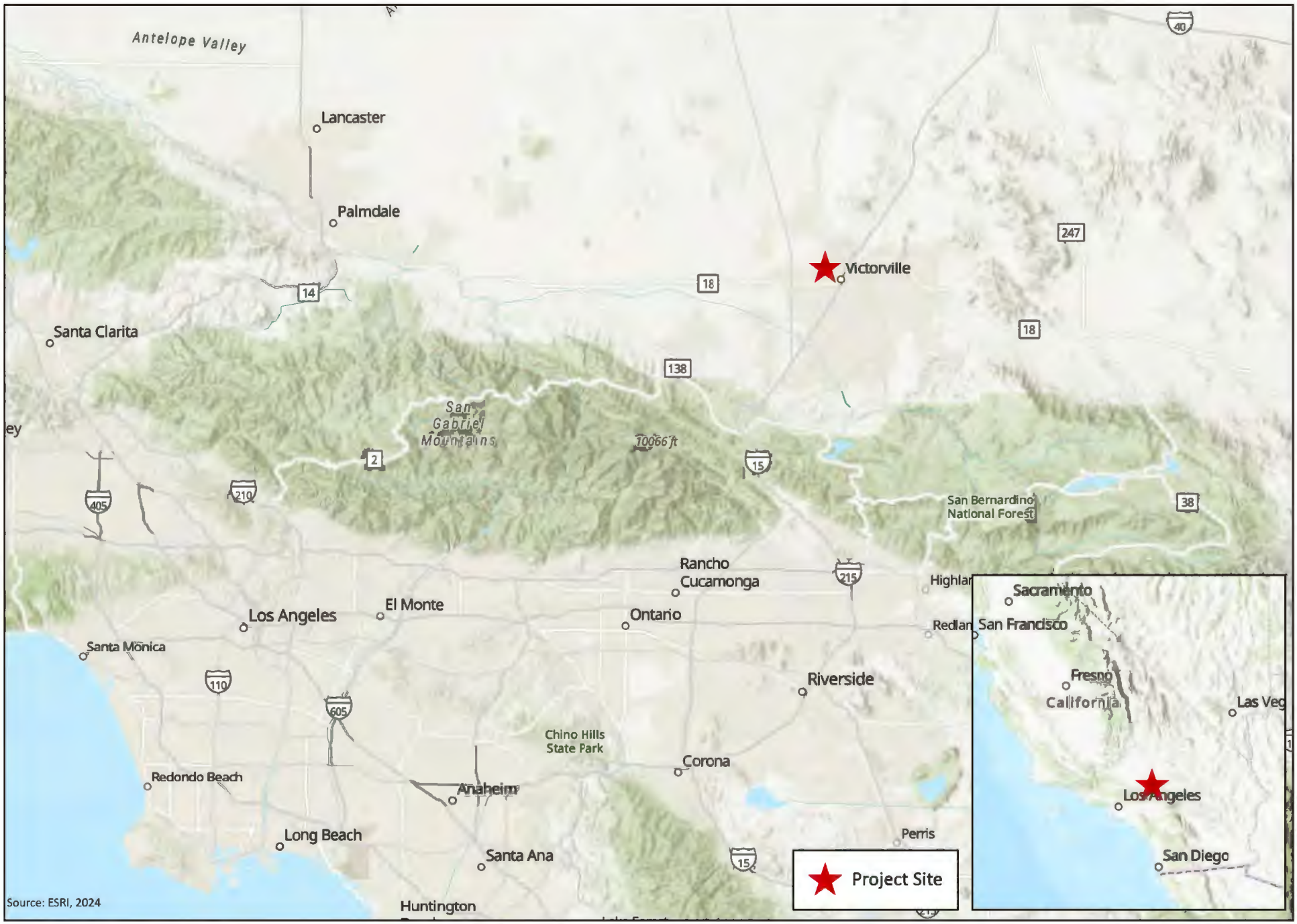


Figure 1: Regional Map

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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Figure 2: Vicinity Map

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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Figure 3: General Plan Land Use Designation

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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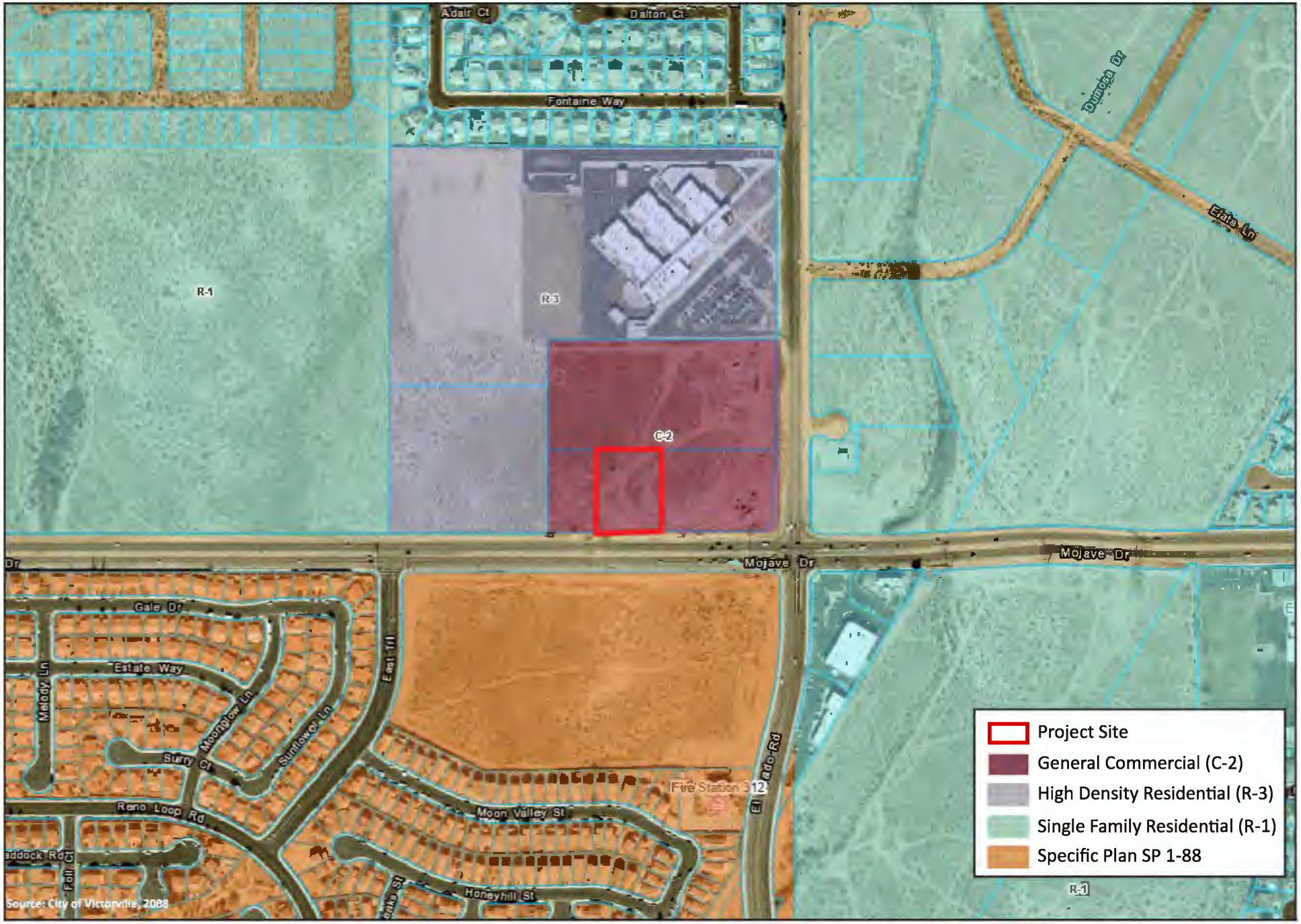


Figure 4: Zoning Districts

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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Table 1: Existing and Surrounding General Plan Land Use Designations and Zoning, summarizes the on-site and surrounding land uses and corresponding zoning districts.

Table 1: Existing and Surrounding General Plan Land Use Designations and Zoning

Location	Existing Zoning[1]	Existing General Plan Land Use Designation[2]
Project Site	General Commercial (C-2)	Commercial
North	General Commercial (C-2)	Commercial
South	Specific Plan SP 1-88	Specific Plan
West	High Density Residential (R-3)	Medium Density Residential
East	Single-Family Residential (R-1)	Low Density Residential

Sources:
(1) City of Victorville. (2023). *Interactive Map*. Available at: https://victorville.maps.arcgis.com/apps/webappviewer/index.html?id=e68816661cb64d69ae6556d47bb22797 (accessed February 2024).
(2) City of Victorville. (2022). *General Plan Land Use*. Available at: https://www.victorvilleca.gov/home/showpublisheddocument/11657/638022987876370000 (accessed February 2024).

2.3 Project Characteristics

Site Development

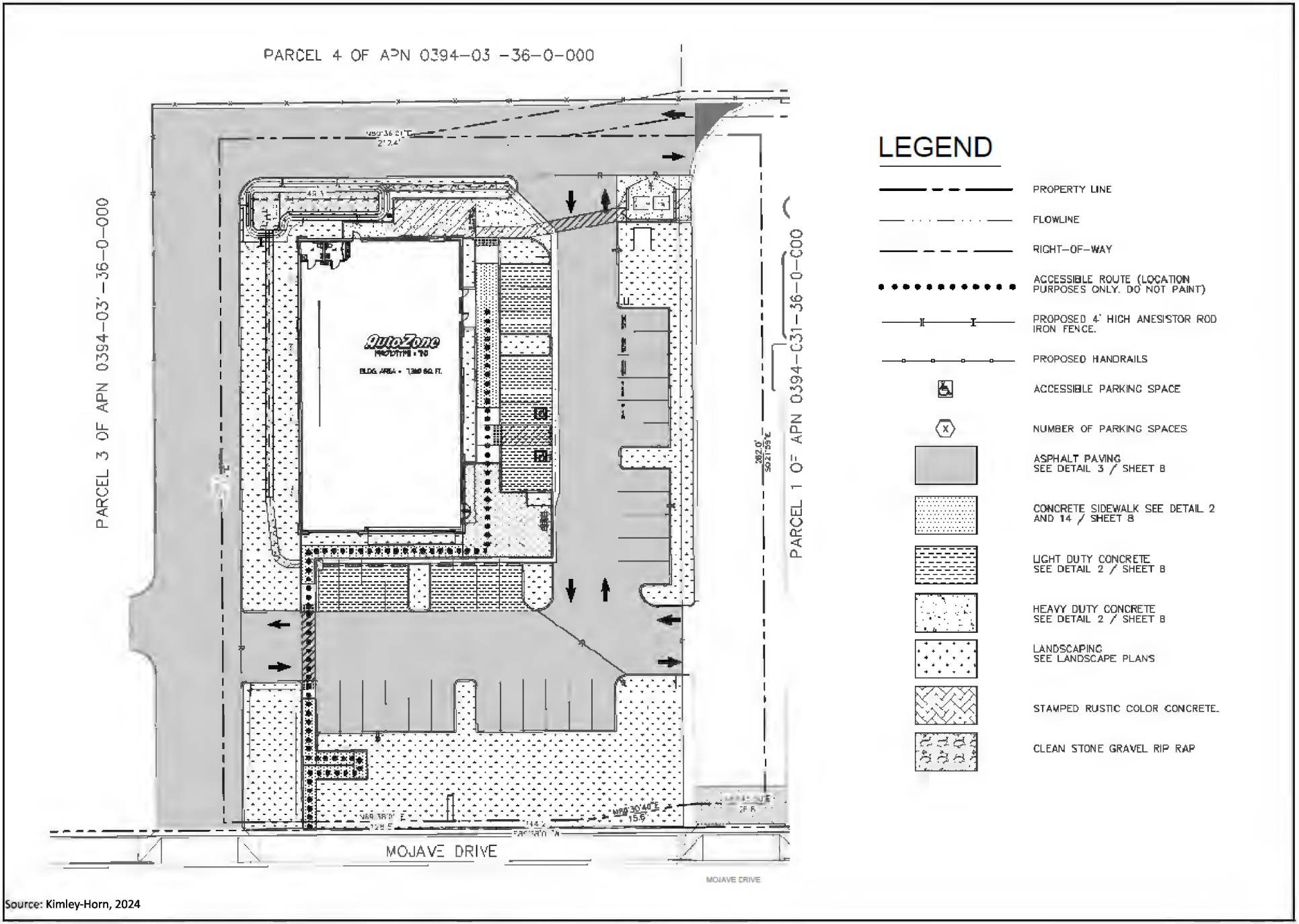
Figure 5: Conceptual Site Plan depicts the proposed commercial development. As proposed, the Project would construct a 7,380-square-foot (sf) commercial AutoZone building with associated surface parking. The proposed AutoZone building would be located in the northwest part of the project site, with surface parking south and east of the building. The proposed AutoZone building's maximum height is 26 feet, which is within the C-2 zone's 45-foot height limit. As shown in **Figure 5**, the Project includes paved drive aisles and parking areas, a loading zone, trash enclosures, a storm water infiltration basin, and bicycle parking. The Project is anticipated to employ up to 12 full-time employees, with 3 to 5 employees per shift. Hours of operation are anticipated to be from 7:00 AM to 10:30 PM, which is similar to other AutoZone stores in the City and surrounding areas.

Architecture

The proposed Project's contemporary urban design would incorporate a mix of building materials in neutral, muted colors, with stone veneer, stucco finishes, and storefront glass; see **Figure 6: Conceptual Exterior Elevations**. The proposed AutoZone building would include articulated building offsets to vary massing. The color palette would include shades of brown and tan.

Landscaping and Lighting

The proposed landscaping concept is depicted in **Figure 7: Conceptual Landscape Plan**. The proposed Project would include approximately 17,936 sf of ground cover (i.e., 2,304 sf of crushed stone and 15,632 sf of decomposed granite) around the project site's perimeter, building frontages, and parking areas. Landscaping is proposed to incorporate 12 24-inch box trees and approximately 284 shrubs, including Chinese Pistache trees and drought-tolerant shrubs (e.g., Grey Desert Spoon, Red Yucca, New Gold Lantana, Texas Sage, Deer Grass, and Wild Petunia). All landscaping would comply with Victorville Municipal Code Chapter 3, Article 10, Section 16-3.10.060 – Design Guidelines, which requires conformance with Water Conservation Ordinance 2114.



Source: Kimley-Horn, 2024

Figure 5: Conceptual Site Plan

Victorville Autozone Project

Initial Study/Mitigated Negative Declaration

Not to scale

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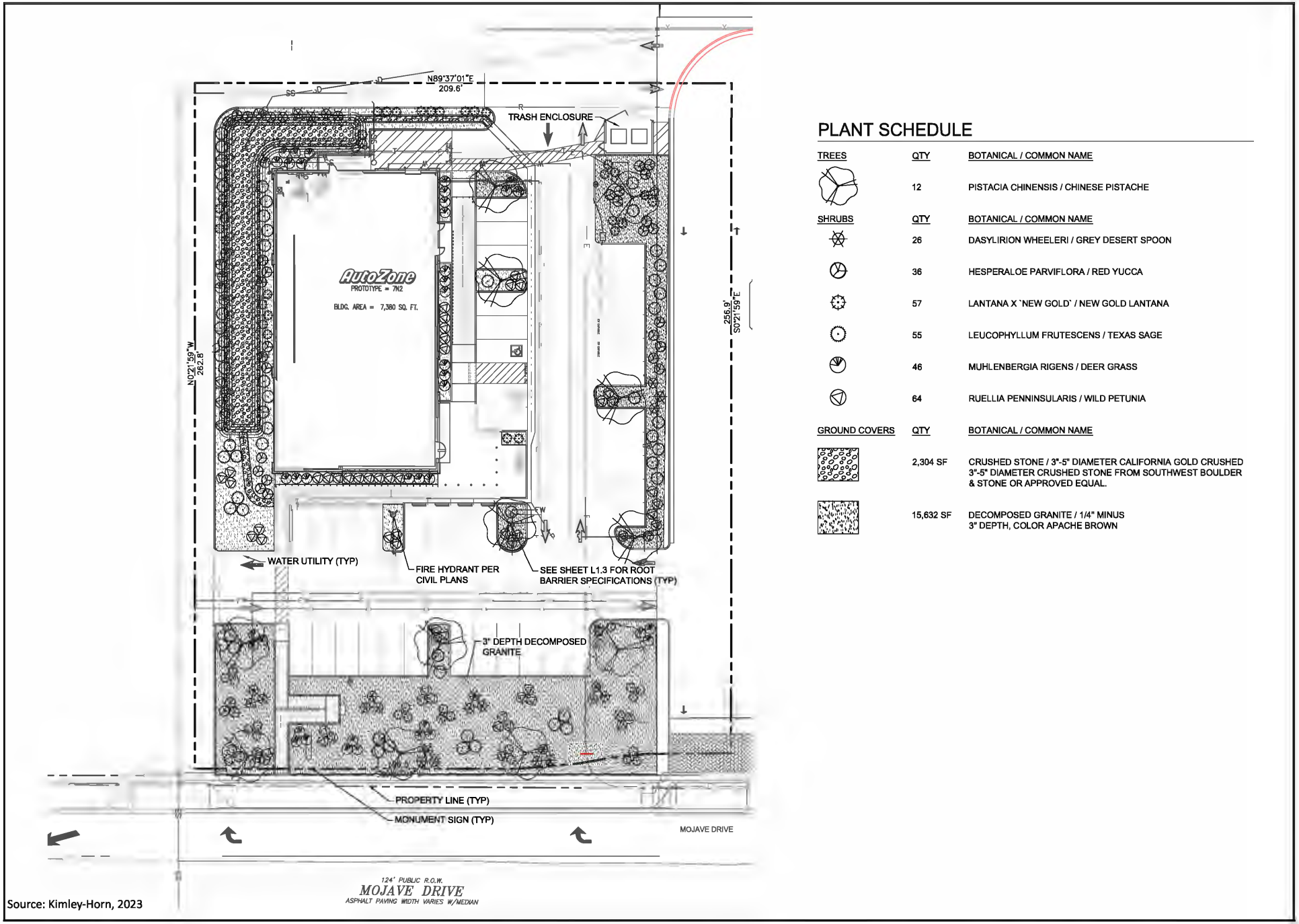
Source: Autozone, 2024

Figure 6: Conceptual Exterior Elevations

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME
	12	PISTACIA CHINENSIS / CHINESE PISTACHE
SHRUBS	**QTY**	**BOTANICAL / COMMON NAME**
	26	DASYLIRION WHEELERI / GREY DESERT SPOON
	36	HESPERALOE PARVIFLORA / RED YUCCA
	57	LANTANA X `NEW GOLD` / NEW GOLD LANTANA
	55	LEUCOPHYLLUM FRUTESCENS / TEXAS SAGE
	46	MUHLENBERGIA RIGENS / DEER GRASS
	64	RUELLIA PENNINSULARIS / WILD PETUNIA
GROUND COVERS	**QTY**	**BOTANICAL / COMMON NAME**
	2,304 SF	CRUSHED STONE / 3"-5" DIAMETER CALIFORNIA GOLD CRUSHED 3"-5" DIAMETER CRUSHED STONE FROM SOUTHWEST BOULDER & STONE OR APPROVED EQUAL.
	15,632 SF	DECOMPOSED GRANITE / 1/4" MINUS 3" DEPTH, COLOR APACHE BROWN

Source: Kimley-Horn, 2023

Figure 7: Conceptual Landscape Plan

Victorville Autozone Project

Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

Project lighting would include light sources typically used in commercial retail developments, including illuminated signage and outdoor parking lot lighting for security and wayfinding purposes. Additionally, exterior lighting fixtures along the building frontage would provide illumination for the AutoZone and would be shielded down to prevent light pollution.

Circulation and Parking

According to Victorville Municipal Code Chapter 3, Article 21 – Off-Street Parking, automobile/machinery sales uses are required to provide 1 parking space per 200 sf of floor area. Therefore, the proposed Project would be required to provide 37 parking spaces. The Project proposes 39 parking spaces (i.e., 35 standard stalls, two electric vehicle charging stalls, and two designated accessible stalls), which exceeds Victorville Municipal Code requirements (**Figure 5**).

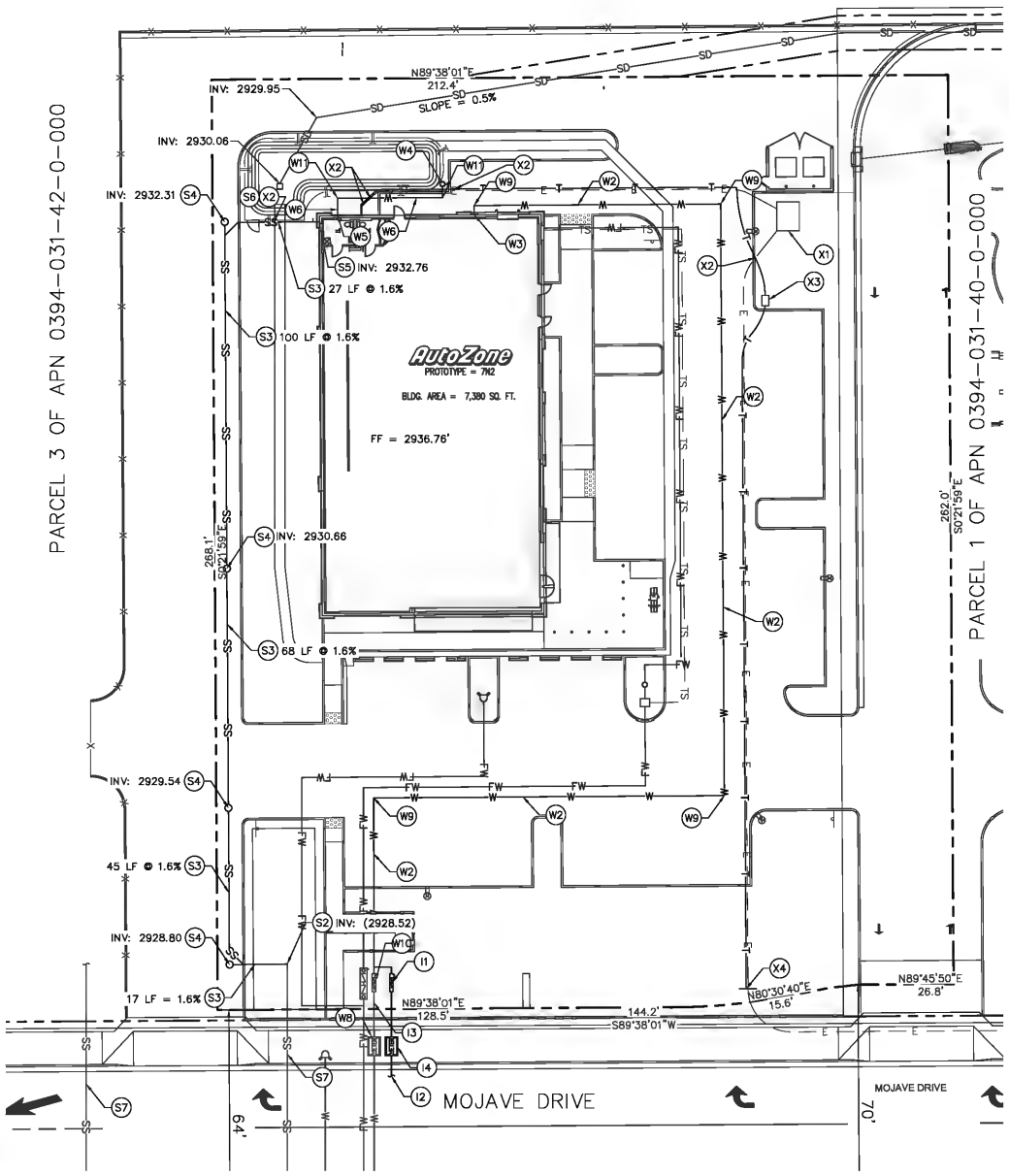
Vehicular access would be provided via one driveway access on Mojave Drive and two off-site internal access roads from the adjacent approved but not constructed AM/PM development to the east. Two access points would be extended from the adjacent parcel to the east to allow ingress and egress onto the project site. The proposed Mojave Drive access would lead toward the proposed building. Internal drive aisles would connect the two access points to Mojave Drive. Drive aisle widths would be at least 26.5 feet internal to the project site. The driveway access to Mojave Drive would be 28 feet. All driveways and access points would allow for emergency access, circulation, and turning radii.

Utility Improvements

The Project would require new connections for utility services, including water service, sanitary sewer service, storm drain infrastructure, electrical, and natural gas; see **Figure 8: Conceptual Utility Plan**. Utility providers include:

- Electricity: Southern California Edison
- Natural Gas: Southwest Gas
- Potable Water: Victorville Water District
- Sanitary Sewer: City of Victorville
- Storm Drainage: City of Victorville
- Solid Waste: City of Victorville

There is existing sanitary sewer, water, and fire water infrastructure available in Mojave Drive. Storm drain infrastructure would be extended from the adjacent AM/PM gas station and convenience store development. The Project proposes a vegetated swale west of the proposed AutoZone building, which would lead to an infiltration basin located at the northwestern corner of the project site. Stormwater would be captured on the site and flow through the swale toward the basin for infiltration and treatment.



LEGEND

- PROPERTY LINE / LEASE LINE
- RIGHT-OF-WAY
- PROPOSED SANITARY SEWER PIPE
- PROPOSED WATER PIPE
- PROPOSED TELEPHONE
- PROPOSED ELECTRICAL
- PROPOSED IRRIGATION
- PROPOSED FIRE WATER LINE
- PROPOSED TAMPER SWITCH ACCOUNT
- PROPOSED STORM LINE
- EXISTING 6" VCP SEWER
- EXISTING OVERHEAD FIBER OCTIC
- EXISTING OVERHEAD ELECTRICAL
- EXISTING 12" ACP WATER
- EXISTING 4" GAS
- EXISTING ELECTRICAL
- PROPOSED YARD HYDRANT PER CITY OF VICTORVILLE STANDARD DETAIL W-11

GENERAL NOTES

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING

SEWER CONSTRUCTION NOTES

(S1) EXISTING 6" SEWER LINE STUB, PER BLDC21-00015.
(S2) CONNECT TO EXISTING 6" SEWER STUB.
(S3) INSTALL 6" SDR-35 PVC PER CITY OF VICTORVILLE STANDARD DETAIL SS-03, SHEET 13.
(S4) INSTALL SEWER CLEANOUT PER CITY OF VICTORVILLE STANDARD DETAIL SS-04, SHEET 13.
(S5) BUILDING POINT OF CONNECTION. REFER TO PLUMBING PLANS FOR CONTINUATION.
(S6) SEWER UTILITY CROSSING. MAINTAIN 1 FOOT MINIMUM CLEARANCE ABOVE SEWER LINE.
(S7) EXISTING 6" SANITARY SEWER LINE S=0.0050.

DOMESTIC WATER CONSTRUCTION NOTES

(W1) CONNECT TO 1" DOMESTIC WATER SERVICE LATERAL.
(W2) INSTALL 1" SCHEDULE 40 DOMESTIC WATER PIPE. PIPE BEDDING AND TRENCHING PER CITY OF VICTORVILLE STANDARD DETAIL S-10, SHEET 13.
(W3) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.
(W4) YARD HYDRANT SHOWN FOR REFERENCE ONLY PER CITY OF VICTORVILLE STANDARD DETAIL W-11, SHEET 13.
(W5) 3/4" BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.
(W6) INSTALL 3/4" SCHEDULE 40 DOMESTIC WATER PIPE. PIPE BEDDING AND TRENCHING PER CITY OF VICTORVILLE STANDARD DETAIL S-10, SHEET 13.
(W7) PROPOSED 3" DOMESTIC WATER SERVICE STUB FUTURE USE. WATER LINE IS CONNECTED TO MAINLNE. SEE NEIGHBORING DEVELOPMENT PLANS FOR MORE INFORMATION.
(W8) EXISTING 1" WATER METER.
(W9) INSTALL 1" DOMESTIC WATER 90° BEND.
(W10) EXISTING 1" BACKFLOW PREVENTOR.
(W11) INSTALL 3/4" DOMESTIC WATER 90° BEND.

OTHER UTILITY CONSTRUCTION NOTES

NOTE: DRY UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO UTILITY PURVEYOR DRAWING AND SPECS FOR MORE INFORMATION. SHOWN FOR COORDINATION PURPOSES ONLY.

(X1) PROPOSED TRANSFORMER PAD. SHOWN FOR REFERENCE ONLY.
(X2) PROPOSED UTILITY CROSSING.
(X3) PROPOSED PULL BOX. SHOWN FOR REFERENCE ONLY.
(X4) PROPOSED DRY UTILITY POINT OF CONNECTION. REFER TO PURVEYOR PLANS FOR MORE INFORMATION.

IRRIGATION WATER CONSTRUCTION NOTES

(I1) INSTALL 1" WATER SERVICE WITH BACKFLOW IN CAGE PER CITY OF VICTORVILLE DETAIL W-39.
(I2) REFER TO IRRIGATION PLANS FOR CONTINUATION.
(I3) CONNECT TO EXISTING 1" DOMESTIC WATER STUB.
(I4) INSTALL WATER METER.

Kimley-Horn, 2023

Figure 8: Conceptual Utility Plan

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

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Construction

Project construction is expected to commence in late 2025 with a construction duration of approximately seven months. Approximately 8,108 cubic yards (cy) of cut and 14 cy of fill are anticipated, resulting in a net export of 8,094 cy. The final grading plan would be reviewed and approved by the City prior to grading permit issuance.

2.4 Discretionary Actions and Approvals

The following discretionary actions and/or approvals are required for the proposed Project:

City of Victorville

- **Adoption of the Initial Study/Mitigated Negative Declaration**. The proposed Project requires CEQA compliance through the adoption of an IS/MND prior to Project approval. This Initial Study and the proposed MND would serve as the primary environmental document for all actions associated with approval of the Victorville AutoZone Project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the Project.
- **Site Plan Modification.** To modify Site Plan PLAN21-00012 to include new mitigation measures.

Other

- **Lahontan Regional Water Quality Control Board (Regional Board).** National Pollutant Discharge Elimination System (NPDES) Compliance/Low Impact Development (LID) approvals.
- **California Department of Fish and Wildlife.** Western Joshua Tree Conservation Act Incidental Take Permit.

Other permits required for the Project may include, but are not limited to, issuance of encroachment permits for driveways, sidewalks, and utilities, building permits, grading permits, tenant improvement permits, and permits for new utility connections.

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Victorville AutoZone Project

2. **Lead agency name and address:**

   City of Victorville
   14343 Civic Drive
   Victorville, CA 92392

3. **Contact person and phone number:**

   Daisy Kawasaki, Senior Planner
   Development Department – Planning Division
   (760) 955-5135
   planning@victorvilleca.gov

4. **Project location:**

   The project site is located at the northwest corner of the Mojave Drive at El Evado Road intersection in the City of Victorville, San Bernardino County, California. The project site is shown in a regional and local context in **Figure 1: Regional Map** and **Figure 2: Vicinity Map**. The approximately 1.3-acre project site includes one parcel described as APN 0394-031-41.

5. **Project sponsor's name and address:**

   AutoZone Parts, Inc.
   Attn: Mitch Bramlitt
   123 South Front Street
   Memphis, TN 38103
   Mitch.bramlitt@autozone.com

6. **General plan designation:**

   Existing: Commercial

   Proposed: Commercial

7. **Zoning:**

   Existing: General Commercial (C-2)

   Proposed: General Commercial (C-2)

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.)**

   Project implementation would allow construction of a 7,380 sf AutoZone building with associated surface parking. The AutoZone building would be located in the northwest portion of the project site, with surface parking to the east and south of the building. The AutoZone building's maximum height is proposed at 26 feet. The Project includes paved drive aisles and parking areas, a loading zone, trash enclosures, a storm water infiltration basin, and bicycle parking. The associated

improvements include, but are not limited to, on-site grading, domestic water service, sanitary sewer service, storm drain infrastructure, concrete and asphalt pavement, landscaping, and irrigation. Refer to **Figure 5**.

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

   The vacant project site is located in a semi-urbanized area of the City and is bordered by the Dr. Ralph H. Baker 21st Century Learning Center to the north, Mojave Drive to the south, an approved but not yet constructed gas station and convenience store to the east, and vacant land to the west.

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

    - Lahontan Regional Water Quality Control Board (Regional Board). National Pollutant Discharge Elimination System (NPDES) Compliance/Low Impact Development (LID) approvals.
    - California Department of Fish and Wildlife – Western Joshua Tree Conservation Act Incidental Take Permit.

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 4.17: Tribal Cultural Resources** for details.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

3.1 Environmental Factors Potentially Affected

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

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

DETERMINATION:

On the basis of this initial evaluation (check one):

- ☐ 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Daisy Kawasaki Digitally signed by Daisy Kawasaki DN: C=US, E=dkawasaki@victorvilleca.gov, O=City of Victorville Planning Department, CN=Daisy Kawasaki Date: 2025.06.05 11:23:12-07'00'

Signature

6/5/2025

Date

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

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

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

Less Than Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City of Victorville (City) is located in Victor Valley, a valley in the Mojave Desert commonly referred to as the "High Desert," with distant views of San Gabriel Mountains to the southwest and the San Bernardino Mountains to the southeast. The *City of Victorville General Plan 2030* does not designate any scenic vistas within the City.[4] However, the *City of Victorville General Plan Environmental Impact Report* (General Plan EIR) identifies areas of high visual sensitivity within/adjacent to the City, including the Mojave River, the rocky bluffs of the Mojave Narrows[5], and the Mojave Narrows Regional Park. General Plan Land Use Element Policy LU-N.5 aims to ensure that new development is sensitive to natural features, including washes, views of the mountains, and surrounding desert areas, and preserves and protects Joshua trees.

The project site is in a semi-urbanized area of the City and is bordered by the Dr. Ralph H. Baker 21st Century Learning Center to the north, Mojave Drive to the south, an approved but not yet constructed gas station and convenience store to the east, and vacant land to the west. The project site has southern views of the mountain ranges that are partially obstructed by the existing

[4] City of Victorville. (2022). *City of Victorville General Plan 2030, Land Use Element*. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13961/638237235345270000. Accessed August 15, 2024.

[5] The Mojave Narrows separates the City of Victorville from the Town of Apple Valley to the east.

residential properties to the south across Mojave Drive. Additionally, the project site has northern views of the mountains that are also partially obstructed by Dr. Ralph H. Baker 21st Century Learning Center and existing residential properties. The proposed Project would change the visual character of the existing site, as it is currently vacant, but it would be consistent with the existing surrounding development in size and character. Therefore, because there are no scenic vistas designated within the General Plan and the Project would be consistent with the surrounding development, the Project would not have an adverse effect on a scenic vista, and a less than significant impact would occur.

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

No Impact. According to the California Department of Transportation (Caltrans) State Scenic Highway System Map, there are no designated scenic highways within the City or near the project site.[6] The closest eligible scenic highways near the project site are State Route (SR) 138, approximately 14 miles to the south, SR-173, approximately 17 miles to the southeast, and SR-247, approximately 22 miles to the east. The Project would not be visible from these eligible highways. Therefore, the Project would not damage scenic resources within a State Scenic Highway, and no impact would occur.

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?*

No Impact. According to California Public Resources Code Section 21071, an urbanized area is an incorporated city that has a population of at least 100,000 persons or an incorporated city that has a population of less than 100,000 persons and not more than two contiguous incorporated cities combined that equal at least 100,000 persons. The project site is within the City of Victorville, an incorporated city with a population of approximately 134,810, per the US 2020 Census.[7] As such, the project site is located in an urbanized area, and this discussion will analyze whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

The Project would be subject to the requirements of Victorville Municipal Code Chapter 3, Article 10 – Commercial Districts, which addresses permitted and prohibited development intended to provide various commercial activities. Victorville Municipal Code Chapter 3, Article 10, Section 16-3.10.020 – Development Standards, discusses property development standards that apply to all land and buildings in the C-2 zone. Additionally, the Project would be required to comply with Victorville Municipal Code Chapter 3, Article 10, Section 16-3.10.030-16-3.10.060, which addresses wall and fence standards as well as other development requirements.

As part of the City's Site Plan Review process required under Victorville Municipal Code Chapter 3, Article 10, Section 16-3.10.060, the Project's site plan would be reviewed and only approved after

6 California Department of Transportation. (2019). California State Scenic Highway Map. Retrieved from https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed on May 20, 2024.

7 United States Census Bureau. (2020). Quick Facts Victorville city, California. Retrieved from: https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/POP010220. Accessed June 10, 2024.

finding the proposed development, including the uses and the physical design of the development (1) occurs in a manner consistent with the overall goals and objectives of the General Plan, the objectives of the Development Code and with the neighborhood or area in which the development is proposed to be located; (2) is consistent with the development standards contained in the Development Code; and (3) is consistent with the design guidelines contained in the Development Code. Although the Victorville Municipal Code does not identify specific regulations governing scenic quality, the City's site plan review process would ensure the physical design of the Project is consistent and compatible with the site and surrounding area. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and no impact would occur.

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

Less Than Significant Impact. The project site is in a developing area on Mojave Drive with existing light sources, including residential and commercial lighting, vehicle headlights, and traffic signals. In addition, the project site is located adjacent to the approved but not constructed AM/PM gas station and convenience store which would produce its own light sources. Project construction would occur during daylight hours and would not require the use of artificial lighting.

With respect to glare, the Project would be required to comply with California Code of Regulations (CCR) Title 24 standards, which require all glass used in the building design to have minimal reflectivity to reduce glare on surrounding neighbors. Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building facades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The Project's proposed design does not include such surfaces or components.

The Project would generate lighting from two primary sources: lighting from building interiors that would pass through windows and lighting from exterior sources (e.g., street lighting, parking lot lighting, building illumination, signage, security lighting, and landscape lighting). The Project would be required to adhere to the lighting design guidelines outlined in Victorville Municipal Code Section 16-3.10.060 – Design Guidelines, which includes guidelines concerning light design and glare. The City would also review new lighting for conformance with the Building Energy and Efficiency Standards in effect at the time of building permit application to ensure the minimum amount of lighting is used and no light spillage would occur. The Project would be in compliance with the City's established regulatory framework (i.e., CCR Title 24 and Victorville Municipal Code) and would be verified through the City's plan review process. Therefore, the Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area, and a less than significant impact would occur.

4.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

No Impact. The project site is located in a semi-urbanized area of the City and is bordered by the Dr. Ralph H. Baker 21st Century Learning Center to the north, Mojave Drive to the south, an approved but not yet constructed AM/PM gas station and convenience store to the east, and vacant land to the west. There are no agricultural or forestry resources located on or in close

proximity to the project site. The State of California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) maps designate the project site as Urban and Built-Up Land. Urban and Built-Up Land is defined as land developed at a density of at least one dwelling unit (du) per 1.5 acres, or approximately six structures to a 10-acre parcel.[8] Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site or in the vicinity of the project site.[9] No farmland would be converted. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no impact would occur.

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

No Impact. A Williamson Act contract between local governments and private landowners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessment. The project site is not under a Williamson Act contract.[10] Further, the existing zoning district for the project site does not allow for agricultural uses. Therefore, the proposed Project would not conflict with agricultural zoning designation or a Williamson contract, and no impact would occur.

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))? or

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

No Impact. The proposed Project would not conflict with existing zoning for forest land, timberland, or timberland production. There are no forest or timberland resources on the project site or in the vicinity of the project site.[11] The existing zoning for the project site does not permit forest land, timberland, or timberland production. Therefore, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use, and no impact would occur.

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

No Impact. The project site and surrounding area do not include, nor are located in close proximity to, agricultural uses or forest lands.[12] Therefore, the Project would not directly or indirectly result in the conversion of property from agricultural or timberland uses, and no impact would occur.

8 California Department of Conservation. (N.d.). Important Farmland Categories. Retrieved from: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx. Accessed June 10, 2024.

9 California Department of Conservation. (N.d.). California Important Farmland Finder. Retrieved from: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed June 10, 2024.

10 California Department of Conservation. (N.d.). California Williamson Act Enrollment Finder Map. Retrieved from: https://maps.conservation.ca.gov/agriculture/. Accessed June 10, 2024.

11 City of Victorville. (2023). City of Victorville Zoning Checker. Retrieved from: https://www.victorvilleca.gov/government/city-departments/development/planning/check-your-zoning. Accessed June 4, 2024.

12 Ibid.

4.3 AIR QUALITY

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Air quality modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data** and summarized below.[13]

Air Quality Background

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 2: Air Contaminants and Associated Public Health Concerns.**

[13] The air quality modeling assumes the Project's construction activities would occur over approximately seven months, beginning in the first quarter of 2025. Construction is currently assumed to begin at the end of 2025. However, the air quality modeling concerning construction is considered conservative because CalEEMod emissions factors for future years decline, given advancements in construction equipment and fleet turnover.

Table 2: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid, which can damage marble, iron, and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading, which deteriorates water quality. Causes brown discoloration of the atmosphere.

[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Pollution Resources Board. (no date). *Health*. Retrieved from: https://ww2.arb.ca.gov/our-work/topics/health. Accessed July 18, 2024.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic, or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

The California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

MDAQMD Mass Emissions Thresholds

Mojave Desert Air Quality Management District's (MDAQMD's) significance criteria are used to make the determinations discussed below. According to the MDAQMD, an air quality impact is considered significant if a project would violate any National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS), contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The MDAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 3: Mojave Desert Air Quality Management District Emissions Thresholds**. These mass emissions thresholds are pollutant limits described in pounds per day and tons per year.

Table 3: Mojave Desert Air Quality Management District Emissions Thresholds

Pollutants	Annual Thresholds (tons)	Daily Thresholds (pounds)
Greenhouse Gases (CO_2e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Nitrogen Oxides (NO_X)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SO_X)	25	137
Coarse Particulates (PM_{10})	15	82
Fine Particulates ($PM_{2.5}$)	12	65
Source: Mojave Desert Air Quality Management District. (2016). MDAQMD CEQA and Federal Conformity Guidelines.		

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

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses

considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive land uses surrounding the Project consist of Dr. Ralph H. Baker 21st Century Learning Center Elementary School, single-family residences, and Village STEAM Middle School. Sensitive land uses nearest to the Project are described further in **Table 4: Sensitive Receptors.**

Table 4: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Dr. Ralph H. Baker 21st Century Learning Center Elementary School	375 feet to the north
Single-Family Residences	745 feet to the southwest
Single-Family Residences	750 feet to the south
Village STEAM Middle School	1,760 feet to the southeast
Single-Family Residences	1,780 feet to the east
Source: *Google Earth Imagery*, 2024.	

METHODOLOGY

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the MDAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions from area sources (consumer products), energy sources (natural gas usage), and mobile sources (motor vehicles from Project-generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The increase in traffic over existing conditions as a result of the Project was obtained from **Appendix I: VMT Screening and Trip Generation** prepared by Kimley-Horn (March 2024). Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed above, the MDAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds to determine the significance of a Project's impact on regional air quality.

Impact Analysis

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

Less Than Significant Impact. The U.S. Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the State and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project site is located within the Mohave District Air Basin (MDAB), which is under the jurisdiction of the MDAQMD. The MDAQMD is required, pursuant to the Federal Clean Air Act, to reduce emissions of criteria pollutants for which the MDAB is in nonattainment. 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. Accordingly, conformance with these attainment plans for development projects is determined by demonstrating compliance with: Criterion 1) local land use plans and/or population projections, Criterion 2) all MDAQMD Rules and Regulations; and Criterion 3) demonstrating that the project will not increase the frequency or severity of a violation in the federal or state ambient air quality standards.

The purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

The project site has a General Plan designation of Commercial and is zoned (C-2) General Commercial. The Project Applicant proposes a land use that is consistent with the land use designation. Additionally, it should be noted that the proposed development would not exceed regional thresholds for operational emissions and would therefore be considered to have a less than significant impact. As such, the development proposed by the Project is consistent with the growth projections in the General Plan and is therefore considered to be consistent with the Air Quality Management Plan (AQMP).

As shown in **Table 5: Construction-Related Emissions (Maximum Pounds Per Day)** and **Table 6: Long-Term Operational Emissions**, below, the Project would not exceed the construction standards, and net emissions would not exceed operational standards.

Concerning Consistency Criterion No. 2 and 3, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation

with local governments and with reference to local general plans. The proposed Project would serve existing customers in the area and therefore would not exceed the population or job growth projections used by the MDAQMD to develop the AQMP. Thus, the Project is also consistent with the second and third criterion. As such, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

Table 5: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction Year 2025	4.85	12.74	11.03	0.03	3.27	1.65
MDAQMD Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed MDAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: MDAQMD Rule 403 Fugitive Dust Control applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; replace ground cover of area disturbed; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Refer to Appendix A for Model Data Outputs.						
Source: CalEEMod version 2022.1.1.22. Refer to Appendix A for model outputs.						

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

Less Than Significant Impact.

Construction Emissions.

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the area include Ozone (O_3)-precursor pollutants (i.e., reactive organic gases [ROG] and Nitric Oxide [NO_X]) and particulate matter 10 micrometers or less in diameter (PM_{10}) and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$). Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the MDAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Project is estimated to be approximately seven months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix A: Air Quality and Greenhouse Gas Emissions Data** for more information regarding the construction

assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 5: Construction-Related Emissions (Maximum Pounds Per Day)**.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and a potential health hazard to those living and working nearby. The Project would be required to comply with MDAQMD Rules 402 and 1113, which prohibit nuisances and limit VOC content in paints, respectively, and Rule 403 requiring fugitive dust controls (required for all projects). Compliance with MDAQMD rules 402, 403, and 1113 would further reduce specific construction-related emissions. As shown in **Table 5**, all criteria pollutant emissions would remain below their respective thresholds.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in **Table 6: Long-Term Operational Emissions**. As shown in **Table 6**, the Project emissions would not exceed MDAQMD thresholds.

Table 6: Long-Term Operational Emissions

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	0.22	<0.01	0.32	<0.01	<0.01<	<0.01
Energy Emissions	<0.01	0.01	0.01	<0.01	<0.01	<0.01
Mobile Emissions	1.60	1.43	12.00	0.03	2.15	0.56
Total Emissions	**1.82**	**1.44**	**12.33**	**0.03**	**2.15**	**0.56**
MDAQMD Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1.1.22
Note: Total values are from CalEEMod and may not add up to 100% due to rounding.

As noted above, the Project's operational emissions would be associated with mobile sources (i.e., motor vehicle use), energy, and area sources. Each of these sources is described below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous commercial equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality

impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within **Appendix I** and incorporated into CalEEMod as recommended by the MDAQMD; the Project would generate 316 net daily trips. As shown in **Table 6**, the anticipated mobile source emissions would not exceed MDAQMD thresholds for criteria pollutants.

As discussed above, the proposed Project would not result in any short-term or long-term air quality impacts because construction and operational emissions would not exceed MDAQMD thresholds. Therefore, the Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors can include uses such as residential communities, long-term health care facilities, schools, rehabilitation centers, childcare centers, and retirement homes. The nearest sensitive receptors are listed in **Table 4** and include a school located approximately 375 feet to the north, single-family residences located 745 feet to the southwest, and single-family residences located 750 feet south of the project site.

Fugitive Dust

Fugitive dust is typically generated during earth-moving activities such as grading and excavation. Fugitive dust emissions from the proposed Project were estimated in CalEEMod based on the assumption that up to 23.25 acres (assuming multiple passes of grading equipment) would be graded during site preparation and grading phases. MDAQMD Rule 43 will minimize potential impacts to sensitive receptors from fugitive dust.

Valley Fever

Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. Valley Fever is also known as Desert Fever or Cocci. Infection is caused by inhalation of Coccidioides immitis spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes such as wind or earthquakes, or by human-induced ground disturbing activities such as construction, farming, etc. Farmers, construction workers, and others who engage in soil-disturbing activities are at highest risk for Valley Fever.

Construction of the proposed Project has the potential to generate substantial amounts of fugitive dust that may suspend Coccidioides spores and expose sensitive receptors. The City of Victorville is located in an area with low Valley Fever activity (three percent of confirmed cases in California occurred in San Bernardino County).[14] However, there is still a potential for exposure. Fugitive dust control measures required by MDAQMD Rule 403, such as wetting the soil, would reduce fugitive

14 California Department of Public Health. (2024). *Coccidioidomycosis in California Provisional Monthly Report*. Retrieved from: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf. Accessed March 29, 2024.

dust and minimize exposure of Coccidioides spores to workers and receptors. Therefore, impacts related to Valley Fever from the proposed Project would be less than significant.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the MDAQMD's thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation, and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight, where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur so that O_3 may be formed at a distance downwind from the sources. Breathing ground-level O_3 can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggest that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

As previously discussed, Project emissions would be less than significant and would not exceed MDAQMD thresholds (refer to **Table 5** and **Table 6**). The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations.

Toxic Air Contaminants

Project construction would result in temporary increases in emissions of diesel particulate matter (DPM) from off-road diesel equipment and vehicle trips. The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short, and the exhaust from construction equipment dissipates rapidly. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with DPM emissions are primarily associated with long-term exposure and associated risk of contracting cancer.

As such, the calculation of cancer risk associated with exposure to TACs is typically calculated based on a long-term period of exposure. Based on updated guidelines from the Office of Environmental Health Hazard Assessment, cancer risks are based on constant daily exposure for 30 years and 25 years for off-site residential and worker receptors, respectively. Construction activities would

occur over an approximately seven-month construction period, which would constitute approximately two percent of the residential and worker exposure durations. Project construction emissions would also be well below MDAQMD thresholds, and the nearest sensitive receptors (375 feet away) would have limited exposure to on-site construction emissions due to distance attenuation and the highly dispersive nature of TACs such as diesel particulate matter (DPM). Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service (LOS) of an intersection from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can assist in evaluating the potential for CO exceedances in the MDAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 *Air Quality Management Plan*. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

The 2003 *Air Quality Management Plan* is the most recent AQMP that addresses CO concentrations. As part of the SCAQMD CO Hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard. The proposed project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced in the MDAB at any intersections in the Project vicinity from the 316 daily vehicle trips attributable to the Project; see **Appendix I** for trip generation table.

As discussed above, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

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

Less Than Significant Impact. The MDAQMD regulates odors through Rule 402 (Nuisance). Rule 402 prohibits the 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. Typical land uses that generate odors include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary, short-term impact typical of construction projects and would disperse rapidly. The Project would not include any of the land uses identified by the MDAQMD as odor sources. Therefore, the Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people, and impacts would be less than significant.

4.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. 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 Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Rocks Biological Consulting prepared a Biological Technical Report for the proposed Project. The report is included in this Initial Study as **Appendix B: Biological Technical Report** and is summarized below.

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 Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact with Mitigation Incorporated.

Special Status Plant Species. Vegetation mapping, a general biological survey, habitat assessments, and aquatic resources assessments were conducted within a 4.3-acre survey area, which included the 1.3-acre project site and a surrounding 100-foot buffer. Vegetation mapping and general biological surveys were conducted on June 17, 2022, and April 11, 2025.

No federally- or state-listed as endangered or threatened plant species were observed on the project site during the general biological field surveys. However, Western Joshua tree, a candidate species for listing under the California Endangered Species Act (CESA), was observed in the center of the project site and on the boundary of the survey area. Due to its candidate status, any take of the Western Joshua tree, including the destruction or removal of individual trees, is prohibited unless authorized under a CESA Section 2081 Incidental Take Permit (ITP) or a Western Joshua Tree Conservation Act (WJTCA) ITP. Because a Western Joshua tree individual occurs within the center of the project site, take of the candidate species is assumed. If the Western Joshua trees cannot be avoided, consultation with CDFW would be required to determine the appropriate compensatory mitigation for impacts on Western Joshua trees. Any take of Western Joshua trees is considered a significant impact under CEQA. Therefore, the proposed Project would be subject to Mitigation Measure (MM) BIO-1, which requires avoidance buffers or take authorization in the form of an ITP from the California Department of Fish and Wildlife (CDFW) under CESA Section 2081 or the WJTCA.

No other special-status plant species, including federally or state-listed species and CPRP List 1 and List 2 species, were observed on the project site, and none have moderate to high potential to occur due to the lack of suitable habitat. As such, the proposed Project would have a less than significant impact on special-status plant species with MM BIO-1 incorporated.

Special-Status Wildlife Species. No federally- or state-listed as threatened or endangered wildlife species were observed during the general field survey, and none have a moderate or high potential to occur based on the disturbed nature of the site, lack of suitable habitats, and surrounding land use.

The project site has low to moderate potential to support the burrowing owl, a state candidate for listing. Project implementation could result in direct impacts on burrowing owl in the form of habitat destruction, and potentially death, injury, or harassment of nesting birds, their eggs, and their young. Injury or mortality occurs most frequently during the vegetation clearing stage of construction and affects effs, nestlings, and recently fledged young that cannot safely avoid equipment. Therefore, the proposed Project would be subject to MM BIO-2, which requires pre-construction surveys to avoid potential impacts on this species. If take of burrowing owl cannot be avoided, an ITP would be required.

Additionally, California horned larks were observed foraging on the site during the general biological survey. Impacts on California horned lark could occur in the form of habitat removal and

ground disturbing activities within the project site. However, California horned lark would likely flush during initial Project construction activities. Additionally, the proposed Project would be subject to MM BIO-3, which requires implementation of nesting bird protections to avoid impacts on nesting birds, including the California horned lark.

Although special-status wildlife species either occur or have low to moderate potential to occur on the site, mitigation is required. With implementation of MM BIO-1, MM BIO-2 and MM BIO-3, impacts would be mitigated to a less than significant level.

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 Game or US Fish and Wildlife Service?*

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?*

No Impact. The Biological Technical Report assessed the project site to identify areas that may be considered potentially jurisdictional under the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA); the Regional Water Quality Control Board pursuant to Section 401 of the CWA and the Porter-Cologne Act; or CDFW pursuant to California Fish and Game Code (CFGC) Section 1602. Areas with depressions, drainage patterns, wetland vegetation, or riparian vegetation within the project site were assessed for potential jurisdictional status, with a focus on the presence of defined channels, soils, and hydrology.

The initial aquatic resources assessment found that the project site does not support any features that may be considered potentially jurisdictional (**Appendix B**). There are no riparian habitats or federally protected wetlands or resources on the project site or in its immediate vicinity. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools), nor would any of the proposed land uses potentially affect wetlands. Additionally, the U.S. Fish and Wildlife Service National Wetlands Inventory and U.S. Geological Survey National Hydrography Dataset databases do not map any features within the project site (**Appendix B**). The proposed project site does not contain riparian habitats, sensitive natural communities, or wetlands. Therefore, the proposed Project would not have a substantial adverse effect on any riparian habitat, other sensitive natural community, or federally protected wetlands, and no impact would occur.

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

Less Than Significant Impact with Mitigation Incorporated. A wildlife corridor can be defined as a physical feature that links wildlife habitats, often consisting of native vegetation that joins two or more larger areas of similar wildlife habitat. Corridors enable migration, colonization, and genetic diversity through interbreeding and are therefore critical for the movement of animals and the continuation of viable populations. Based on review of aerial photography and site conditions, the Biological Technical Report concludes that the project site does not function as part of a regional or local wildlife corridor. Additionally, the Biological Technical Report concludes that the project

site does not occur within any areas mapped as Essential Connectivity Areas from the California Essential Habitat Connectivity project (**Appendix B**).

While the project site is not a wildlife corridor, the proposed Project has the potential to support avian nests, especially ground-nesting species, which are protected by the Migratory Bird Treaty Act and/or CFGC Section 3503, which state that it is unlawful to "take, possess, or needlessly destroy" avian nests or eggs. Thus, potential impacts could occur if vegetation clearing is undertaken during the breeding season. Therefore, the Project would be required to comply with MM BIO-3, which requires a pre-construction nesting bird survey if avoidance of the nesting season is not feasible. If active nests are identified, suitable buffers would be established and the buffer areas would be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Therefore, with implementation of MM BIO-3, potential impacts would be mitigated to a less than significant level.

e) 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.

The project site is within the County of San Bernardino Burrowing Owl Overlay Zone. As such, pre-construction surveys for burrowing owl are required under MM BIO-2 to determine presence/ absence within the project site. Following implementation of MM BIO-2, impacts on burrowing owl would be avoided and/or minimized and the Project would be in accordance with the guidelines of the County of San Bernardino Burrowing Owl Overlay Zone.

Victorville Municipal Code Title 13, Chapter 13.33 provides protection of Western Joshua trees, and states "it is unlawful for any person to cut, damage, destroy, dig up, or harvest any Joshua tree without prior written consent of the director of parks and recreation or his designee." Although any impacts on Western Joshua tree would require a CESA Section 2081 Incidental Take Permit while the species is a candidate for listing under CESA, the Applicant shall coordinate with the Director of the City of Victorville Department of Parks and Recreation (or his designee) to get written approval authorizing impacts on Western Joshua tree should they occur as a result of the proposed Project. Through coordination with the City of Victorville, the proposed Project would not conflict with Victorville Municipal Code Title 13, Chapter 13.33. It is noted that compliance with Chapter 13.33 does not preclude the requirement to obtain an Incidental Take Permit.

With incorporation of MM BIO-2, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and a less than significant impact would occur with mitigation incorporated.

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

No Impact. The project site does not occur within a plan area for an adopted Habitat Conservation Plan, Natural Communities Conservation Plan or other approved local, regional, or state habitat conservation plan. Therefore, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan and no impact would occur.

Mitigation Measures

MM BIO-1 **Joshua Tree Avoidance and Mitigation.** Take of western Joshua tree within the project site shall be avoided with the implementation of avoidance buffers; the size of the avoidance buffers shall be determined by a qualified biologist in conjunction with the City of Victorville and California Department of Fish and Wildlife (CDFW). If take of western Joshua tree individuals cannot be avoided take authorization in the form of an Incidental Take Permit (ITP) shall be obtained from CDFW under California Endangered Species Act (CESA) Section 2081 or the Western Joshua Tree Conservation Act (WJTCA) prior to the issuance of a grading permit or permit allowing site disturbance that would result in potentially impacts to the species. Consultation with CDFW shall determine the appropriate compensatory mitigation for impacts on western Joshua tree. Compensatory mitigation for western Joshua trees could include, but is not limited to, (1) Joshua tree replacement, (2) purchase of habitat conservation areas to protect existing Joshua tree habitats, or (3) payment to an existing in-lieu fee program, if available.

MM BIO-2 **Burrowing Owl Avoidance and Mitigation.** Fourteen days prior to the onset of site disturbance/construction activities, a qualified biologist shall survey the construction limits of the project site and a 500-foot buffer for the presence of burrowing owls and occupied nest burrows. The survey shall be conducted in accordance with the most current California Department of Fish and Wildlife (CDFW) survey methods. Another survey shall be conducted no less than 24 hours prior to the start of construction. If burrowing owls are not observed during the clearance survey, no additional conditions are required to avoid impacts on burrowing owl.

If burrowing owl is documented on the site, either during pre-construction clearance surveys or during construction, a Incidental Take Permit (ITP) shall be obtained from CDFW under California Endangered Species Act (CESA) Section 2081 if take of burrowing owl cannot be avoided.

MM BIO-3 **Nesting Bird Avoidance and Mitigation.** To ensure compliance with California Fish and Game Code Sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, vegetation clearing and ground-disturbing activities shall be conducted outside of the bird nesting season (generally February through August). If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the qualified biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are documented, avoidance and minimization measures may be adjusted, and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid take of nesting birds.

4.5 CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5.	**CULTURAL RESOURCES. Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

A Cultural Resources Inventory and Evaluation Report has been prepared for the proposed Project and is included in **Appendix C: Cultural Resources Report** in this Initial Study and summarized below.

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

Less Than Significant Impact. State CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.[15] CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria. The project site is currently undeveloped. Review of historical aerial imagery dating back to 1952 revealed the project site has been previously disturbed by grading, dumping, and overland driving activities but has remained undeveloped.

A cultural resources records search was conducted on April 3, 2024, through the South Central Coastal Information Center (SCCIC) for the project site and a one-mile buffer and noted that no previously recorded cultural resources are located on the site. The records search also found that the project site was previously surveyed via reconnaissance methods in 1978 and identified five previously recorded cultural resources located in the one-mile buffer, consisting of three prehistoric lithic scatters, the Spanish Trail, and a historic transmission line. None of the cultural resources identified were located on the project site, and the three prehistoric archaeological resources identified were located over 0.5 mile away.

On April 16, 2024, an intensive-level pedestrian survey of the project site was conducted. As a result of the field survey, archaeologists identified and recorded one cultural resource, KHA-VAZ-2024-01, which consists of a historic-age trash dump with two separate buried trash mounds in the northern and eastern portions of the site and a trash scatter in the southwestern portion of

15 California Public Resources Code §5020.1(k), §5024.1(g).

the site. The historic-age archaeological resource is recommended not eligible for listing on the California Register of Historical Resources because it does not meet any of the required eligibility criteria and therefore does not meet the definition of a "historic resource" or "unique archaeological resource."

A review of the National Register, California Register, National Historic Landmarks list, and historic topographic maps and imagery was conducted as part of the Cultural Resources Report. No cultural resources were identified within the project site. The General Plan Resource Element notes that the City does not maintain a list of designated historic sites. Further, the project site does not have a historic land use zoning district. Therefore, no known historical resources pursuant to Section 15064.5 were identified on the project site, and the proposed Project would not cause a change in the significance of a historical resource, and a less than significant impact would occur.

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

Less Than Significant Impact with Mitigation Incorporated. A cultural resources records search was conducted on April 3, 2024. The search included a review of all recorded archaeological and built-environment resources, as well as a review of all cultural resource reports on file within 0.5 miles of the project site. The results indicated the project site had been previously surveyed via reconnaissance methods in 1978, and 24 additional cultural studies were conducted within one mile of the Project area, with five cultural resources recorded in the one-mile buffer. The cultural resources listed include three prehistoric lithic scatters, the Spanish Trail, and a historic transmission line. None of the cultural resources identified were located on the project site, and the three prehistoric archaeological resources were located over 0.5 miles away.

As noted above, one historic-age archaeological resource, KHA-VAZ-2024-01, was identified on the project site during the field survey. It was determined that the archaeological resource does not meet the definition of "Unique Archaeological Resource," and, therefore, is not considered a significant archaeological resource, pursuant to Section 15064.5. Given the prior grading, overland driving, distance from previously recorded cultural resources, and Pleistocene age of underlying geologic units, it is unlikely that any other archaeological subsurface resources are present on the project site. Notwithstanding, Project construction would involve excavation and grading activities. Therefore, while low, there is the potential for the Project to result in a significant impact to previously unidentified archaeological resources.

Therefore, the proposed Project would be subject to MM CUL-1, which requires that in the event of an inadvertent discovery of a cultural resource, earthwork and ground-disturbing activities would halt within 50 feet and the Project Archaeologist would coordinate with the City to ensure appropriate identification and evaluation of the artifact and resource. If resources are significant, the Project Archaeologist would make recommendations to the City to avoid or mitigate impacts to the resource. Therefore, with implementation of MM CUL-1, the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5; impacts would be less than significant impact with mitigation incorporated.

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

Less Than Significant Impact with Mitigation Incorporated. No dedicated cemeteries are on or near the project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the project site is not near an identified archaeological resource. Given the extent of on-site disturbances from previous development, there is low potential for the Project's ground-disturbing activities to encounter human remains. Notwithstanding, if previously unknown human remains are discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur. If human remains are found, implementation of MM CUL-2 would be required, which details instructions when inadvertent discovery of human remains occurs. Therefore, with implementation of MM CUL-2, the proposed Project would not disturb any human remains, including those interred outside of a dedicated cemetery. A less than significant impact would occur with mitigation incorporated.

Mitigation Measures

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

MM CUL-2 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) for review and comment, as detailed within MM TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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

4.6 ENERGY

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Energy calculations and results are included in **Appendix D: Energy Calculations** and summarized below.

Energy Background

Energy consumption is analyzed due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources and emissions of pollutants during both construction and long-term operational phases.

Electrical Service. Victorville Municipal Utility Services provides electrical service for commercial and industrial customers at Southern California Logistics Airport, while the rest of the City is served by Southern California Edison (SCE) through state-regulated public utility contracts. The proposed Project is within the SCE service area. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, electricity generation is not usually tied to the location of the fuel source and can be delivered over great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatts (MW). Net generation refers to the gross amount of energy produced by a unit minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Natural Gas Services. Southwest Gas provides natural gas service to the project site. Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating, and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a relatively clean alternative to other fossil fuels (e.g., oil and coal). In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of

the world. California's natural gas-fired electric generation decreased by 1 percent in 2022, accounting for 47 percent of in-state generation.[16]

Energy Usage. Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,882.4 trillion BTUs in 2022 (the most recent year for which this specific data is available).[17] Of California's total energy usage, the breakdown by sector is 42.4 percent transportation, 22.4 percent industrial, 17.3 percent commercial, and 17.5 percent residential.[18] Electricity and natural gas in California are generally consumed by stationary users such as residences, commercial, and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2023, taxable gasoline sales (including aviation gasoline) in California accounted for 13,584,697,639 gallons of gasoline.[19]

The electricity consumption attributable to the County from 2012 to 2022 is shown in **Table 7: Electricity Consumption in San Bernardino County 2012-2022**. Energy consumption in the County steadily increased annually.

Table 7: Electricity Consumption in San Bernardino County 2012-2022

Year	Electricity Consumption (in millions of kilowatt hours)
2012	14,308
2013	14,315
2014	14,680
2015	14,685
2016	14,902
2017	15,237
2018	15,326
2019	15,259
2020	15,910
2021	16,169
2022	16,630

Source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/, accessed May 20, 2024.

The natural gas consumption attributable to the County from 2012 to 2022 is shown in **Table 8: Natural Gas Consumption in San Bernardino County 2012-2021**. Natural gas consumption in the County fluctuated with increases and decreases occurring annually.

16 California Energy Commission, 2022 Total System Electric Generation, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation, accessed May 20, 2024.

17 U.S. Energy Information Administration, Table F35: Total energy consumption, price, and expenditure estimates, 2022, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_te.pdf, accessed July 2, 2024.

18 U.S. Energy Information Administration, California State Profile and Energy Estimates, California Energy Consumption by End-Use Sector, 2021, https://www.eia.gov/state/?sid=CA#tabs-2, accessed May 20, 2024.

19 California Department of Tax and Fee Administration, January 2023 – Motor Vehicle Fuel 10 Year Reports, https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed May 20, 2024.

Table 8: Natural Gas Consumption in San Bernardino County 2012-2021

Year	Natural Gas Consumption (in millions of therms)
2012	489
2013	511
2014	469
2015	485
2016	494
2017	493
2018	500
2019	547
2020	527
2021	561
2022	562

Source: California Energy Commission, *Natural Gas Consumption by County*, http://www. ecdms.energy.ca.gov/, accessed May 20, 2024.

Impact Analysis

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

Less Than Significant Impact.

Construction

Construction activity is anticipated to occur over a duration of approximately seven months, beginning in the first quarter of 2025. The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. Quantifications of construction energy associated with the Project are identified in **Table 9: Energy Use During Construction**.

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on the acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed. The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix C of the CalEEMod User's Guide. The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for the South Lahontan Hydrologic Region. As summarized in **Table 9**, the total electricity demand

associated with water use for the Project construction dust control would be approximately 0.0016 GWh over the duration of construction.

Table 9: Energy Use During Construction

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.0016	167,420	0.0001%
Diesel Use		**Gallons**	
On-Road Construction Trips[2]	3,368	281,399,849	0.0012%
Off-Road Construction Equipment[3]	8,209		0.0029%
Construction Diesel Total	11,577		0.0041%
Gasoline		**Gallons**	
On-Road Construction Trips	590	828,612,796	0.0001%

Notes:
1. Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
2. On-road mobile fuel source based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for 2025.
3. Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Source: Refer to energy calculations in Appendix A: Energy Data.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Total diesel fuel consumption associated with on-road construction trips for the Project would be approximately 3,368 gallons (see **Table 9**).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with the Project off-road construction equipment is approximately 8,209 gallons (see **Table 9**). Combined diesel usage from on-road and off-road construction sources is 11,577 gallons.

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with Project on-road construction trips would be approximately 590 gallons (see **Table 9**).

Construction Energy Use Analysis

As indicated in **Table 9**, Project construction electricity would represent 0.0002 percent of the 2025 electricity use in San Bernardino County, which is negligible. In 2025, Californians are anticipated to use approximately 13,744,391,388 gallons of gasoline and approximately 3,189,458,169 gallons of diesel fuel.[20] San Bernardino County's annual gasoline fuel use in 2025 is anticipated to be 828,612,796 gallons, and diesel use would be approximately 281,399,849 gallons. Total Project construction gasoline fuel would represent less than 0.0001 percent of annual gasoline used in the County, and total Project construction diesel fuel would also represent 0.0041 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

SCE's total energy sales are projected to be 111,670 GWh of electricity in 2025 (the first year of Project construction).[21] The Project's construction-related net annual electricity consumption of 0.0009 GWh would represent less than one percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet demand until 2050.[22] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

There are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance, such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because

[20] California Air Resources Board, *EMFAC 2021 Emissions Inventory*. Retrieved from CARB Website: https://arb.ca.gov/emfac/emissions-inventory/0a2cdd4bc96187e60199e39957d9118bd835b622. Accessed May 8, 2024.

[21] California Energy Commission, *CED 2022 LSE and BA planning Forecast Tables,* https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2022-integrated-energy-policy-report-update-2. Accessed May 8, 2024.

[22] US Energy Information Administration. *California Energy Consumption Estimates*. Retrieved from EIA Website: https://www.eia.gov/state/print.php?sid=CA. Accessed May 8, 2024.

when air pollutant emissions are reduced through monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-saving potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the costs of business.

As described above, the Project's fuel consumption and energy usage from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in temporary demand is not anticipated to trigger the need for additional capacity. Project construction would have a nominal effect on the local and regional energy supplies. Additionally, the use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. Annual energy use during Project operations is shown in **Table 10: Project Annual Energy Use During Operations**.

Table 10: Project Annual Energy Use During Operations

Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Total Electricity (Electricity Demand + Water Conveyance)	0.10	16,630	0.0001%
Natural Gas Use		**Therms**	
Area[1]	429	562,123,065	0.0000%
Diesel Use		**Gallons**	
Mobile[2]	7,184	281,399,849	0.0026%
Gasoline Use		**Gallons**	
Mobile[2]	46,967	828,612,796	0.0057%

Notes:
1. The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.
2. Calculated based on the mobile source fuel based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2026.

Source: Refer to energy calculations in Appendix A.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within the Project's Air Quality Assessment and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[23] As summarized in **Table 10**, the total gasoline and diesel fuel associated with on-road trips would be approximately 46,967 gallons per year and 7,184 gallons per year, respectively.

Electricity

The electricity use during the Project is based on CalEEMod defaults. The Project would use approximately 0.10 GWh of electricity per year (**Table 10**). While the electricity associated with operational water use is estimated based on the annual water use, the energy intensity factor is the CalEEMod default energy intensity per gallon of water for Victorville. Project area water use is based on the CalEEMod default rates. The Project would use approximately 936,235 gallons of water annually, which would require approximately 0.0048 GWh per year for conveyance and treatment; this is 4.88 percent of the total Project electricity demand. Project electricity consumption would constitute less than one percent of countywide electricity use; see **Table 10**.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As shown in **Table 10**, the Project would use approximately 429 therms annually of natural gas. Natural gas consumption from the Project would represents a negligible amount (less than 0.0001 percent) of Countywide natural gas usage.

[23] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO2 emissions from EMFAC's tailpipe emission estimates.

Operational Energy Use Analysis

Californians used 287,826.1 GWh of electricity in 2022, of which San Bernardino County used 16,630 GWh.[24] The Project's unmitigated operational electricity use would represent a nominal portion of electricity used in the State and Los Angeles County. Regarding natural gas, Californians used 11.7 billion therms of natural gas and 0.56 billion therms of natural gas in San Bernardino County in 2022. The Project's operational natural gas use would contribute a negligible amount (less than 0.0001 percent) of natural gas use in the State and a negligible amount (less than 0.0001 percent) in the County.

San Bernardino County's annual gasoline fuel use in 2025 is anticipated to be 828,612,796 gallons and diesel fuel is anticipated to be 281,399,849 gallons. Expected Project operational gasoline and diesel consumption would represent approximately 0.0026 percent of gasoline use and 0.0014 of diesel use in the County.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2050.[25]

The Project's unmitigated energy consumption represents less than one percent of energy consumption within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Compliance with Energy Efficient Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscaped areas. Comprehensive water conservation strategies would be developed for each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

24 California Energy Commission, California Energy Consumption Database. http://www.ecdms.energy.ca.gov/Default.aspx. Accessed July 3, 2024.

25 U.S. Energy Information Administration, International Energy Outlook 2021 IEO2021: Schedule, Focus, and Publication https://www.eia.gov/outlooks/ieo/pdf/IEO2021_Narrative.pdf. Accessed July 3, 2024.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. Senate Bill (SB) 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale, such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficient standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce toe growth in electricity and natural gas use.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient.

The proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, and impacts would be less than significant.

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

Less Than Significant Impact. As discussed in Energy threshold a, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS or Connect SoCal 2024) was adopted in April 2024 by SCAG and was approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The 2024 RTP/SCS integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks (per capita passenger vehicle GHG emission reduction target of 19 percent below 2005 levels by 2035), as well as an overall GHG target for the region consistent with both the target date of Assembly Bill (AB) 32 and the post-2020 GHG reduction goals of SB 375. SCAG's 2020-2045 RTP/SCS (Connect SoCal), adopted in September 2020, also established GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of Connect SoCal 2020 and 2024. Therefore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and a less than significant impact would occur.

4.7 GEOLOGY AND SOILS

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

Terradyne Engineering, Inc. prepared a Subsurface Exploration and Geotechnical Investigation (Geotechnical Report) for the proposed Project. The report is included in this Initial Study as **Appendix E: Geotechnical Report** and is summarized below.

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.

No Impact. Alquist-Priolo Earthquake Fault Zones are regulatory zones surrounding active faults located within California that were created through the Alquist-Priolo Earthquake Fault Zoning Act. According to the Geotechnical Report, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo fault zone is the western section of the North Frontal Thrust Fault system, which is approximately 11.5 miles to the southeast of the project site. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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 and no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The City is located in a region of historic seismic activity. The nearest fault zone to the project site is the North Frontal Thrust Fault, which is located approximately 11.5 miles to the southeast. Therefore, Project implementation could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on the project site would depend on the earthquake's magnitude, distance to the epicenter, and geology of the area between the project site and the epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process.

Pursuant to Victorville Municipal Code Title 16, Chapter 5.1 – Administrative Building Code, the City has adopted the 2022 California Building Standards Administrative Code (CBC), subject to certain amendments and changes. CBC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The Project would be subject to compliance with all applicable regulations in the most recently published CBC (as amended by Victorville Municipal Code Title 16, Chapter 5.1), which specifies design requirements to mitigate the effects of potential earthquake hazards.

The Geotechnical Report evaluated various geologic and seismic hazards based on site-specific parameters, including strong seismic ground shaking, shrinkage, and subsidence; see **Appendix E**. Geotechnical Report Section 7.0 makes recommendations concerning seismic design parameters, foundations, slabs, and general earthwork and grading, among others. The report concludes that Project construction is feasible from a geotechnical standpoint, provided the report's recommendations are followed and implemented during construction. Victorville Municipal Code Title 16, Chapter 5.2 – Grading Regulations, requires recommendations included in a geotechnical report to be incorporated into the grading plan. Following compliance with standard engineering practices, the established regulatory framework (i.e., Victorville Municipal Code and CBC) and the Geotechnical Report's recommendations, the Project would not directly or indirectly cause

potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking and a less than significant impact would occur.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. The Geotechnical Report concluded that the project site is located outside a suspected area of liquefaction. Additionally, due to the relatively deep groundwater in the general area (>100 feet below ground surface), the potential for liquefaction at the site is negligible.

The Victorville Building Division would review construction plans to verify compliance with standard engineering practices, the Victorville Municipal Code, CBC, and the Geotechnical Report recommendations. Following compliance with standard engineering practices, the established regulatory framework (i.e., Victorville Municipal Code and CBC), and the Geotechnical Report recommendations, the Project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic related ground failure including liquefaction and a less than significant impact would occur.

iv) Landslides?

No Impact. Landslides can occur if ground shaking and/or heavy rainfall disturb areas of steep slopes consisting of unstable soils. As concluded in the Geotechnical Report, due to the relatively flat topography, the site is not within a zone of possible earthquake-induced landslides. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss or death, involving landslides, and no impact would occur.

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

Less than Significant Impact. The project site is relatively flat and is underlain by alluvial fan deposits of gravel, sand, and silt. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed Project would be subject to compliance with Victorville Municipal Code Title 10, Section 10.30.210 – Erosion and Sediment Control Plan, and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2013-0001-DWQ, and all subsequent amendments) (Construction General Permit). Victorville Municipal Code Title 10, Section 10.30.200 – Construction Projects, specifies that no grading, construction, or similar permits applicable to such construction activity shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a General Construction Activity Stormwater Permit from the State Water Resources Control Board. Following compliance with the established regulatory framework (i.e., the Victorville Municipal Code and Construction General Permit), the Project would not result in substantial soil erosion or the loss of topsoil, and a less than significant impact would occur.

c, d) 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? And 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. The project site would not be subject to seismically induced liquefaction (see Threshold aiii above) or landslides (see Threshold aiv). The Geotechnical Report also reported that the likelihood of lateral spreading would be low due to the site's flat topography and mapping outside of a liquefaction zone in deep groundwater. Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the project site or in the general vicinity of the project site. Therefore, the likelihood of subsidence is considered low. The on-site natural alluvial fan deposits are mainly sands and silty sands that have a low to very low expansion potential.

As previously discussed, the Geotechnical Report makes preliminary recommendations concerning design parameters, foundations, slabs, and general earthwork and grading. The Victorville Building Division would review construction plans to verify compliance with standard engineering practices, the Municipal Code and CBC, and the Geotechnical Report recommendations, including those concerning expansive soils. Following compliance with the established regulatory framework (i.e., the Municipal Code and CBC) and the recommendations provided in the Geotechnical Report, the Project would not be located on a geologic unit or soil that would become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse nor would the Project create a substantial direct or indirect risk to life or property due to expansive soils and a less than significant impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. There is existing sewer infrastructure in the vicinity of the project site that is available to serve the proposed Project. The Project would connect to the existing sanitary sewer system for wastewater disposal and would not include the use of septic tanks. Therefore, the proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater and no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact With Mitigation Incorporated. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area and potential effects on paleontological resources would primarily be associated with ground-disturbing activities. Paleontological resources are found in geological deposits of sedimentary rock (i.e., sandstone, siltstone, mudstone, claystone, or shale). A paleontological resources records search was

requested from the Western Science Center in July 2024. The records search identified Pleistocene alluvial units on the project site that are considered to be highly paleontologically sensitive. The Western Science Center record search indicates that no paleontological resources have been discovered within the project site or a one-mile radius; however, it does have localities in similarly mapped units across Southern California.

To address potential impacts to paleontological resources that may be discovered during ground-disturbing activities, the Project would be subject to compliance with Victorville Municipal Code Section 16-5.02.130 – Archaeological, Paleontological, and Historical Sites, which requires any discovery of a significant archaeological, paleontological or historical site be reported to the Planning Director within 72 hours from the time of the find. Additionally, the Project would require implementation of MM GEO-1, which requires the Project Applicant to retain a Project Paleontologist and prepare a monitoring plan. Following compliance with the established regulatory framework (i.e., Victorville Municipal Code), and with MM GEO-1 incorporated, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and a less than significant impact would occur mitigation incorporated.

Mitigation Measures

MM GEO-1 **Paleontological Resources Monitor.** Monitoring shall be conducted by a Paleontological Resources Monitor, defined as one who meets the Society for Vertebrate Paleontology standards for a Paleontological Resources Monitor. The Paleontological Resources Monitor shall be under the supervision of the Project Paleontologist. A Project Paleontologist shall prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). As defined in the PRMMP, Paleontological monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments that occur in previously undisturbed sediment, which has been estimated as any portion of the project site where excavation exceeds 10 feet in depth. The frequency of monitoring shall be based on consultation with or periodic inspection by the Project Paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated.

4.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The greenhouse gas (GHG) modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data** and summarized below.

Greenhouse Gas Background

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space, resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61˚F (16˚C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As human activities and natural sources release more GHGs into the atmosphere, GHG concentrations increase, and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

CO_2, CH_4, and N_2O cause approximately 80 percent of the total heat stored in the atmosphere. Human activities, as well as natural sources, emit these three gases. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period, relative to the emissions of one ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces emits GHGs, primarily CO_2, CH_4, and N_2O. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel,

propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power, which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and the disposal and decomposition of municipal waste in landfills.[26]

Regulations and Significance Criteria

Former California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets: (a) by 2010: reduce GHG emissions to 2000 levels; (b) by 2020: reduce GHG emissions to 1990 levels; and (c) by 2050: reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the Statewide GHG emissions level was in 1990 and approve a Statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent ($MTCO_2e$). Additionally, issued in April 2015, Executive Order B-30-15 requires Statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030.

Former Governor Jerry Brown issued Executive Order B-30-15 in April 2015, which requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codified the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target for the State to achieve by 2030; and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provides additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Due to the nature of global climate change, no single development project would be expected to have a substantial effect on global climate change. GHG emissions from the proposed Project would combine with emissions emitted across California, the United States, and the world to contribute cumulatively to global climate change.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency must determine whether a project's GHG emissions would have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 CRC §15064.4(a)).

The MDAQMD has identified annual and daily significance thresholds for GHG emissions. MDAQMD thresholds have also been used to determine GHG impacts in this analysis. Thresholds of significance are based on a source's projected impacts and are a basis from which to apply mitigation measures. The MDAQMD-recommended thresholds are identified in **Table 11: MDAQMD GHG Significance Thresholds**.

26 California Air Resources Board, Climate Change Scoping Plan, 2008.

Table 11: MDAQMD GHG Significance Thresholds

Pollutant	Project-Generated Emissions	
	Annual Threshold (Short Tons)	Daily Threshold (Pounds)
Greenhouse Gas (CO_2e)	100,000	548,000
Source: Mojave Desert Air Quality Management District. 2020. *California Environmental Quality Act (CEQA) And Federal Conformity Guidelines*. Table 9. Retrieved from https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000, Accessed March 29, 2024.		

The MDAQMD guidelines state, "Note that the emissions thresholds are given as a daily value and an annual value, so that multi-phased projects (such as a project with a construction phase and a separate operational phase) with phases shorter than one year can be compared to the daily values." For the proposed Project, construction would take less than one year, while operations would continue indefinitely. Therefore, the daily threshold applies to construction emissions, and the annual threshold applies to operational emissions.

Impact Analysis

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

Less Than Significant Impact.

Construction GHG Emissions

Project construction would result in direct GHG emissions from construction equipment and the transport of materials and construction workers to and from the project site. Construction emissions would be short-term, occurring only during the estimated seven-month construction period of the proposed Project. Estimates of total annual GHG emissions from construction of the proposed Project are shown in **Table 12: Construction Greenhouse Gas Emissions**. As shown in **Table 12** Project construction would not exceed MDAQMD's daily threshold for GHG (CO_2e).

Table 12: Construction Greenhouse Gas Emissions

Activity	$MTCO_2e$ (Pounds Per Day)
Construction - 2025	740.43
MDAQMD Threshold	*548,000*
Threshold Exceeded?	No
Source: CalEEMod version 2022.1.1.22. Refer to Appendix A for model outputs.	

Operational GHG Emissions

Operational emissions occur over the life of the proposed Project. GHG emissions would result from direct emissions such as project-generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the Project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. **Table 13: Operational GHG Emissions** summarizes the operational

GHG emissions associated with the proposed Project. As shown, the Project would generate approximately 479.77 short tons[27] of CO_2e per year. The Project would not result in an increase in GHG emissions that exceeds the MDAQMD's annual GHG threshold of 100,000 short tons of CO_2e per year. Therefore, the proposed Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and a less than significant impact would occur.

Table 13: Operational GHG Emissions

Emissions Source	CO_2e[1]	
	(Metric Tons per year)	(Short tons per year)
Area Source	0.11	0.12
Energy	17.93	19.74
Mobile	413.33	455.62
Waste	2.39	2.63
Water	1.50	1.65
Refrigeration	0.01	0.01
Project Operational Emissions	435.27	479.77
MDAQMD Project Threshold		*100,000*
Threshold Exceeded?		No
1. CO_2e emissions in CalEEMod converted from metric tons to short tons to be consistent with the MDAQMD threshold.		
Source: CalEEMod version 2022.1.1.22. Refer to Appendix A for model outputs.		

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

Less Than Significant Impact. This consistency analysis focuses on the City of Victorville Climate Action Plan, SCAG's Connect SoCal RTP/SCS, and the CARB 2022 Scoping Plan.

City of Victorville Climate Action Plan Consistency. The City of Victorville has prepared a Climate Action Plan (CAP), which provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. To determine consistency with the CAP, the City identifies key policies from the Victorville 2008 General Plan (the adopted general plan at the time) that support the City of Victorville's GHG reduction measures or would contribute to GHG reductions and sustainable practices in the City. The CAP establishes categories of GHG reduction measures to reduce GHG emissions generated by development projects. CAP GHG reduction measure categories include energy conservation, water use reduction, increased residential density or mixed uses, transportation management, and solid waste recycling. The Project's consistency with the City's CAP goals is analyzed in detail in **Table 14: City of Victorville Climate Action Plan Consistency.** As shown in **Table 14,** the Project would be consistent with the applicable goals of the City's CAP and, therefore, the Project would not result in any significant impacts or

[27] A "short ton" is equivalent to 2000 pounds (or 907.2 kg) in comparison to the "metric ton" which is equivalent to the 2204 pounds (or 1,000 kg).

interfere with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases.

Table 14: City of Victorville Climate Action Plan Consistency

CAP/2008 General Plan Policies[1]	Compliance
Energy-1. Energy Efficiency for Existing Buildings	**N/A.** The Project proposes a new commercial development; therefore, this policy is not applicable. However, the Project would incorporate green building design techniques and other energy-reducing techniques, such as compliance with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
Energy-2. Outdoor Lighting	**Consistent**. The Project includes high-efficiency lighting and would not include incandescent lighting. As discussed in **Section 4.1: Aesthetics**, the City would review new lighting for the proposed Project for conformance with the Building Energy and Efficiency Standards in effect at the time of building permit application. Further, the Project would comply with the City's established regulatory framework (i.e., CCR Title 24 and Victorville Municipal Code) and would be verified through the City's plan review process. Therefore, the Project is consistent with this policy.
Energy-3. Green Building Ordinance	**Consistent.** The Project would be constructed in accordance with Victorville Municipal Code Article 11: Green Building Code, which adopts the 2022 California Building Code (CCR Title 24, Part 11) along with amendments and deletions set forth in the Municipal Code chapter. Therefore, the Project is consistent with this policy.
Energy-4. Solar Installation for New Housing	**N/A.** The Project proposes a commercial development and does not include new housing. Therefore, this policy is not applicable to the Project.
Energy-5. Solar Installation for New Commercial	**Consistent.** The Project would comply with the 2022 Energy Code, which mandates solar PV systems on newly constructed commercial buildings. Therefore, the Project is consistent with this policy.
Energy-6. Solar Energy for Warehouse Space	**N/A.** The Project proposes a commercial development and does not include warehouse space. Therefore, this policy is not applicable to the Project.
Energy-7. Solar Installation for Existing Housing	**N/A.** The Project proposes a commercial development and does not include housing. Therefore, this policy is not applicable to the Project.
Energy-8. Solar Installation for Existing Commercial/Industrial	**N/A.** The Project proposes a new commercial development and does not contain existing commercial/industrial uses. Therefore, this policy is not applicable to the Project.
Energy-9. Co-generation Facilities	**N/A.** This is not a project-specific policy and is therefore not applicable.
Transportation-1. Sustainable Communities Strategy	**Consistent.** As described below and shown in **Table 15**, the Project would be consistent with the applicable goals of the RTP/SCS. Therefore, the Project is consistent with this Policy.
Off-Road-1. Electric-Powered Construction Equipment	**N/A.** This is not a project-specific policy and is therefore not applicable.
Off-Road-3. Electric Landscaping Equipment	**N/A.** This is not a project-specific policy and is therefore not applicable.

Table 14: City of Victorville Climate Action Plan Consistency

CAP/2008 General Plan Policies[1]	Compliance
Wastewater-1. Methane Recovery	**N/A.** This is not a project-specific policy and is therefore not applicable.
Water-1. Voluntary CALGreen: New Construction	**Consistent**. As discussed in **Section 4.6: Energy**, under Threshold 4.6a, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the CALGreen Building Code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques.
Water-2. Renovate Existing Buildings	**N/A.** The Project proposes a new commercial development and does not include renovations of existing buildings. Therefore, this policy is not applicable to the Project.
Water-3. Water-Efficient Landscaping Practices	**Consistent.** As mentioned above, the Project would promote more sustainable water use by complying with Title 24 Energy Code and CALGreen standards. The Project would incorporate drought-tolerant landscaping throughout portions of the site, and water-efficient irrigation controls would be used in landscaped areas. Comprehensive water conservation strategies would be developed for each respective land use as part of the Project plan development. Therefore, the Project is consistent with this policy.

Sources: City of Victorville. (2015). City of Victorville Climate Action Plan (Part 1). Retrieved from: https://www.victorvilleca.gov/government/city-departments/development/planning/land-use-plans, accessed May 2, 2025.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy Consistency. On April 4, 2024, SCAG's Regional Council adopted Connect SoCal (the *2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy* [2024 RTP/SCS]). It was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Because the 2024 RTP/SCS is still pending approval from CARB, this discussion focuses on consistency with the 2024 RTP/SCS and the *2020 — 2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS), which was adopted on September 3, 2020. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. CARB has set GHG reduction targets for the SCAG region at 8 percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035.

Since Connect SoCal was adopted in 2020, SCAG gained responsibility for the selection of transportation projects to be funded with federal revenue. The RTP/SCS invests $751.7 billion in the transportation system, primarily in operations and maintenance, to ensure the continued performance of the current network. Implementation of the 2024 RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes, and 869 new miles to the Regional Express Lane Network. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The 2024 and 2020 RTP/SCS plans account for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore, Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 15: Regional Transportation Plan/Sustainable Communities Strategy Consistency.**

Table 15: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY[1]	
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	**N/A.** This is not a project-specific policy and is therefore not applicable.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	**N/A.** This is not a project-specific policy and is therefore not applicable.
Support planning for people of all ages, abilities, and backgrounds	**N/A.** This is not a project-specific policy and is therefore not applicable.
Communities: Develop, connect, and sustain communities that are livable and thriving.	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	**Consistent.** The Project is in an urban area near existing employment centers and community services. Its location within this area would reduce trip lengths, which would reduce air quality and GHG emissions. As discussed in the Transportation Section, the proposed Project would have a less than significant VMT impact and would increase mobility options and reduce travel distances by locating in an urban area.

Table 15: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.	**N/A.** This is not a project-specific policy and is therefore not applicable. The Project does not involve a residential use.
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	**Consistent.** As discussed in the Air Quality Section, the Project would not exceed thresholds or result in health impacts. The Project does not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, because the proposed Project's emissions are below the MDAQMD thresholds, it would not contribute to a GHG/climate change impact.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	**Consistent.** While the Project is not a transportation improvement project, the reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques such as compliance with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).
Conserve the region's resources.	**Consistent.** As described in the Agriculture and Forestry Resources Section, this Project is located on vacant land that is not currently used or has been historically used for agricultural purposes. According to the California Department of Conservation Important Farmland Map, the project site is designated as Grazing Land, while the surrounding area is designated as Grazing Land and Urban and Built-Up Land. The project site is currently zoned as General Commercial (C-2) and therefore would not cause the rezoning or conversion of natural agricultural lands or the restoration of habitats. Further, the project site is not located on land that is designated for natural resources or conservation. Therefore, Project development would not result in a loss of the region's resources.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.	
Improve access to jobs and educational resources.	**Consistent.** The project site is located in an urban area near existing employment centers and community services. The Project's location within this area would improve access to jobs and educational resources.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	**N/A.** This is not a project-specific policy and is therefore not applicable. The Project does not include a use that would support goods movement

Table 15: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
2020 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY[2]			
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	**Consistent:**	The project site is vacant, and development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**N/A:**	The Project is not a transportation improvement project and is therefore not applicable.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	**N/A:**	The Project is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	**N/A:**	The Project is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	**Consistent:**	The project site is located within an urban area near existing transit routes, freeways, and residential development. Locating a local-serving commercial use in close proximity to existing residential uses would potentially reduce trip lengths required for existing residents to travel to and/or from commercial services. The reduction of trip lengths would result in reduced GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities.	**Consistent:**	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This development Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen). As discussed in the Air Quality Section, the Project would not result in air quality health impacts. The Project is located on a site that is currently zoned Commercial and would not conflict with the surrounding community's ability to access healthy food or parks.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**N/A:**	This is not a transportation improvement project and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven	**N/A:**	This is not a transportation improvement project and is therefore not applicable.

Table 15: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
	solutions that result in more efficient travel.		
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**N/A:**	The Project involves the development of a commercial facility and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent:**	As described in **Section 4.2: Agriculture and Forestry Resources**, the project site is vacant and is not currently used for, nor has it historically been used for, agricultural purposes. According to the DOC Important Farmland Map, the project site is designated as Grazing Land, while the surrounding area is designated as Grazing Land and Urban and Built-Up Land. The project site is currently zoned as General Commercial (C-2), and therefore, would not cause the rezoning or conversion of natural agricultural lands or restoration of habitats.

Sources: Southern California Association of Governments, *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy,* 2020; Southern California Association of Governments, Connect SoCal (2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy, 2024.

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 15**, the Project would be consistent with the applicable goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

CARB 2022 Scoping Plan. The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan provides guidance to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program, carbon pricing, and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal,

Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 13**, approximately 99 percent of the proposed Project's GHG emissions are from energy and mobile sources, which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions (approximately 95 percent of the proposed Project's total emissions). However, these emissions would decline in the future due to statewide measures discussed above, as well as cleaner technology and fleet turnover.

Following compliance with all applicable regulations, the proposed Project would not conflict with the State's progress towards carbon neutrality under the 2022 Scoping Plan. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. It is also noted that the Project would not convert any Natural and Working Lands and/or decrease the urban forest carbon stock in the State, which are areas of emphasis in the 2022 Scoping Plan. As such, the Project would not interfere with implementation of the 2022 Scoping Plan.

As discussed above, the Project would comply with the CARB Scoping Plan and the SCAG RTP/SCS, as well as the City's CAP. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. A less than significant impact would occur, and no mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

The basis for the following information and analysis is the Phase I Environmental Site Assessment (ESA) (Kimley-Horn and Associates, Inc., July 2024), which is provided as **Appendix F: Phase I Environmental Site Assessment**.

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

Less than Significant Impact. Project construction would involve the routine transport, storage, use, and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. The use of these materials during Project construction would be short-term and would occur in accordance with standard construction practices, as well as applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction per manufacturers' instructions and handled in compliance with applicable standards and regulations. In the event of any spill, cleanup activities would be required to adhere to all pertinent protocols within Victorville Municipal Code Section 10.30.200 – Construction Projects, which would ensure Project construction activities would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

The Project proposes a 7,380-sf AutoZone with associated surface parking, which is not anticipated to involve the routine transport, use, or disposal of large quantities of hazardous materials that could create a significant hazard to the public or environment. The Project would require storage of small amounts of sealed and packaged automotive lubricants and oils that are typical of a commercial vehicle part business. All products, including any maintenance materials, would be stored, handled, and disposed of in accordance with applicable regulations and the City and County's programs to control and safely dispose of hazardous materials and wastes. Specifically, if the Project would generate up to 27 gallons or 220 pounds per month of hazardous waste or 2.2 pounds of extremely hazardous waste per month, the Project would be required to comply with the San Bernardino County Very Small Quantity Generators Program.[28] This Program is a mobile hazardous waste pick-up and disposal service for eligible businesses in the County. Trained San Bernardino County Fire Department staff would assist the Applicant in properly labeling and marking any hazardous wastes and remove any for disposal. Compliance with these regulations would ensure that all hazardous wastes would be properly handled, recycled, treated, stored, and disposed of. Therefore, following compliance with standard City and County practices and federal and State regulations, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a less than significant impact would occur.

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

Less Than Significant Impact. The project site is vacant and undeveloped. The Phase I ESA reported no Recognized Environmental Conditions (RECs) or controlled RECs in association with the project site. Additionally, the site has never been developed; therefore, the potential presence of asbestos-containing materials or lead-based paints is low. A review of the State Water Resources Control Board GeoTracker and the Department of Toxic Substances Control Envirostor database

[28] City of Victorville. (N.d). *Household Hazardous Waste Collection Center – Do you have hazardous waste from your small business?* Retrieved from: https://www.victorvilleca.gov/government/city-departments/community-services/trash-recycling/household-hazardous-waste-center. Accessed June 20, 2024.

did not identify any hazardous clean-up cases on or near the project site.[29,30] Federal, State, and local laws, regulations, and programs address the storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that the Applicant might use during construction. Compliance with applicable laws and regulations would reduce the risk of hazardous material incidents during construction to a less than significant level. Therefore, Project construction would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The Project would not generate or facilitate the generation of hazardous materials. Project operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and a less than significant impact would occur.

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

Less Than Significant Impact. The nearest school to the project site is Dr. Ralph H. Baker 21st Century Learning Center, which is approximately 350 feet (0.12-mile) north of the project site. As discussed above, the routine transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for the transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure that Project construction would not create a significant hazard to nearby schools due to the handling of hazardous materials or hazardous emissions within one-quarter mile of existing or proposed schools. The Project would construct and operate an AutoZone, which is not anticipated to emit any hazardous waste or materials during operations. While operation-related activities would involve the transport, use, and disposal of hazardous materials on and off the site, such as mechanical fluids and solvents, these materials would not be present in such quantity or used in such a manner that would pose a significant hazard to the nearby school. Further, as discussed above, the handling of these materials would be subject to the existing regulatory framework, which would minimize the risk of an accidental release. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

No Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the Department of Toxic Substance Control and State Water Resources Control Board. The Cortese List includes hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material

29 Department of Toxic Substance Control (DTSC). (N.d). *Envirostor Database*. Retrieved from: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=victorville. Accessed June 20, 2024.

30 State Water Resources Control Board. (N.d.) *GeoTracker*. Retrieved from: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=victorville. Accessed May 20, 2024.

identified through the abandoned site assessment program. A review of the California Department of Toxic Substances Control's Envirostor Cortese List database revealed no hazardous materials site under California Government Code Section 65962.5 located on or near the project site.[31] Therefore, the Project would not be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment, 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, nor is it located within two miles of a private or public airport or in the vicinity of a private airstrip. The closest airports to the project site are the Adelanto Airport-52CL and the Southern Logistics Airport, approximately 6.4 miles west and 3.5 miles north of the project site, respectively. The project site is not within the airport influence area of either airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the project area, and no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City does not identify Mojave Drive or El Evado Road as emergency routes.[32] Further, the City's Local Hazard Mitigation Plan does not identify the project site as a facility critical to operations or public safety during emergency events such as a school, airport, or hospital.[33] The nearest evacuation route to the project site is Highway 18 (Palmdale Road), approximately 1.5 miles to the south. Construction activities may temporarily impact a portion of Mojave Drive during utility hookup and driveway construction. However, construction activities would be temporary and would not permanently impact emergency service access to the surrounding area. Further, the Project's site design can accommodate emergency access vehicles on the site. Specifically, Victorville Municipal Code Section 16-3.10.060(b)(12) requires reciprocal site access to eliminate unnecessary driveway entrances and provide reciprocal access points that are coordinated with other properties and entrances to be as far as possible from intersections to provide adequate stacking room. The Project proposes two internal shared driveways associated with the adjacent development on Lot 1 of Parcel Map No. 20295, thereby reducing any potential impedance for emergency vehicle access. Therefore, the proposed Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan and a less than significant impact would occur.

31 California, State of, Department of Toxic Substances Control. (N.d.) *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).* Retrieved from: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed June 2024.

32 City of Victorville. (2022). *City of Victorville General Plan, 2021-2029 Safety Element.* Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13959/638237231632670000. Accessed April 2, 2024.

33 City of Victorville. (2022). *City of Victorville Local Hazard Mitigation Plan 2021.* Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/9601/637862370648270000. Accessed April 2, 2024.

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

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE threats are based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threats. According to the CalFire Fire Hazard Severity Zone Map for San Bernardino County, the project site is not within a State Responsibility Area; it is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) within a local responsible area.[34] Further, the project site is located in an urban area of the City, not adjacent to or near any wildland areas. Given the project site's location within existing City services and urban setting, there would be no significant risk of wildfires. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impact would occur.

34 CAL FIRE. (2024). *FHSZ Viewer*. Retrieved from: https://egis.fire.ca.gov/FHSZ/. Accessed on March 28, 2024.

4.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:				
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Kimley-Horn and Associates, Inc. prepared a Hydrology and Hydraulics Report (Hydrology Report) for the proposed Project. The report is included in this Initial Study as **Appendix G: Hydrology and Hydraulics Report** and summarized below.

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

Less than Significant Impact. Project impacts related to water quality could occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff, both dry and wet weather, discharges into storm drains, and in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, and stormwater characteristics dependent on site conditions (e.g., land use, impervious cover, and pollution prevention practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban stormwater discharges are non-point sources.

Construction

Short-term impacts related to water quality can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur before the establishment of ground cover when the erosion potential may remain relatively high. Project construction has activities that could produce typical pollutants, such as nutrients, heavy metals, pesticides, herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food containers, sanitary wastes, fuel, and lubricants. Impacts on stormwater quality could occur from construction, associated earthmoving, and increased pollutant loading.

Construction activities would be subject to the Construction General Permit for Stormwater Discharge Associated with Construction Activity (Construction General Permit). Construction activities include any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The Project would disturb approximately 1.3 acres; therefore, the Project would be subject to the Construction General Permit.

To obtain coverage under the Construction General Permit, the Applicant would be required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General

Permit to control potential construction-related pollutants. Erosion-control BMPs prevent erosion, whereas sediment controls trap sediment once it has been mobilized. The types of required BMPs are relative to the amount of soil disturbed, the types of pollutants used or stored at the project site, and proximity to water bodies. Additionally, the Project would be subject to compliance with Victorville Municipal Code Chapter 10.30 – Storm Water and Urban Runoff Management and Discharge Control, which reinforces coverage under the General Construction Storm Water Permit for construction activities.

BMPs include erosion controls, sediment controls, wind erosion controls, tracking controls, non-stormwater management, and waste and materials management. Following compliance with NPDES requirements, which include implementation of BMPs, the project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant.

Operations

As prescribed under Victorville Municipal Code Section 10.30.220, the Applicant would be required to implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, the implementation of which ensures the ongoing protection of the watershed basin. The project-specific WQMP is included in **Appendix G** of this Initial Study.

The proposed Project is designed to include non-structural and structural source control BMPs. Non-structural source control BMPs would include education of property owners, tenants, and occupants on stormwater BMPS, activity restrictions, landscape management BMPs, BMP maintenance, local water quality ordinances, and spill contingency plans. Structural source control BMPs include storm drain system stenciling and signage, trash and waste storage areas, efficient irrigation systems, and landscape design.

Specifically, the project site would be divided into three different drainage areas (DAs). DA 1 is 0.35 acre and contains landscaping and a concrete area. Runoff and stormwater would sheet flow toward a valley gutter in the parking lot and eventually be routed toward a vegetated swale, north of the proposed AutoZone building. Eventually, flows would enter the infiltration basin for treatment and infiltration. DA 2 totals 0.44 acres and is located in the southern portion of the project site. Runoff and stormwater would sheet flow toward the curb and gutters and a parkway curb drain, which would route flows toward the vegetated swale west of the AutoZone building. Flows are eventually routed to the infiltration basin for treatment. DA 3 is 0.25 acre and is located on the western portion of the project site. DA 3 contains the vegetated swale and infiltration basin. Runoff would be collected from the building via roof drains, which would route flows toward a landscaped area next to the AutoZone building. See **Figure 9: Conceptual Water Quality Management Plan**.

Compliance with the WQMP would be required as a condition of Project approval under Victorville Municipal Code Section 10.30.220, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.

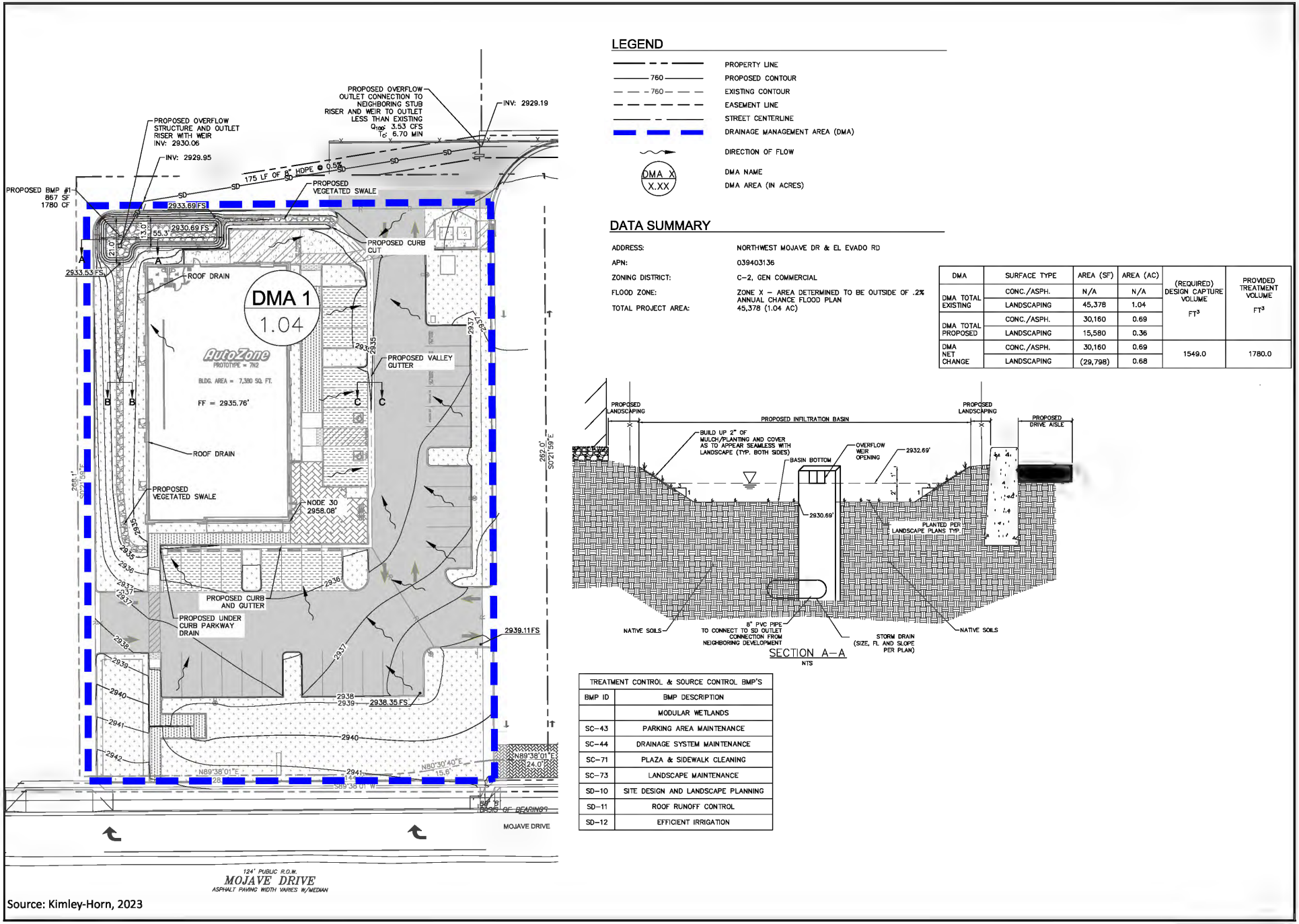
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. Victorville Water District provides water service to the City, inclusive of the project site. Victorville Water District currently pumps potable water supplies from groundwater in the Mojave River Groundwater Basin and purchases water from Mojave Water District's Regional Recharge and Recovery Project (R3), when available. Victorville Water District began receiving water from R3 in 2013 and has an agreement to purchase up to 6,800 acre-feet per year (AFY), when available. Victorville Water District has 34 active groundwater wells within its distribution system that are used to pump groundwater from the Mojave River Groundwater Basin, which lies beneath the Victor Valley. In 2020, Victorville Water District pumped 18,977 acre-feet (AF) of groundwater from the Mojave Basin.

Project implementation would increase the site's impervious area. The project site is currently undeveloped and assumed to be 100 percent pervious. Under Project implementation, the project site would have 15,580 sf of pervious cover and 30,160 sf of impervious cover, or approximately 34 percent pervious and 66 percent impervious, respectively. Therefore, the increase in impervious area would reduce the surface area available for groundwater recharge through percolation. However, the project's storm drain system would allow for infiltration. Specifically, runoff would be treated and collected via a network of curbs and drains, which lead toward an infiltration basin. The basin would allow treated flows to infiltrate and percolate to recharge groundwater. More than 90 percent of the Mojave River Groundwater Basin recharge originates in the San Gabriel and San Bernardino Mountains.[35] As a result, the proposed Project would not be a significant contributor to groundwater recharge. Further, the Project does not propose the use of any wells or other groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater table or directly impact groundwater resources. The 2020 Urban Water Management Plan (UWMP) notes that per capita water use in 2020 was 145 gallons per capita per day (gpcd) and is expected to decrease to 143 gpcd by 2025. Assuming the 12 full-time employees that would work at the project site, water demand would be 1,716 gpcd, or 19.23 acre-feet per year. The UWMP forecasts that water demand for commercial land uses within the VWD service area will increase from 6,177 AF in 2025 to 7,617 AF by 2045. The proposed Project's water demand would account for less than one percent of the overall anticipated water demand for commercial land uses from 2025 through 2045.

The Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin, and a less than significant impact would occur.

35 Victorville Water District, 2021, 2020 UWMP, page 6-3, Available at: https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000, Accessed April 5, 2024.



DMA	SURFACE TYPE	AREA (SF)	AREA (AC)	(REQUIRED) DESIGN CAPTURE VOLUME FT³	PROVIDED TREATMENT VOLUME FT³
DMA TOTAL EXISTING	CONC./ASPH.	N/A	N/A		
	LANDSCAPING	45,378	1.04		
DMA TOTAL PROPOSED	CONC./ASPH.	30,160	0.69		
	LANDSCAPING	15,580	0.36		
DMA NET CHANGE	CONC./ASPH.	30,160	0.69	1549.0	1780.0
	LANDSCAPING	(29,798)	0.68		

TREATMENT CONTROL & SOURCE CONTROL BMP'S	
BMP ID	BMP DESCRIPTION
	MODULAR WETLANDS
SC-43	PARKING AREA MAINTENANCE
SC-44	DRAINAGE SYSTEM MAINTENANCE
SC-71	PLAZA & SIDEWALK CLEANING
SC-73	LANDSCAPE MAINTENANCE
SD-10	SITE DESIGN AND LANDSCAPE PLANNING
SD-11	ROOF RUNOFF CONTROL
SD-12	EFFICIENT IRRIGATION

Source: Kimley-Horn, 2023

Figure 9: Conceptual Water Quality Management Plan

Victorville Autozone Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

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:

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

Less than Significant Impact. The Project would not result in a significant change to the site's drainage pattern. The Project would not involve the alteration of the course of a stream or river. As previously addressed, the Project would follow the site's existing drainage patterns. The Project proposes one drainage management area to collect and convey runoff from landscape areas, surface areas, and roofs to the proposed vegetated swales, which connect to an infiltration basin. During larger storm events, storm water would overflow into an 8-inch PVC storm drain outlet that would connect to the adjacent approved but not yet constructed AM/PM gas station and convenience store development to the east. Eventually, flows would connect to the existing storm drain on El Evado Road. Further, the Project proposes to equip the catch basins with storm drain signage and a catch basin trash rack and/or filter to comply with certified full capture system requirements. No flooding would occur on the project site. The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion. Impacts would be less than significant, and no mitigation is required.

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. Under existing conditions, the project site's 100-year 1-hour flow rate is approximately 3.58 cubic feet per second (cfs). Under the proposed conditions, the project site's 100-year 1-hour flow rate is approximately 4.27 cfs.

The Project would construct a storm drain inlet and underground storm drainpipes to convey the on-site drainage to the proposed infiltration basin. During high storm events, captured flows would be routed toward a proposed weir/outlet structure, which would outfall to the storm drain stub provided by the AM/PM gas station and convenience store development to the east. The stub would drain to El Evado, where it would outlet the runoff at 3.53 cfs, which is less than the existing conditions of 3.58 cfs. The proposed conditions would not create any adverse impacts on downstream routes. Under the proposed conditions for the drainage area, the infiltration basin and outlet structure would attenuate peak flows and provide water quality treatment. Therefore, the Project's storm drain system demonstrates that it has sufficient volume to address excess runoff and volume for the site. The proposed drainage facilities would convey stormwater away from the project site and ensure that flooding does not occur on any critical infrastructure on the site. The Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off the site, and impacts 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. The Project's storm drain system would be sized and designed to ensure that off-site flows that are conveyed through the project site and flows originating off the site are discharged from the site at a volume and rate that can be accommodated by existing and planned downstream storm drain facilities. As discussed under Thresholds a) and b) above, the Project would be required to comply with a SWPPP and the Project's WQMP (see **Appendix G**) which identify required BMPs to be incorporated into the Project's design and operation to ensure that near-term construction activities and long-term post-development activities of the proposed Project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Project's SWPPP and WQMP, the proposed Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

iv) Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C5815H, the project site is located within "Zone X (unshaded)," which is considered to be an area of minimal flood hazard and is not considered a special flood hazard area. Accordingly, the project site is not expected to be inundated by flood flows during the lifetime of the Project. Therefore, the Project would not impede or redirect flood flows, and no impact would occur.

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

No Impact. The Victorville General Plan Safety Element, Figure 4, Flood Hazards, depicts the City's 100-year and 500-year flood zones. The Safety Element does not identify the project site as an area that would be impacted by flood hazards. Flood hazards would likely occur near the Mojave River, which is located 3.3 miles northeast of the project site. Further, the General Plan Safety Element concluded that the flood hazards from dam inundation would be low.[36] Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillations of large bodies of standing water, such as lakes, which can occur in response to ground shaking. The project site is approximately 70 miles northeast of the Pacific Ocean, and there are no nearby bodies of standing water. The Project proposes a commercial retail development that would involve only limited use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The project site is not in a flood hazard, tsunami, or seiche zone, and would not risk the release of pollutants associated with such events, and no impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As discussed above under Response a), the Project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act, which provides authority for agencies to develop and implement

36 City of Victorville. (2016). *Safety Element, Pg 21.* Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13953/638237230265370000. Accessed June 9, 2024.

groundwater sustainability plans or alternative plans that demonstrate the sustainable management of water basins.

The Mojave Water Agency created the Integrated Regional Water Management Plan to establish a framework for managing future water supplies within the Mojave Water Agency's service area, which includes the VWD service area. To maintain proper water balance within each subarea, any producer (such as VWD) that produces in any year an amount of water in excess of that producer's share (known as a Free Production Allowance) for a subarea must buy replacement water (Replacement Water Assessment). Replacement obligations can be met by buying additional water rights, buying imported water from the Mojave Water Agency, or leasing groundwater rights for one year from other water rights holders. In 2020, the VWD pumped 18,977 AF of groundwater. The UWMP projects groundwater demands to reach 31,380 AF by 2045. In 2020, actual water consumption in the City was 145 gpcd. The Project has an estimated water demand of approximately 1,716 gallons per day (gpd) or 19.23 AFY per year. The Project's water demand, if solely reliant on groundwater resources, would represent less than one percent of VWD's total groundwater demand in 2020. As such, there is an excess groundwater supply available for the VWD, and the water supply demand for the proposed project would be negligible. Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

4.11 LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11.	**LAND USE AND PLANNING. Would the project:**				
a)	Physically divide an established community?				X
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverses an established neighborhood. Project implementation would construct a 7,380-sf AutoZone with associated surface parking on a 1.3-acre vacant parcel. Therefore, the Project would not divide an established community, and no impact would occur.

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?

Less than Significant Impact.

General Plan

General Plan Figure LUE-3, Land Use Map, depicts the City's land use designations and indicates that the project site is designated Commercial. The Commercial land use designation is intended for a wide range of retail commercial, service commercial, and office commercial activities as well as large-scale planned shopping districts serving the local and regional area and population, "big box" retailers, motels/hotels, and public assembly uses" at a maximum floor-area ratio (FAR) of 2.0.[37] The City of Victorville Zoning Map depicts the City's zoning districts and indicates the project site is zoned General Commercial (C-2), which is intended to provide suitable locations and lands for various commercial activities, primarily of a retail nature, and for various types of service, office, and commercial activities. The proposed Project would construct an AutoZone (a retail commercial use) with parking. Therefore, the proposed Project would be consistent with the project site's land use designation and zoning.

Table 16: General Plan Policy Consistency evaluates the Project concerning the relevant General Plan goals and policies and concludes the Project would not conflict with the relevant General Plan goals and policies. Therefore, the Project would not result in a significant environmental impact.

37 City of Victorville. (2022). City of Victorville General Plan Update.

Table 16: General Plan Policy Consistency

Goal	Consistency Analysis
Land Use Element	
LU-K.1: Ensure that public facilities, services, and infrastructure are available to serve the needs of the community in an equitable manner as the City grows.	**Consistent.** As further discussed below in **Section 4.15: Public Services**, and **Section 4.19: Utilities and Service Systems**, the proposed Project would not significantly impact public services or utilities. There are existing sewer, water, and fire flow water infrastructure available in Mojave Drive that can adequately serve the proposed Project without requiring any facility expansion. Further, the project site is within the existing service area for the City's emergency response services. The proposed Project would also be subject to development fees per Victorville Municipal Code Section 16-5.01.080, which would contribute to adequately funding public services. Therefore, the proposed Project would be consistent with this policy.
LU-M.2: Implement goals, objectives, and policies in the Safety Element to protect persons and property from potential safety hazards.	**Consistent.** See the Safety Element policies analysis below.
LU-M.3: Emphasize public safety considerations for existing and proposed public and private projects, including lighting, keeping vegetation trimmed (e.g., keeping tree canopies trimmed up and shrubs trimmed low for improved visibility), and require the incorporation of CPTED (Crime Prevention Through Environmental Design) safety design techniques in all new and renovated developments.	
LU-M.4: Incorporate methods to provide shade and help mitigate heat impacts in public and private development and facilities to the extent possible.	**Consistent.** As shown in **Figure 7** and discussed in Section 2.3, the proposed Project would comply with Victorville Municipal Code Section 16-3.10.060, which requires shade tree standards in parking lot areas and includes other landscaping standards that would require the maintenance of structure exteriors and planting. Victorville Municipal Code Section 16-3.10-060(e) also requires projects to conform to lighting design that provides "safety and direction … and security for businesses, while enhancing architectural building and landscape details." The proposed Project would be consistent with or otherwise would not conflict with these policies.
LU-N.1: Promote high standards of building design, site planning, landscaping and hardscaping, and signage that reflect the character of Victorville and strengthen the City's economic vitality.	
LU-N.5: Ensure that new development is sensitive to natural features, including washes, views of the mountains, and surrounding desert areas, and preserves and protects Joshua trees.	**Consistent.** As discussed above, the proposed Project would comply with Victorville Municipal Code Section 16-3.10.060, which outlines design standards for the City's commercial uses. As noted in Section 4.4, there are two Western Joshua trees on the project site. Impacts to Western Joshua trees would be mitigated by MM BIO-1. Compensatory mitigation for Western Joshua trees could include, but is not limited to, (1) Joshua tree replacement, (2) purchase of habitat conservation areas to protect existing Joshua tree habitats, or (3) payment to an existing

Table 16: General Plan Policy Consistency

Goal	Consistency Analysis
	in-lieu fee program, if available. Therefore, the proposed Project with implementation of mitigation would be consistent with or otherwise would not conflict with these policies.
LU-O.1: Ensure that the integrity of each land use district is maintained.	**Consistent.** The project site is zoned C-2 and is bordered by parcels zoned C-2 to the north and west, SP1-88 to the south, and R-1 to the west. The proposed Project would comply with Victorville Municipal Code Section 16-3.10.060, which requires visual buffers between incompatible uses to minimize any negative impact, including commercial and residential uses. As shown in **Figure 7**, the project site would be landscaped to include vegetative buffers along Mojave Drive and El Evado Road. Further, Victorville Municipal Code Section 16-3.10.060(9) and 16-3.10.060(10) would require the proposed Project to include landscaping that includes trees and shrubs that would reduce particulates and other potential air pollution. Therefore, the Project would be consistent with these policies.
LU-O.3: Require development to mitigate impacts on adjacent residential uses, such as making sure the uses and scale are compatible, installing vegetation and/or block walls at property lines, using setbacks, and ensuring site and building design mitigates potential noise generation.	
LU-O.4: Utilize vegetation to help mitigate the impact of air pollution, including wind-born pollution and particulates. Require the installation of trees and/or vegetative buffers along the property lines of new development that is between existing areas of incompatible uses, and in and near activity areas where people gather.	
Safety Element	
Policy 1.2.1: Requires and adequate assessment of site-specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project or public infrastructure plan or project.	**Consistent.** The proposed Project would comply with Victorville Municipal Code Section 16-5.02.060(3), which would require the proposed Project to submit an engineering geological investigation for grading work. The geological investigation would include a description of the site's geology and conclusions and recommendations to mitigate possible geologic hazards for incorporation into the grading plan. Therefore, the proposed Project would be consistent with this policy.
Policy 1.3.1: Restrict and/or prohibit the siting of land uses that store, use, transport, dispose of or generate significant quantities of hazardous materials and wastes, through land use element policies, zoning and subdivision regulations, and site plan review procedures.	**Consistent.** The proposed Project consists of an AutoZone and associated surface parking. Construction and operation of the Project would involve transporting and storing hazardous materials and wastes related to automotive uses, such as used engine oil. However, routine transport, use, and disposal of hazardous materials would adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure that Project construction and operation would not create a significant hazard. Moreover, the proposed Project would be subject to environmental review, analyzing and mitigating potential hazardous materials and waste impacts prior to approval, which is currently ongoing as part of this initial study. Therefore, the proposed Project would be consistent with this policy.
Policy 2.1.1: Ensure that new private or public development has sufficient fire protection, police,	**Consistent.** As mentioned above and further analyzed below in **Section 4.15: Public Services**, the project site is within the

Table 16: General Plan Policy Consistency

Goal	Consistency Analysis
and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.	service boundaries of the Victorville Police Department and Fire Department and is currently served by the City's emergency response agencies. While the proposed Project has the potential to increase the demand for emergency services, the proposed Project would not strain current public service capabilities. Further, the proposed Project would comply with Victorville Municipal Code Chapter 8.08 – City of Victorville Fire Code and CBC standards, which would reduce potential fire response demand, and comply with Victorville Municipal Code Chapter 16-3.10.060, which would incorporate CPTED, such as sufficient lighting, thereby reducing potential police service demand. Therefore, through compliance with applicable regulations and standards, the proposed Project would be consistent with this policy.
Policy 2.3.1: Ensure that new development proposals (private or public) do not over-consume the City's water supplies to the extent that the minimum volume of water storage required to meet the City's peak load water supply standard could not be met.	**Consistent.** The proposed Project would include water-efficient landscaping, such as native and low-water-use plants, per Victorville Municipal Code Section 16-3.10.060(9), 16-3.10.060(10), and Water Conservation Ordinance 2114. Adherence to these standards and regulations would ensure minimal excess water demand. Therefore, through compliance with local regulations and standards, the Project would be consistent with this policy.

Zoning Code

The City of Victorville Zoning Map indicates the project site is zoned General Commercial (C-2), which allows various commercial activities, primarily of a retail nature, and for various types of service, office, and commercial activities. The C-2 zoning is consistent with the General Plan Commercial land use designation and accommodates most commercial activities that are neighborhood, community, and regional in scale. The Project proposes an AutoZone (an automotive retail store) with associated surface parking, a use which is consistent with the existing zoning district.

The Project would not conflict with the General Plan or Victorville Municipal Code. The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

4.12 MINERAL RESOURCES

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12.	**MINERAL RESOURCES. Would the project:**				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires the classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. General Plan Figure RE-1, Victorville Planning Area Mineral Land Classification Map, shows that the project site is in an MRZ-3a zone, an area containing known mineral occurrences of undetermined mineral resource significance that requires further exploration to determine the significance of underlying minerals.[38] While the project site's underlying mineral significance has not been determined, the proposed Project would not establish any use associated with mineral resource extraction, and any potential mineral resources at the project site would remain available for use in the future. Therefore, the Project would not result in the loss of known mineral resources that would be of value to the region and the residents of the state, and no impact would occur.

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

No Impact. The project site is not identified as a locally important mineral resource recovery site in any local general plan, specific plan, or other land use plan. The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. The proposed Project is currently vacant, and no resource recovery sites exist. Therefore, the proposed Project would not result in a loss of availability of known mineral resources, and no impact would occur.

[38] City of Victorville. (2016). *City of Victorville General Plan Resource Element.* Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13949/638237230263170000. Accessed March 27, 2024.

4.13 NOISE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

The noise modeling is included in **Appendix H: Noise Data,** and the results are summarized below.

Noise Background

The analysis describes sound in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is in relation to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, the A-weighted decibel scale (dBA) relates noise to human sensitivity. The A-weighted decibel scale provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales analyze the adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the acoustic energy content of noise for a stated period; therefore, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise

sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

Existing Setting

The project site is vacant and immediately surrounded by vacant land to the north, south, east, and west. Mobile noise sources, especially cars and trucks, are the most common and significant sources of noise in the Project area. Most of the existing mobile noise in the Project area is from vehicles along surrounding roadways, including Mojave Drive and El Evado Road. The primary sources of stationary noise near the project site include parking lot noise at the nearby commercial uses, mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) operating at the nearby commercial and residential uses, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.). The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

As noted in the Project Description, the project site is immediately surrounded by vacant land to the north, south, and west, and an approved but not yet constructed AM/PM gas station and convenience store[39] to the east. For the purposes of this noise analysis, the AM/PM gas station and convenience store was considered to be constructed and operational prior to the proposed Project's construction in order to model the worst-case noise level scenario for nearby receptors.

Noise-Sensitive Receptors

Noise-sensitive receptors are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are additional noise-sensitive land uses. Noise-sensitive receptors nearest to the project site include Dr. Ralph H. Baker 21st Century Learning Center, single-family residences, and Village STEM School (see **Table 4: Sensitive Receptors**).

Regulatory Setting

CALIFORNIA CODE OF REGULATIONS, TITLE 24

The California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code, codify the State's noise insulation standards. These noise standards apply to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the design of the structure would limit interior noise in

39 As described in Section 2.1: Project Location and Setting, a separate development application for an AM/PM gas station and convenience store has been approved on Parcel 1 of Parcel Map No. 20295 (adjacent to the project sites eastern boundary). At the time of writing this Initial Study, the AM/PM development has not yet been constructed.

habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

CITY OF VICTORVILLE GENERAL PLAN

The City of Victorville General Plan Noise Element identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and contains policies and programs to achieve and maintain noise levels compatible with various types of land uses.

The Noise Element identifies land use guidelines to protect residential neighborhoods and noise-sensitive receptors such as schools and hospitals from potentially harmful noise sources. The noise and land use compatibility criteria are shown in **Table 17: Land Use Compatibility for Community Noise Exposure**.

Table 17: Land Use Compatibility for Community Noise Exposure

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)					
	55	60	65	70	75	80+
Residential-Low Density Single-Family, Duplex, Multi-family, Mobile Homes	1	1	2	2	3	4
Transient Lodging- Motels and Hotels	1	1	2	2	3	3
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4
Auditoriums, Concert Hall, Amphitheaters	2	2	3	3	4	4
Sports Arenas, Outdoor Spectator Sports	2	2	2	2	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4
Office Buildings, Business Commercial, Professional, and Mixed-Use Developments	1	1	1	2	2	3
Industrial, Manufacturing, Utilities,	1	1	1	1	2	2
Agriculture	1	1	1	1	1	1
CNEL = Community Noise Equivalent Level; L_{dn} = Day/Night Average; NA = Not Applicable						
Notes: 1. NORMAL ACCEPTABLE: Specified Land Use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements. 2. CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice. 3. NORMALLY UNACCEPTABLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. 4. CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.						
Source: City of Victorville, *Noise Element*, 2022.						

CITY OF VICTORVILLE MUNICIPAL CODE

The following sections of the City of Victorville Municipal Code are applicable to the proposed Project.

Section 13.01.040 Ambient Noise Level. Stationary noise sources will comply with the following limits, shown in **Table 18: Exterior Noise Standards**, unless the ambient noise level in the given environment is determined to be higher:

Table 18: Exterior Noise Standards

Land Use Category	Time Period	Noise Level
Residential	Night (10:00 p.m. to 7:00 a.m.)	55 dBA
	Day (7:00 a.m. to 10:00 p.m.)	65 dBA
Commercial	Any Time	70 dBA
Industrial	Any Time	75 dBA
Source: City of Victorville, *Victorville Municipal Code*, 2022.		

Section 13.01.050 Noise Levels Prohibited. Noise levels shall not exceed the ambient noise levels in Section 13.01.040 by the following dB(A) levels for the cumulative period of time specified:

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

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

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

(4) Less than 20 dB(A) for a cumulative period of more than one minute in any hour;

(5) 20 dB(A) or more for any period of time.

Impact Analysis

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?

Less Than Significant Impact.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the buildings near the construction site.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating applications. Such activities may require graders, and tractors/ loaders/ backhoes during site preparation; graders, dozers, and tractors/loaders/backhoes during grading; cranes, forklifts, and tractors/loaders/backhoes during building construction; pavers, rollers, mixers, and tractors/loaders/backhoes during paving; and air compressors during architectural coating applications. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. The site preparation and grading phases of Project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It

should be noted that only a limited amount of equipment can operate near a given location at a particular time. Typical noise levels associated with individual construction equipment are listed in **Table 19: Typical Construction Noise Levels**.

Table 19: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
Source: Federal Transit Administration. (2018). *Transit Noise and Vibration Impact Assessment Manual*.	

The noise levels calculated in **Table 20: Project Construction Noise Levels** show the exterior construction noise without accounting for attenuation from existing physical barriers, which have been estimated using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). The modeled receptor locations represent the closest existing sensitive receiving land uses to Project construction activities. Following the Federal Transit Administration (FTA) methodology, all equipment is assumed to operate at the center of the project site because equipment would operate throughout the site and not at a fixed location for extended periods of time. It is also noted that FTA's construction threshold is an 8-hour L_{eq}, which accounts for the percentage of time each individual piece of equipment operates under full power in that period. The nearest noise-sensitive receptors are Dr. Ralph H. Baker 21st Century Learning Center, located approximately 500 feet north of the center of construction activity, and the residential uses located approximately 875 feet southwest of the center of construction activity. Additionally, the nearest commercial uses are located approximately 105 feet east of the center of construction activity.

Table 20: Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})	Noise Threshold (dBA L_{eq})[2]	Exceeded?
	Land Use	Direction	Distance (feet)[1]			
Site Preparation	Dr. Ralph H. Baker 21st Century Learning Center	North	500	65.2	80	No
	Residential	Southwest	875	59.6	80	No
	Commercial	East	105	76.0	85	No
Grading	Dr. Ralph H. Baker 21st Century Learning Center	North	500	65.9	80	No
	Residential	Southwest	875	60.4	80	No
	Commercial	East	105	77.0	85	No
Building Construction	Dr. Ralph H. Baker 21st Century Learning Center	North	500	68.2	80	No
	Residential	Southwest	875	62.9	80	No
	Commercial	East	105	79.7	85	No
Paving	Dr. Ralph H. Baker 21st Century Learning Center	North	500	66.3	80	No
	Residential	Southwest	875	61.0	80	No
	Commercial	East	105	77.8	85	No
Architectural Coating	Dr. Ralph H. Baker 21st Century Learning Center	North	500	56.3	80	No
	Residential	Southwest	875	50.3	80	No
	Commercial	East	105	66.1	85	No

Notes:
1. In accordance with methodology from the FTA Noise and Vibration Manual, the equipment distance is assumed at the center of the project site.
2. Threshold from the FTA *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Source: Federal Highway Administration. (2006) *Roadway Construction Noise Model*. Refer to Appendix A: Noise Data for noise modeling results.

As depicted in **Table 20**, construction noise levels would range between 56.3 dBA L_{eq} and 68.2 dBA L_{eq} at the nearest sensitive receptor(Dr. Ralph H. Baker 21st Century Learning Center) to the north; between 50.3 dBA L_{eq} and 62.9 dBA L_{eq} at the nearest residential uses to the southwest; and between 66.1 dBA L_{eq} and 79.7 dBA L_{eq} at the approved but not constructed AM/PM gas station and convenience store to the east of the project site. The Project would not exceed the FTA's construction noise thresholds for residential or commercial uses. Additionally, compliance with Victorville Municipal Code Section 9.04.150 would minimize potential impacts from construction noise, as construction would be limited to the hours between 7:00 AM and 6:00 PM. The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. Because Project construction noise levels would not exceed any applicable standards and would be required to comply with the City's allowable construction hours, construction noise impacts would be less than significant.

Operational Noise

The project site is currently vacant. Therefore, implementation of the proposed Project would create new sources of noise in the vicinity of the project site. The primary noise sources associated with the Project that could potentially impact nearby sensitive uses include mechanical equipment (e.g., air conditioners, etc.), truck deliveries and trash/recycling collections, parking noise, and off-site traffic noise.

Mechanical Equipment. Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[40] Sound levels decrease by 6 dBA for each doubling of distance from the source.[41] The nearest sensitive receptors (Dr. Ralph H. Baker 21st Century Learning Center to the north) would be located approximately 385 feet away from the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 34.3 dBA and would not exceed the City's residential daytime exterior noise standard of 65 dBA or residential nighttime exterior noise standard of 55 dBA set forth in the Victorville Municipal Code (refer to **Table 18**). The nearest commercial receptors (AM/PM gas station and convenience store) would be located approximately 120 feet east of the HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 44.4 dBA. and would not exceed the City's commercial exterior noise standard of 70 dBA set forth in the Victorville Municipal Code (refer to **Table 18**). Therefore, noise impacts from mechanical equipment would be less than significant.

Truck Deliveries and Trash/Recycling Collection. The proposed Project would involve occasional deliveries and weekly trash/recycling collection from slow-moving trucks during normal daytime hours. Low-speed truck noise results from a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck air brakes. Victorville Municipal Code Section 13.01.050 identifies exceptions to permissible noise limits for occasional sources of noise that occur periodically or as one-time events of limited duration. Because truck deliveries and trash/recycling collection would occur for a cumulative period of less than 15 minutes in any hour, the City's daytime exterior noise standard would increase by 10 dBA. Thus, the City's daytime exterior noise level for residential uses would be 75 dBA, and the daytime exterior noise level for commercial uses would be 80 dBA. It should be noted that deliveries and trash/recycle pickup would occur during normal daytime hours, and only the daytime exterior noise standard would apply.

Medium-sized delivery trucks and trash collection trucks typically generate noise levels of 75 dBA at a distance of 50 feet.[42] The nearest sensitive receptors (Dr. Ralph H. Baker 21st Century Learning Center to the north) would be located approximately 385 feet west of the trash/recycling area in the northeastern portion of the project site. At this distance, hourly average noise levels from truck deliveries and trash/recycling collection trucks would be approximately 57.3 dBA and would not exceed the City's adjusted daytime exterior noise standard of 75 dBA for residential uses as set forth in the Victorville Municipal Code Section 13.01.050(2). The nearest commercial receptors (AM/PM gas station and convenience store) would be located approximately 35 feet east of the

40 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2015). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

41 Cyril M. Harris. (1994). *Noise Control in Buildings*.

42 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. (2015). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

trash/recycling area in the northeastern portion of the project site. At this distance, noise levels from truck deliveries and trash/recycling collection trucks would be approximately 78.1 dBA and would not exceed the City's adjusted daytime exterior noise standard of 80 dBA for commercial uses set forth in Victorville Municipal Code Section 13.01.050(2). Noise events from trash/recycling truck pickups and truck deliveries would be infrequent and instantaneous. Therefore, noise impacts from truck deliveries and trash/recycling collection would be less than significant.

Parking Noise. The Project would provide 39 parking spaces, located in the southern and eastern portion of the project site. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the L_{eq} or CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA.[43] Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.[44] It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} or 24-hour CNEL metrics, which are averaged over the entire duration of a time period. As a result, actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lot, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1{,}000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour.

Based on **Appendix I**, the Project would generate approximately 316 daily trips, with 18 morning peak hour trips and 21 evening peak hour trips. Using the FTA's reference noise level of 92 dBA SEL[45] at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 39.6 dBA L_{eq} at 50 feet from the parking lot. The nearest sensitive receptors (Dr. Ralph H. Baker 21st Century Learning Center to the north) would be located approximately 420 feet from the parking lot on the project site. Based strictly on distance attenuation, parking lot noise at the nearest sensitive receptor would be approximately 21.1 dBA

43 Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.

44 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

45 Federal Transit Administration. (2018). *Transit Noise and Vibration Impact Assessment Manual*.

which is below the City's daytime exterior noise standard of 65 dBA set forth in the Victorville Municipal Code (refer to **Table 18**). The nearest commercial receptor (AM/PM gas station and convenience store) would be located approximately 30 feet from the parking lot on the project site. Based strictly on distance attenuation, parking lot noise at the nearest commercial receptor would be approximately 44.0 dBA, which is below the City's daytime exterior noise standard of 70 dBA set forth in the Victorville Municipal Code (refer to **Table 18**). Therefore, noise impacts from parking lots would be less than significant.

Mobile Traffic Noise. Project implementation would result in an increase in traffic trips to the Project area roadways. According to **Appendix I**, the Project would generate approximately 316 daily trips, with 18 morning peak hour trips and 21 evening peak hour trips. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase.[46] According to annual average daily traffic (AADT) data provided by Replica HQ,[47] Mojave Drive experiences approximately 10,404 daily trips, and El Evado Road experiences approximately 9,157 daily trips. The proposed Project would result in approximately 316 net daily trips, which is not enough to double the existing traffic volumes on Mojave Drive (the primary access roadway to the project site) or El Evado Road. Therefore, the proposed Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. Impacts would be less than significant.

As discussed above, the proposed Project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project and a less than significant impact would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and the underground geological layer between the vibration source and the receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 in/sec is considered

46 According to the California Department of Transportation, Technical Noise Supplement to Traffic Noise Analysis Protocol (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

47 ReplicaHQ. (2022). Replica Annual Average Daily Traffic (AADT) Data. Retrieved from: https://www.replicahq.com/aadt. Accessed July 10, 2024.

safe and would not result in any construction vibration damage. This evaluation uses the FTA architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human annoyance criterion of 0.4 inch-per-second PPV in accordance with Caltrans guidance.[48]

Table 21: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet and 85 feet (the closest distance to off-site structures that heavy construction equipment would be used during Project construction) for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Table 21: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 85 Feet (in/sec)[1]
Large Bulldozer	0.089	0.014
Caisson Drilling	0.089	0.014
Loaded Trucks	0.076	0.012
Rock Breaker	0.059	0.009
Jackhammer	0.035	0.006
Small Bulldozer/Tractors	0.003	0.001

Notes:
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration. (2018). *Transit Noise and Vibration Impact Assessment Manual.*

As shown in **Table 21**, at 85 feet, the vibration velocities from construction equipment would reach approximately 0.014 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and Caltrans' 0.4 in/sec PPV threshold for human annoyance. As indicated above, the use of heavy construction equipment would occur no closer than 85 feet from the nearest off-site buildings (AM/PM Gas Station and Convenience store to the east) for build-up construction and would not create construction vibration impacts. Once operational, the Project would not include vibration-generating uses or operations. Therefore, the proposed Project would not generate excessive groundborne vibration or groundborne noise levels, and a less than significant impact would occur.

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

No Impact. The project site is not located within an airport land use plan, nor is it located within two miles of a private or public airport, or within the vicinity of a private airstrip. The closest airports are the Southern Logistics Airport and the Adelanto Airport-52CL, approximately 5.25 miles and 7.9 miles north of the project site, respectively. Therefore, the Project would not expose

48 California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Table 20, September 2013.

people working in the Project area to excessive airport- or airstrip-related noise levels, and no mitigation is required, and no impact would occur.

4.14 POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14.	**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)?			X	
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

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

Less Than Significant Impact. The Project proposes an AutoZone commercial development. It is anticipated that the Project would have 12 full-time employees. The proposed Project is consistent with the General Plan land use designation and zoning. As a result, the anticipated job growth has already been accounted for in the City's General Plan EIR. Therefore, the Project's growth is not considered substantial or unplanned. Further, it is assumed the new jobs could be filled with local residents who already reside in or near the City. Additionally, the Project does not include the extension of roads or other infrastructure to unserved areas, which could induce indirect growth. Therefore, the proposed Project would not result in direct or indirect substantial unplanned growth, and a less than significant impact would occur.

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

No Impact. The project site does not contain any existing housing, and no housing would be removed to accommodate the Project. Therefore, the proposed Project would not displace existing people or housing, and no impact would occur.

4.15 PUBLIC SERVICES

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. 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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

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

i) Fire protection?

Less than Significant Impact. The Victorville Fire Department (VFD) provides fire protection and emergency medical response services for the City, including the project site. The nearest fire station is VFD Fire Station 312, located at 15182 El Evado Road, approximately 0.15-mile southeast of the project site. The VFD operates a fleet of four Medic Engines, one Medic Truck, and one Medic Squad.[49] The Project would not result in permanent population growth and would only incrementally increase the demand for fire protection and emergency medical services in the area. The forecast employment growth and increased demand for services would not exceed projections and anticipated public service needs identified in the General Plan. Additionally, the incremental increase would not require the construction of new or the alteration of existing fire protection

49 City of Victorville Fire Department. (N.d.). *Fire*. Retrieved from: https://www.victorvilleca.gov/government/city-departments/fire. Accessed June 19, 2024

facilities to maintain an adequate level of service to the Project area. Therefore, no physical impacts associated with fire protection services and facilities would occur.

As part of the development review process, the VFD Fire Prevention Division would review the proposed site plan and determine if access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Further, the Project would comply with standard VFD conditions of approval. Specifically, VFD review addresses fire and life safety requirements for Project construction at the fire plan check phase. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. The Project would be required to comply with the Victorville Fire Prevention Standards, California Fire Code (CFC), California Building Code (CBC), and Victorville Municipal Code Title 16 Chapter 5, the latter also referred to as the Development Code's Building and Fire Regulations.[50,51] Fire prevention standards include, but are not limited to support fire suppression activities such as fire sprinklers, paved access, required aisle widths, emergency access, and setbacks. Additionally, pursuant to Victorville Municipal Code Section 16-5.01.080, the City collects development impact fees for all applicable development in the City. Payment is due at the time of building permit issuance, which could go towards offsetting any increased costs for fire protection services. Compliance with fire code and building standards and payment of development impact fees would minimize the Project's operational impacts to fire protection services to the greatest extent practicable. Therefore, the proposed Project would not 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 fire services and a less than significant impact would occur.

ii) Police protection?

Less than Significant Impact. The San Bernardino County Sheriff's Department provides police protection services to the City, including the project site. The Victorville Police Headquarters are located at 14200 Amargosa Road, approximately 1.7 miles southeast of the project site. The Victorville Police Department (VPD) is responsible for providing public safety services to a geographical area of over 74 square miles and to a population of approximately 135,000 residents.[52]

The Project would be designed to incorporate the Crime Prevention Through Environmental Design (CPTED) strategies, which is a planning tool that focuses on proper design and use of the built environment to deter and prevent crime, in this case for businesses. The VPD would be provided the opportunity to review the Project's design to ensure the Project's compliance with all feasible CPTED strategies which includes, but is not limited to, the strategic use of nighttime security

50 City of Victorville. (2022). *Fire Prevention Standards.* Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/12930/638096586994170000. Accessed June 4, 2024.

51 City of Victorville. (2024). Municipal Code Title 16 Chapter 5, Development Code Building and Fire Regulations. Available at: https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT16DECO_CH5BUFIRE. Assessed June 19,2024.

52 City of Victorville. (N.d.). *Police*. Retrieved from: https://www.victorvilleca.gov/government/city-departments/police. Accessed June 4, 2024.

lighting, avoidance of landscaping and fencing that limit sightlines, and use of a signage, clearly identifiable point of entry.

Funding for the operation and maintenance of existing services comes from the City's General Fund and development impact fees. Accordingly, the Project Applicant would be required to pay development impact fees, per Victorville Municipal Code Section 16-5.01.080, that are imposed on new developments to fund police protection services. The project site would be adequately served by existing VPD facilities, equipment, and personnel such that new facilities would not be required. Although some calls for service are anticipated, the increase in police services would not be significantly impacted due to the construction and operation of the commercial development. Additionally, development of the site would increase property tax revenues to provide a source of funding to offset any increases in demand for police protection services generated by the Project. Overall, the proposed Project would not 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 police services and a less than significant impact would occur.

iii) Schools?

Less than Significant Impact. The project site is within the boundaries of the Victor Valley Union High School District and Victor Elementary School District.[53] The closest schools to the project site are the Dr. Ralph H. Baker 21st Century Learning Center, Village STEAM School, Brentwood School of Environmental Studies, and Hook Junior High School.

The Project would not create a direct demand for public school services, as the Project proposes non-residential uses that would not generate any school-aged children requiring public education. The Project would not draw a substantial number of new residents to the districts and therefore would not indirectly generate school-aged students requiring public education. Therefore, the Project would not cause or contribute to a need to construct new or physically alter public school facilities. Although the Project would not create a direct demand for additional public-school services, the Project Applicant would be required to contribute development impacts fees to the Victor Valley Union High School District and Victor Elementary School District in compliance with Senate Bill 50 (Greene Act), which authorizes school districts to impose fees against certain development projects to fund the construction or reconstruction of school facilities. Mandatory payment of school fees would be required prior to the issuance of building permits, and payment of school fees constitutes complete mitigation under CEQA.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Additionally, no school facilities exist on the project site and development of the Project would not conflict with existing school structures or require modification of school facilities. Compliance with

53 City of Victorville. (2021). *School Districts*. Available at: https://victorville.maps.arcgis.com/apps/webappviewer/index.html?id=e68816661cb64d69ae6556d47bb22797. Assessed June 19, 2024.

applicable local and state regulations would ensure that Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for schools and a less than significant impact would occur.

iv) Parks?

Less than Significant Impact. The closest parks to the project site are Hook Park and Brentwood Park. The Project would not create a direct demand for park facilities because it would not generate substantial population growth requiring park facilities. The Project would develop an AutoZone commercial property that would not directly generate population that would increase the use of these parks or any existing neighborhood or regional parks or other recreational facility. Since the Project would not directly generate population growth and would not indirectly introduce parkgoers to the area, the Project would not cause or contribute to a need to construct new or physically alter park facilities.

Because no park facilities exist on the project site, the Project would not conflict with existing park structures or require modification of park facilities. Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives and a less than significant impact would occur.

v) Other public facilities?

Less than Significant Impact. Other public facilities located in the greater Project area include the Hook Community Center, San Bernardino County Law Library, and Victorville City Library. The Project would not create a direct demand for other public facilities, as the Project would proposes a non-residential use that would not generate population growth requiring other facilities. The Project would develop an AutoZone that would not directly generate population, which would increase the use of public facilities. Since the Project would not directly generate population growth and would not indirectly introduce the public to the area, the Project would not cause or contribute to a need to construct new or physically alter other public facilities. Therefore, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives, and a less than significant impact would occur.

4.16 RECREATION

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

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?

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. As discussed in **Section 4.15: Public Services**, the Project would not increase the use of existing neighborhood or regional parks or recreational facilities. Since the Project does not propose residential uses, it would not generate substantial population growth that would result in the accelerated substantial physical deterioration of a park or recreational facility. Therefore, the Project does not propose recreational facilities, nor would it entail the expansion of an existing recreational facility, and no impact would occur.

4.17 TRANSPORTATION

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact. The proposed Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Project Trip Generation

The trip generation was determined using trip generation rates from the latest edition of the Institute of Transportation Engineers Trip Generation Manual (11th Edition) and pass-by rates from the Institute of Transportation Engineers Trip Generation Handbook (3rd Edition). The Project is projected to generate 316 daily trips, 18 AM peak hour trips, and 21 PM peak hour trips, calculated using a trip generation table.

The Project would not require off-site roadway improvements or the construction of new roads. The Project would not generate a significant number of trips that would impede community mobility and roadways would sufficiently handle project trip generation rates. Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning roadway facilities, and a less than significant impact would occur.

Transit Facilities

The Victor Valley Transit Authority provides local transportation bus services to the project site in Victorville.[54] These bus routes include Route 31: VVTC – Adelanto and Route 52: VVTC – Mall of Victor Valley (VVTA, 2024). There are currently three bus stops within a one-mile radius of the site:

54 Victor Valley Transit Authority. (2024). *System Map*. Retrieved from: https://vvta.org/interactive-map/. Accessed July 10, 2024.

one located at Mojave Drive and Jeraldo Drive (Stop ID: 50383), and the other two located at El Evado Road and Hook Boulevard: one traveling southbound (Stop ID: 50171) and one traveling northbound (Stop ID: 50170). Project construction and operation would not impact surrounding roadways and thus would not impact transit facilities through the closure of roadways that would impede public transit mobility.

Roadways

Vehicular access to the project site would be provided via one driveway on Mojave Drive and two off-site internal access roads from the approved but not constructed AM/PM gas station and convenience store to the east. No changes to the existing roadway network would occur. All driveway improvements would be constructed pursuant to the City's requirements. Therefore, the Project would not conflict with a plan, ordinance, or policy concerning roadway facilities.

Bicycle Facilities

There are no bicycle facilities adjacent to the project site. The City adopted a non-motorized transportation plan to address the increased demand for non-motorized facilities and recreational opportunities for the City. Circulation Element Figure Circ-6: Non-Motorized Transportation Plan Map identifies all proposed Class II Bike Lanes throughout the City.[55] Class II bike lanes are identified on El Evado Road and Mojave Drive. A Class II bike lane is defined as a lane striped for one-way travel. Project implementation would not conflict with proposed bicycle lanes because no road improvements are proposed. During Project operations, the Project includes the provision of bicycle parking in its plan. As such, Project construction and operation would not result in a significant impact to proposed bicycle facilities.

Pedestrian Facilities

Sidewalks are provided in the project site vicinity along El Evado Road and Mojave Drive. The Project does not have plans to construct a new sidewalk. The Project would not remove existing sidewalks. Project construction could temporarily impact pedestrian facilities; however, this would be temporary and would not result in a significant impact to pedestrian facilities.

Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and a less than significant impact would occur.

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

Less than Significant Impact. The California legislature approved Senate Bill (SB) 743 in September 2013. SB required changes to CEQA, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural

55 City of Victorville. (2016). *Circulation Element*. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13953/638237230265370000. Accessed June 9, 2024.

Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743, which requires VMT for the purposes of determining a significant transportation impact under CEQA.

The City of Victorville *Vehicle Miles Traveled (VMT) Analysis Guidelines* (June 2020) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following two criteria:

1. Daily Vehicle Trips Screening
2. Land Use Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this Project. Pursuant to the VMT Analysis Guidelines, a project generating 1,285 or less net new weekday daily trips is presumed to have a less than significant impact. The Project is estimated to generate 316 net daily trips. Therefore, the Project would screen out under Daily Vehicle Trips. A project would be considered to have a less than significant transportation impact under land use type screening if the project falls under any of the following uses noted below:

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

The Project proposes a 7,380-sf AutoZone. Based on the City's VMT Analysis Guidelines, a retail use of less than 122,000 sf is presumed to have a less than significant VMT impact. Therefore, the Project would also screen out under Land Use Type. Based on the review of the City of Victorville *Vehicle Miles Traveled (VMT) Analysis Guidelines* (June 2020), the proposed Project would meet the Daily Vehicle Trips Screening threshold and Lane Use Type screening threshold, which would screen out of VMT. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a less than significant impact would occur.

c) 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. Vehicular access to the project site would be provided via one driveway access on Mojave Drive and two off-site internal access roads from the adjacent AM/PM gas station and convenience store to the east. The Project would not include sharp curves, and internal driveways would be designed to accommodate emergency service vehicles and provide sufficient site distance. The project site is located west of and adjacent to the approved but not yet constructed AM/PM gas station and convenience store at the corner of El Evado Road and Mojave Drive. El Evado Road and Mojave Drive, adjacent to the project site, are classified as a Super Arterial and Major Arterial according to the Circulation Element.[56] Super Arterials transport large volumes of traffic at higher speeds and generally connect to freeways to distribute traffic. Similarly, Major Arterials facilitate mobility of large volumes of intra-city traffic. Standards from the General Plan Circulation Element indicate that driveway access to Super Arterials and Major Arterials must be located as far away from the street intersection or other driveways as feasible. Construction of driveway access along Mojave Drive would comply with the City's engineering standards to maintain adequate line of sight and distance from the intersection, thereby reducing vehicle and pedestrian conflicts and hazards. The Project would not require lane closures during construction and emergency response would not be impacted. The Project does not include the use of any incompatible vehicles or equipment on the project site, such as farm equipment. Additionally, the project site is zoned as C-2, which permits commercial uses. The proposed Project would be consistent with the permitted uses under the C-2 zoning and is considered a compatible use. The Project would be compatible with the surrounding environment. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses and a less than significant impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact. As noted above, the Project proposes one driveway along Mojave Drive to provide street access to the site, and two off-site internal access roads from the AM/PM gas station and convenience store site to enhance circulation around the project site. Primary emergency vehicle access to the site would be through the Mojave Drive driveway entrance. El Evado Road and Mojave Drive are not considered evacuation routes in the General Plan Safety Element.[57] The Safety Element identifies I-15 Mojave Drive as a Critical Transportation Bridge.[58] Critical transportation bridges are a subset of critical facilities, which are structures and institutions necessary for a community's response and recovery from emergencies. The Project would not impede emergency vehicle access because construction and operations would not restrict emergency mobility. Although the Project is expected to increase the number of vehicles on local roadways, emergency responders have sirens and can bypass traffic along Mojave Drive. Construction would not result in the temporary closure of any roadways that would impact the mobility of first responders or increase traffic. No changes to the existing roadway network would occur. Temporary construction activities would not impede the use of the road for emergencies.

56 City of Victorville. (2022). *Safety Element*. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13959/638237231632670000. Accessed June 9, 2024.

57 Ibid., Pages 74, 95.

58 Ibid.

The Project would be required to incorporate all applicable design and safety requirements as set forth by the City during construction and operation. Therefore, the Project would not result in inadequate emergency access to the City, and a less than significant impact would occur.

4.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

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

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

No Impact. The project site is currently vacant/unimproved. As discussed in **Section 4.5: Cultural Resources** and **Appendix C: Cultural Resources Report**, the project site does not contain any features meeting the historic resources criteria and does not meet the definition of a historic resource under CEQA. Project implementation would not result in any substantial adverse change in a tribal cultural resource defined under PRC §5020.1(k). No impact would occur.

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

Less than Significant Impact with Mitigation Incorporated. The Project is subject to compliance with AB 52, which requires consideration of impacts to "tribal cultural resources" (TCRs), defined in Section 21074 of the Public Resources Code, as part of the CEQA process. AB 52 requires the City to notify any groups (who have requested notification) who are traditionally or culturally affiliated with the geographic area of a project for which a negative declaration, an MND, or an EIR is required pursuant to CEQA. The Tribes are provided 30 days to request consultation after the lead agency notifies the tribe of a project. In compliance with Public Resources Code Section 21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may know the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in Public Resources Code Section 21074. The City has contacted the tribal representatives noted below.

- Cabazon Band of Mission Indians
- Morongo Band of Mission Indians
- Yuhaaviatam of San Manuel Nation
- Twenty-Nine Palms Band of Mission Indians

The City conducted AB 52 tribal consultation with the two responding tribes, the Yuhaaviatam of San Manuel Nation (YSMN) (formerly the San Manuel Band of Mission Indians) and Twenty-Nine Palms Band of Mission Indians. During tribal consultation, no information was provided indicating the presence of any known tribal cultural resources within the Project site. However, due to the potential for unknown tribal cultural resources to be encountered during ground disturbance activities that would occur during construction, the YSMN requested that measures be implemented to avoid and minimize potential impacts. The Project would implement MM CUL-1, which requires that, if cultural resources are discovered during Project activities, earthwork and ground-disturbing activities would halt within 60 feet of the find and a qualified archaeologist would be hired to assess the find. Additionally, the YSMN Cultural Resources Department would be contacted, as outlined in MM TCR-1. Should the find be deemed significant, a Cultural Resources Monitoring and Treatment Plan would be created as required by MM CUL-2 and MM TCR-1. Further, any archaeological or cultural documents created as part of the project would be supplied to the City for dissemination to YSMN, as required by MM TCR-2. If human remains are found, implementation of MM CUL-3 would be required, which details instructions when inadvertent discovery of human remains occurs. Therefore, with implementation of MM CUL-1, MM CUL-2, MM CUL-3, MM TCR-1, and MM TCR-2, the Project would result in a less than significant impact concerning a substantial adverse change in the significance of a tribal cultural resource.

Mitigation Measures

MM TCR-1 **Cultural Resources Monitoring and Treatment Plan.** The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in MM CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor onsite.

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

4.19 UTILITIES AND SERVICE SYSTEMS

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

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

Less than Significant Impact. The project site is undeveloped and vacant. The approved but not yet constructed AM/PM gas station and convenience store east of the project site would contain some utility stubs that the proposed Project would eventually connect to. There is existing sanitary sewer, water, and fire water infrastructure available in Mojave Drive. Project implementation would require new points of connection to the existing utility infrastructure on Mojave Drive. All required improvements and extensions to existing electrical, natural gas, or telecommunications utilities would occur within the existing roadway right-of-way and from the property to the east.

Water

Potable water to the project site would be provided by the City of Victorville, specifically Victorville Water District (VWD).[59] VWD's potable water supplies come solely from groundwater pumped from the Mojave River Basin. The Mojave River Basin is adjudicated, and the Mojave Water Agency serves as the Watermaster. Per the Mojave Basin Area Judgment, producers in the Mojave Basin Area are allocated a Free Production Allowance (FPA). Producers may pump more than their FPA, provided they purchase replacement water. Funds collected for replacement water are then used by the Mojave Water Agency to purchase imported water supplies in wet years and recharge them into the Basin for use in dry years.

The 2020 Urban Water Management Plan (UWMP) notes that per capita water use in 2020 was 145 gallons per capita per day (gpcd) and is expected to decrease to 143 gpcd by 2025. Assuming the 12 full-time employees that would work at the project site, water demand would be 1,716 gcpd, or 19.23 acre-feet per year. The UWMP projects water demand for commercial land uses within the VWD service area to increase from 6,177 AF in 2025 to 7,617 AF by 2045. The proposed Project's water demand would account for less than one percent of the overall anticipated water demand for commercial land uses from 2025 through 2045.

There is capacity and infrastructure to serve the Project's water demand. The proposed Project would connect to the existing water line on Mojave Drive. The proposed Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects and a less than significant impact would occur.

Storm Water and Drainage

The project site is vacant and 100 percent pervious. Under post-development conditions, no off-site drainage would be conveyed through the site. Under Project implementation, storm water would be captured through a series of curb, gutter, parkway drains, and valley gutters toward a vegetated swale leading to an infiltration basin system. Vegetated swales are proposed west and north of the proposed AutoZone building, both of which lead to an infiltration basin located at the northwestern corner of the project site.

Project development would decrease the area of pervious surfaces and increase the amount of impervious surfaces, therefore changing stormwater flows. The required design capture volume for the proposed stormwater system is 1,549 cubic feet. According to the WQMP prepared for the Project, the provided treatment volume of the stormwater system is 1,780 cubic feet, therefore exceeding the minimum design capture volume. Treated flows would eventually flow through a proposed 8-inch PVC pipe that would connect to the existing storm drainpipes on the adjacent AM/PM parcel to the east. The Project would satisfy stormwater drainage needs and prevent excess flow and reduction of water quality from discharge onto the adjacent streets. Although the proposed Project would increase the amount of impervious surfaces, no significant changes to the drainage pattern would occur.

59 Victorville Water District. (2012). *District Map*. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/207/636657776235670000. Accessed April 2, 2024.

The proposed Project would have an infiltration basin system for stormwater capture and infiltration. The size of the infiltration basin system would adequately treat the design capture volume (DCV) and to retain the stormwater volume to avoid any adverse impacts downstream. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects, and a less than significant impact would occur.

Wastewater

The City, through its Public Works Department, provides sewer service to residents and businesses within the City limits. The City owns, operates, and maintains a sanitary sewer collection system including approximately 430 miles of sewers.[60] There is existing wastewater mains in Mojave Drive. Project implementation would connect to the existing 6-inch wastewater main via a new point of connection.

About 80 percent of the City's wastewater flows are conveyed to a 21-to-36-inch Victor Valley Water Reclamation Authority's (VVWRA) interceptor sewer at six permanent metering stations along the Mojave River on the east side of the City. Flows are eventually routed toward the VVWRA regional wastewater treatment plant. The remaining 20 percent of the City's wastewater flows are discharged to the City-owned industrial wastewater treatment plant located at the Southern California Logistics Airport. For the purposes of the Project's anticipated wastewater demand, this analysis assumes all wastewater would be routed to the VVWRA facilities. The VVWRA facility treats over 10.7 million gallons of wastewater per day.[61]

Based on the City's 2009 Sewer System Master Plan, commercial retail uses generate approximately 35 gallons per employee per day.[62] The Project would generate approximately 420 gallons per day or 153,300 gallons a year, or 0.47 acre-feet per year (AFY). The project's expected wastewater generation represents a nominal percentage increase over the existing daily capacity of VVWRA facilities. Therefore, existing wastewater treatment facilities are able to accommodate the Project-generated wastewater and continue maintaining a substantial amount of remaining capacity for future wastewater treatment. The proposed Project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects and a less than significant impact would occur.

Electricity

Southern California Edison (SCE) currently provides electric power to the City through electricity distribution lines both aboveground and buried. Electricity facilities such as power lines and other system components would be required for the Project. The Project would connect to the existing SCE underground power lines located along the Mojave Drive.[63] Connections would be installed

60 City of Victorville. (N.d.) *City Sewer Collection System*. Retrieved from: https://www.victorvilleca.gov/government/city-departments/public-works/sewer/city-s-sewer-collection-system. Accessed April 2, 2024.

61 Victor Valley Wastewater Reclamation Authority. (N.d.) *Operations and Maintenance*. Retrieved from: https://www.vvwraca.gov/departments/human-resources/operations-and-maintenance. Accessed April 2, 2024.

62 City of Victorville. (2008). *Sewer Master Plan and Collection System Model – Table E-3*. Retrieved from: https://www.sbcounty.gov/uploads/lafco/Proposals/3082/3082_supp_doc9_sewer_master_plan.pdf. Accessed April 2, 2024.

63 Southern California Edison. (N.d.). *SCE Power Site Search Tool*. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888. Accessed March 29, 2024.

underground pursuant to Victorville Municipal Code Section 17.64.030, which requires utility lines, including, but not limited to, electric, communication, street lighting, and cable television, to be placed underground. Since there is existing electrical infrastructure to serve the project site, no additional improvements or facilities would be needed. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded electric facilities, the construction or relocation of which could cause significant environmental effects, and a less than significant impact would occur.

Natural Gas

Southwest Gas provides natural gas services to the City, including the project site. It is anticipated that natural gas services would be necessary to support future Project operations. Similar to the electrical demands discussed above, it is anticipated that the Project's estimated gas demand of 429 therms annually (see **Table 10**) would not generate a significant increase in natural gas services as the Project would be consistent with planned commercial uses. The existing 4-inch natural gas distribution lines in Mojave Drive would be extended into the project site and would be installed underground per Victorville Municipal Code Section 17.64.030. It is not anticipated that new or expanded gas supply facilities would be required to serve the site. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects, and a less than significant impact would occur.

Telecommunications

Cable, internet, and telephone services are currently provided by T-Mobile, Frontier, and AT&T. Similar to the other dry utilities discussed above, telecommunication services would be extended into the project site. This may involve the extension of services for existing providers and the petition for additional services from additional providers not currently present on the project site. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects, and a less than significant impact would occur.

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

Less than Significant Impact. The Urban Water Management Planning Act requires every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AF of water annually to prepare, adopt, and file an Urban Water Management Plan (UWMP) with the California Department of Water Resources every five years in the years ending in zero and five. The UWMP was prepared in compliance with Urban Water Management Planning Act requirements. The 2020 UWMP provides water supply planning for a 25-year planning period in 5-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single year, and multiple dry years.

The basis for the UWMP's water demand forecasting method is a combination of population forecasts for residential uses and General Plan land use designations for non-residential land uses. SCAG has developed growth forecasts for cities and counties, which it bases on General Plans; see

Threshold 4.14a. In turn, the City uses SCAG's growth projections to forecast residential and non-residential water demands in the UWMP. Because the project site is designated Commercial, it is assumed that the UWMP's forecast water demands assume a commercial retail land use for the project site and therefore already accounted for any population growth on the project site if commercial retail were to be developed. Since the proposed Project is consistent with General Plan and zoning assumptions, it is assumed that preparation of the latest 2020 Victorville Water District UWMP already included water demand from future development on the project site.

Additionally, the 2020 VVWD UWMP Table 7-1 states that water supplies are sufficient to meet average, single-dry year, and multiple-dry years demands through year 2045.[64] VVWD could also purchase water supplies from the Mojave Water Agency in the event that adequate water supplies are not available. Since the Project would be consistent with the planned commercial land uses, it can be assumed that the water district accounted for the water usage associated with the commercial development through 2045. Therefore, the Project would represent a nominal percentage of Victorville Water District's present and future water supplies for both single- and multiple-dry year scenarios. Based on the incremental increase in demand that would result from Project implementation, the Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years and a less than significant impact would occur.

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

Less than Significant Impact. As noted in Threshold (a) above, the City is responsible for the maintenance of the City's sewer and storm drain lines. The proposed Project would generate approximately 420 gpd of sewage, which represents less than one percent of the daily treatment volume at Victor Valley Water Reclamation Authority's facilities. There is adequate capacity to serve the proposed Project. Therefore, the Project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, and a less than significant impact would occur.

d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact. The Project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity.

Solid waste in the City would be deposited in the Victorville Sanitary Landfill located at 18600 Stoddard Wells Road in the northeastern portion of the City. Victorville Sanitary Landfill has a

64 Victorville Water District. (2021). *2020 UWMP*. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000. Accessed April 5, 2024.

maximum permitted throughput of 3,000 tons per day. The landfill has a maximum permitted capacity of 93,400,000 cubic yards, with a remaining capacity of 79,400,000 cubic yards.[65]

According to CalRecycle, commercial retail land uses generate 10.53 pounds of waste per employee per day.[66] The anticipated solid waste generation from the Project from 12 full time employees would be approximately 126.4 pounds/day (46,121 pounds per year, or 23 tons per year). The solid waste volume would be less than one ton per day and therefore considered a nominal amount of the daily capacity of any of the landfills serving the City. In order to comply with the State of California Waste Management Act (AB 939), and the San Bernardino Solid Waste Advisory Taskforce, applicants are required to deposit 50 percent or more of demolition debris generated at a project site from landfills by recycling, reuse, and diversion programs. Existing landfills have sufficient capacity to serve the Project. Compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Therefore, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and a less than significant impact would occur.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Project would comply with all applicable State and local regulations and reduction goals concerning solid waste. The City is required to comply with AB 341, which requires that at least 75 percent of waste generated from construction activities be diverted to recycling centers and AB 939, which requires the City to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling or other means. Furthermore, recycling is mandatory for commercial businesses and organizations in the City of Victorville. Victorville Municipal Code Chapter 6.36 requires the separation of "Designated Recyclable Materials" from trash, which includes papers, cardboard, bottles, cans, and plastic containers. The proposed Project would comply all applicable State and local solid waste disposal standards would ensure that the Project's potential solid waste generation to waste disposal facilities is reduced and a less than significant impact would occur.

65 CalRecycle. (N.d). SWIS Facility, Site Activity Details. Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652. Accessed April 3, 2024.

66 CalRecycle. (N.d.) *Estimated Solid Waste Generation Rates*. Retrieved from: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed April 3, 2024.

4.20 WILDFIRE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

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

No Impact. According to CAL FIRE's Fire Hazard Severity Zones Map for the City, the project site is not located in or near a State Responsibility Area (SRA) nor Very High Fire Hazard Severity Zone (VHFHSZ). The project site is located in a Local Responsibility Area (LRA) which means that the City is responsible for wildfire protection. As shown in CAL FIRE's FHSZ Viewer, the closest VHFHZ to the project site is located approximately 8.5 miles to the southwest near I-15.[67] The Victorville 2021-2029 Safety Element Figure 6 depicts the project site not within or near an SRA, and the project site is not within a VHFHSZ.[68] Therefore, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan due to a wildfire, and no impact would occur.

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?

67 CAL FIRE. (2024). FHSZ Viewer. Retrieved from: https://egis.fire.ca.gov/FHSZ/. Accessed on March 28, 2024.

68 City of Victorville. (2016). Safety Element, Figure 6 Fire Hazards. Retrieved from: https://www.victorvilleca.gov/home/showpublisheddocument/13953/638237230265370000. Accessed June 9, 2024.

No Impact. As noted in Threshold 4.20(a) above, the project site is not located in or near an SRA and the project site does not contain lands classified as VHFHSZs. The Project would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire and no impact would occur.

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

No Impact. As noted in Threshold 4.20(a) above, the project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project would include construction of a commercial building and would connect to the existing sanitary sewer, water, and fire water infrastructure available in Mojave Drive. Construction and operation of the Project would not increase the risk of fire, nor would it require the installation/maintenance of infrastructure that would exacerbate fire risk, and no impact would occur.

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

No Impact. As noted in Threshold (a) above, the project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. Further, because the project site and surrounding area is relatively flat and is located within a semi-urbanized area, it would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes and no impact would occur.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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

Less than Significant Impact With Mitigation Incorporated. On the basis of the foregoing analysis, the Project does not have the potential to significantly 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 or 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 with incorporation of MM BIO-1, MM BIO-2, and MM BIO-3. The project site is in an urban area of the City bordered by existing development. The Project would not conflict with the City General Plan or the Victorville Municipal Code. Therefore, the Project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

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 Impact. The Project does not have impacts that are individually limited but cumulatively considerable. Incremental impacts resulting from Project construction and operations and other cumulative projects that would be under construction include biological resources, cultural resources, geology and soils, and tribal resources. The analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. There would be no cumulative impacts in connection with this or other projects. The project complies with long-term regional air quality plans, and regional population forecasts, and is within the service capabilities of utility purveyors. There would be no significant adverse environmental impacts. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with project development, and possible environmental cumulative impacts. The Project does not have any impact on projected growth or planned projects for the City or neighboring jurisdictions known as of the date of this analysis.

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

Less Than Significant Impact. There are no known substantial adverse effects on human beings, which the proposed project would cause, either directly or indirectly. The environmental evaluation has concluded that no significant environmental impacts would result from the project.

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