DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

VICTORVILLE POLICE DEPARTMENT AND CIVIC PARK PROJECT

VICTORVILLE, CALIFORNIA

(LSA Project No. 20242046)

LSA

June 2026

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INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

VICTORVILLE POLICE DEPARTMENT AND CIVIC PARK PROJECT

VICTORVILLE, CALIFORNIA

Submitted to:

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Project No. 20242046

June 2026

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E: PHASE I ENVIRONMENTAL SITE ASSESSMENT
F: NOISE MEASUREMENTS
G: TRAFFIC STUDY

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LIST OF ABBREVIATIONS AND ACRONYMS

µg/m^3	micrograms per cubic meter
µin/sec	microinches per second
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily trips
Alquist Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act of 1972
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
Basin	Mojave Desert Air Basin
Basin Plan	Water Quality Control Plan
BLM	Bureau of Land Management
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery

Caltrans	California Department of Transportation
Caltrans Manual	C*onstruction Vibration Guidance Manual*
CAP	Climate Action Plan
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDNPA	California Desert Native Plant Act
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Victorville
Civic Center Specific Plan	Civic Center Community Sustainability Specific Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society

CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPTED	Crime Prevention Through Environmental Design
CVM	Civic Mixed
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
Delay	average control delay in seconds
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMFAC2017	California Emissions Factor Model, version 2021
EO	Executive Order
ESA	Environmental Site Assessment
ESCP	Erosion and Sediment Control Plan
EV	electric vehicle
EVCS	electric vehicle charging station
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program

FPA	Free Production Allowance
FRAP	Fire and Resources Assessment Program
ft	foot/feet
ft/ln	feet per lane
FTA	Federal Transit Administration
FTA Manual	*Transit Noise and Vibration Impact Assessment Manual*
future EVCS	EV capable stalls
GHG	greenhouse gas
GPA	General Plan Amendment
GWh	gigawatt-hours
GWP	Global Warming Potential
HDM	(California Department of Transportation) *Highway Design Manual*
HFCs	hydrofluorocarbons
HI	Hazard Index
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
Hz	frequency
I-I5	Interstate 15
IEPR	Integrated Energy Policy Report
IESNA	Illuminating Engineering Society of North America
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
ITP	Incidental Take Permit

IWTP	Industrial Wastewater Treatment Plant
kWh	kilowatt-hours
LBP	lead-based paint
lbs/day	pounds per day
LCI	Governor's Office of Land Use and Climate Innovation, formerly known as the Governor's Office of Planning and Research, or OPR
L_{dn}	day-night average noise level
LED	light-emitting diode
L_{eq}	equivalent continuous sound level
LESA	Land Evaluation and Site Assessment
LID	Low Impact Development
L_{max}	maximum instantaneous noise level
LOS	level of service
LRA	Local Responsibility Area
L_V	velocity in decibels
MBTA	Migratory Bird Treaty Act
MDAQMD	Mojave Desert Air Quality Management District
MEI	maximally exposed individual
mgd	million gallons per day
MGS	Mojave ground squirrel
MLD	Most Likely Descendant
mpg	miles per gallon
mph	miles per hour
MRF	Materials Recovery Facility

MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSL	above mean sea level
MT CO_2e	metric tons of carbon dioxide equivalent
MT CO_2e/yr	metric tons of carbon dioxide equivalent per year
MWA	Mojave Water Agency
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NHMLA	National History Museum of Los Angeles County
NOI	Notice of Intent
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
O&M	Operation and Maintenance
O&M Plan	Operation And Maintenance Plan
OPR	Governor's Office of Planning and Research, now known as the Governor's Office of Land Use and Climate Innovation, or LCI
Pb	lead
PCE	passenger car equivalent
PFCs	perfluorocarbons
Phase I ESA	Phase I Environmental Site Assessment
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particulate matter less than 2.5 microns in size

ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code
PRDs	Permit Registration Documents
PRIMP	Paleontological Resources Impact Mitigation Program
proposed project	Victorville Police Department and Civic Park Project
REC	Recognized Environmental Condition
RMS	root-mean-square
ROG	reactive organic gases
RTCC	Real Time Crime Center
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBMC	San Bernardino County Municipal Code
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCLA	Southern California Logistics Airport
SCS	Sustainable Communities Strategy
SDMP	Storm Drainage Master Plan
SF_6	sulfur hexafluoride
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMARTS	Stormwater Multiple Application and Report Tracking System

SO_2	sulfur dioxide
SO_X	sulfur oxides
SP	Specific Plan
SPA	Specific Plan Amendment
SRA	State Responsibility Area
State Water Board	State Water Resources Control Board
SVP	Society of Vertebrate Paleontology
SWMP	Stormwater Management Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
Title 24	2025 State Building Energy Efficiency Standards
TMDLs	Total Maximum Daily Loads
tpd	tons per day
tsf	thousand square feet
TUA	Traditional Use Area
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels

VESD	Victor Elementary School District
VFD	Victorville Fire Department
VHFHSZ	Very High Fire Hazard Severity Zone
VMC	Victorville Municipal Code
VMT	Vehicle Miles Traveled
VOCs	volatile organic compounds
VPD	Victorville Police Department
VVTA	Victor Valley Transit Authority
VVUHSD	Victor Valley Union High School District
VVWRA	Victor Valley Wastewater Regional Authority
VWD	Victorville Water District
WDID	Waste Discharge Identification Number
WDRs	Waste Discharge Requirements
WJTCA	Western Joshua Tree Conservation Act
WQMP	Water Quality Management Plan
WWTP	wastewater treatment plant
ZEV	zero emission vehicle

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1.0 PROJECT INFORMATION

1. **Project Title:**
   Victorville Police Department and Civic Park Project

2. **Lead Agency Name and Address:**
   City of Victorville
   14343 Civic Drive
   Victorville, California 92392

3. **Contact Person and Phone Number:**
   Travis Clark
   (760) 955-5135

4. **Project Location:**
   The 9.18-acre project site is located at the northwestern corner of Seneca Road and Civic Drive, approximately 0.15 mile west of Interstate 15 (I-15). The site consists of four parcels, identified by the Assessor's Parcel Numbers (APNs) 3106-261-15, 3106-261-16, 3106-261-17, and 3106-261-18.

5. **Project Sponsor's Name and Address:**
   City of Victorville
   14343 Civic Drive
   Victorville, California 92392

6. **General Plan Designation:**
   The project site is currently designated Civic Mixed Use in the Civic Center Community Sustainability Plan (Civic Center Specific Plan). The Civic Mixed land use designation is intended for mixed-use projects that incorporate housing, commercial, and office uses in a single cohesive development. Live/Work, vertical or village type development concepts are intended, and developments must include residential components.

7. **Zoning:**
   The City of Victorville Zoning Map identifies the project site as zoned Specific Plan (SP). The Civic Center Specific Plan provides zoning for the project site. According to the Civic Center Specific Plan, the project site is zoned Civic Mixed (CVM).

8. **Description of Project:**
   The proposed project includes the construction of a new 45,956-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,394 square foot, single-story plaza building inclusive of a 1,220 stage, and 3.3-acre civic park on a 9.18-acre site located at the northwest corner of Seneca Road and Civic Drive in the City of Victorville. Additionally, the proposed project would require a Specific Plan Amendment (SPA) to

the Civic Center Specific Plan to conditionally allow for government uses in the Specific Plan's Civic Mixed Land Use Category. The proposed project is intended to address the City of Victorville's growing public safety needs in response to increasing demand for police services. The existing police station, located at 14200 Amargosa Road, was constructed in 2001 and occupies 15,828 square feet. At the time of construction, the station served a population of 67,854 residents with a staff of 57 sworn officers. However, the City's population has since grown to approximately 140,721, and the number of sworn officers has increased to 103, resulting in space constraints within the existing facility.[1]

9. Surrounding Land Uses and Setting:

Land uses surrounding the project site include commercial and single-family residential uses to the north, commercial uses to the east, institutional uses to the south, and vacant land and single-family residential uses to the west. The project site is bounded by vacant land to the north and west, Civic Drive to the east, and Seneca Road to the south.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- City of Victorville- Approval and adoption of the IS/MND; Specific Plan Amendment to update Table 4.2 and other impacted sections of the Civic Center Specific Plan to allow for government uses as a conditional use without a required residential component, currently required under the Civic-Mixed land use designation; Conditional Use Permit Approval; and Site Plan Approval

- City of Victorville Fire Department- Review/Approve fire truck access and site fire flow design

- City of Victorville Water District- Connection to water system and connection to wastewater system

- Southern California Edison (SCE)- Connection of electricity service

- State Water Resources Control Board (SWRCB)- Waste Discharge Identification Number (WDID) for the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System (NPDES) No. CAS000002)

- Note: Other agencies to be determined depending on environmental requirements

[1] US Census Bureau. 2024. Quick Facts. Victorville city, California. Website: https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/PST045223 (accessed February 4, 2026).

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource 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.

The City of Victorville mailed initial consultation notification letters on July 25, 2025, to the following California Native American Tribes pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18:

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Chemehuevi Indian Tribe
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Kern Valley Indian Community
- Morongo Band of Mission Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- San Fernando Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- San Manuel Band of Mission Indians
- Twenty-Nine Palms Band of Mission Indians

Tribal consultation was completed on Thursday, October 23, 2025. Refer to Section 4.18, Tribal Cultural Resources, of this IS/MND for further discussion.

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2.0 PROJECT DESCRIPTION

This section describes the proposed Victorville Police Department and Civic Park Project (proposed project) that is evaluated in this Initial Study/Mitigated Negative Declaration (IS/MND). A description of the proposed project's location, characteristics, and required approvals is provided below.

2.1 PROJECT OVERVIEW

The proposed project includes the construction of a new 54,892-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,173 square foot, single-story plaza building, a 1,832 stage, and 3.3-acre civic park on a 9.18-acre site located at the northwest corner of Seneca Road and Civic Drive in the City of Victorville. The proposed project would require a Specific Plan Amendment (SPA) to the Civic Center Community Sustainability Specific Plan (Civic Center Specific Plan) to conditionally allow for government uses within the specific plan's Civic Mixed Land Use Category. The intent of the proposed project is to address the City of Victorville's growing public safety needs in response to increasing demand for police services. The existing police station, located at 14200 Amargosa Road, was constructed in 2001 and occupies 15,828 square feet. At the time of construction, the station served a population of 67,854 residents with a staff of 57 sworn officers. However, the City's population has since grown to approximately 140,721, and the number of sworn officers has increased to 103, resulting in space constraints within the existing facility.[2]

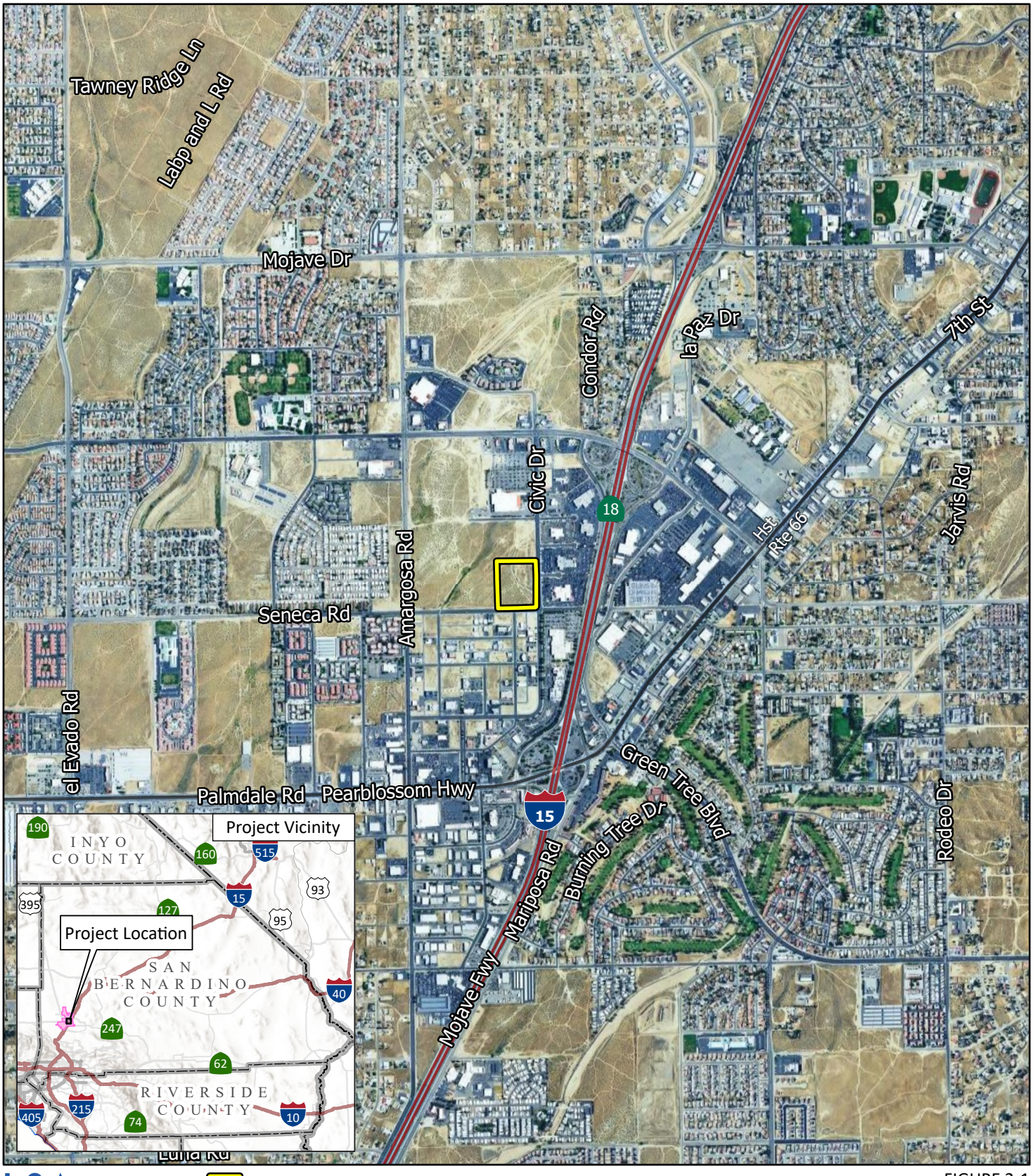
2.2 PROJECT LOCATION AND SITE DESCRIPTION

The 9.18-acre project site is located in the central part of the City of Victorville in the High Desert region of San Bernardino County. It is situated on the northwestern corner of Seneca Road and Civic Drive, approximately 0.15 mile west of Interstate 15 (I-15). The site consists of four parcels, identified by the Assessor's Parcel Numbers (APNs) 3106-261-15, 3106-261-16, 3106-261-17, and 3106-261-18.

The project site is generally flat with a gradual slope toward the east and northeast. According to the U.S. Geological Survey (USGS), the elevation near the center of the site is approximately 2,950 feet above mean sea level (MSL). The project site is primarily vacant, except for various utilities along the periphery, adjacent to the road front, and a concrete enclosure housing a pad-mounted transformer. Between 1967 and 2005, part of the project site was occupied by the former Roy Rogers-Dale Evans Museum that extended eastward across what is now a portion of Civic Drive onto the adjacent parcel fronting I-15. The museum was relocated to Branson, Missouri in 2003 and the building was demolished in 2005. Regional access to the project site is provided by I-15, which is located approximately 0.15-mile east of the project site. Local access to the project site is provided by Civic Drive and Seneca Road. **Figure 2-1: Project Location and Regional Vicinity**, shows the location of the project site in Victorville and the greater San Bernardino County region.

[2] U.S. Census Bureau. 2024. *Quick Facts. Victorville City, California.* Website: https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/PST045223 (accessed February 4, 2026).

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FIGURE 2-1

SOURCE: Google Maps (2024)

Victorville Police Department and Civic Park Project

Project Location and Regional Vicinity

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Land uses surrounding the project site include commercial and single-family residential uses to the north, commercial uses to the east, institutional uses to the south, and vacant land and single-family residential uses to the west. The project site is bounded by vacant land to the north and west, Civic Drive to the east, and Seneca Road to the south. **Figure 2-2: Aerial Photograph of Plan Land Uses** provides an aerial view of the project site and surrounding land uses.

2.2.1 Land Use and Zoning

The project site is located in the Civic Center Specific Plan area. The Civic Center Specific Plan was approved in August 2010 and is therefore designated as Specific Plan in the City's General Plan Land Use Element (see **Figure 2-3: General Plan Land Use**). The Civic Center Specific Plan consists of approximately 473 acres of land and is intended to promote infill development, reduce greenhouse gas emissions, and encourage energy efficient development. The Civic Center Specific Plan includes a variety of land uses as shown in **Figure 2-4: Civic Center Community Sustainability Plan Land Uses**. The project site is currently designated Civic Mixed Use in the Civic Center Specific Plan. The Civic Mixed land use designation is intended for mixed-use projects that incorporate housing, commercial, and office uses in a single cohesive development. Live/Work, vertical or village type development concepts are intended, and developments must include residential components. As the proposed project involves a new police station and civic park without a residential component, it would require a SPA to the Civic Center Specific Plan to conditionally allow for government uses within the plan's Civic Mixed Land Use Category, as noted above.

As shown on **Figure 2-5: Existing Zoning**, the City of Victorville Zoning Map identifies the project site as zoned Specific Plan (SP).[3] The Civic Center Specific Plan provides zoning for the project site. According to the Civic Center Specific Plan, the project site is zoned Civic Mixed (CVM).

2.3 PROJECT CHARACTERISTICS

The proposed project would construct a new 54,892-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,173 square foot, single-story plaza building, a 1,832 stage, and 3.3-acre civic park. As discussed above, the proposed project would also require an amendment to the Civic Center Specific Plan to allow for government uses as a conditional use without a required residential component. **Figure 2-6: Conceptual Site Plan** shows the conceptual site plan for the proposed project. The proposed police station building and plaza building would have maximum building heights of approximately 35 feet and 25 feet, respectively. Additionally, surface parking and landscaped areas would generally surround the perimeter of the police station. **Figure 2-7: Conceptual Site Rendering** shows the completed project and its associated design elements.

[3] County of San Bernardino, Earthstar Geographics. 2023. *City of Victorville Zoning Checker.* Website https://victorville.maps.arcgis.com/apps/webappviewer/index.html?id=f7698c1fc6f742e681aeb3c3e3884443 (accessed March 12, 2026).

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Project Site

FIGURE 2-2

N

0 350 700

FEET

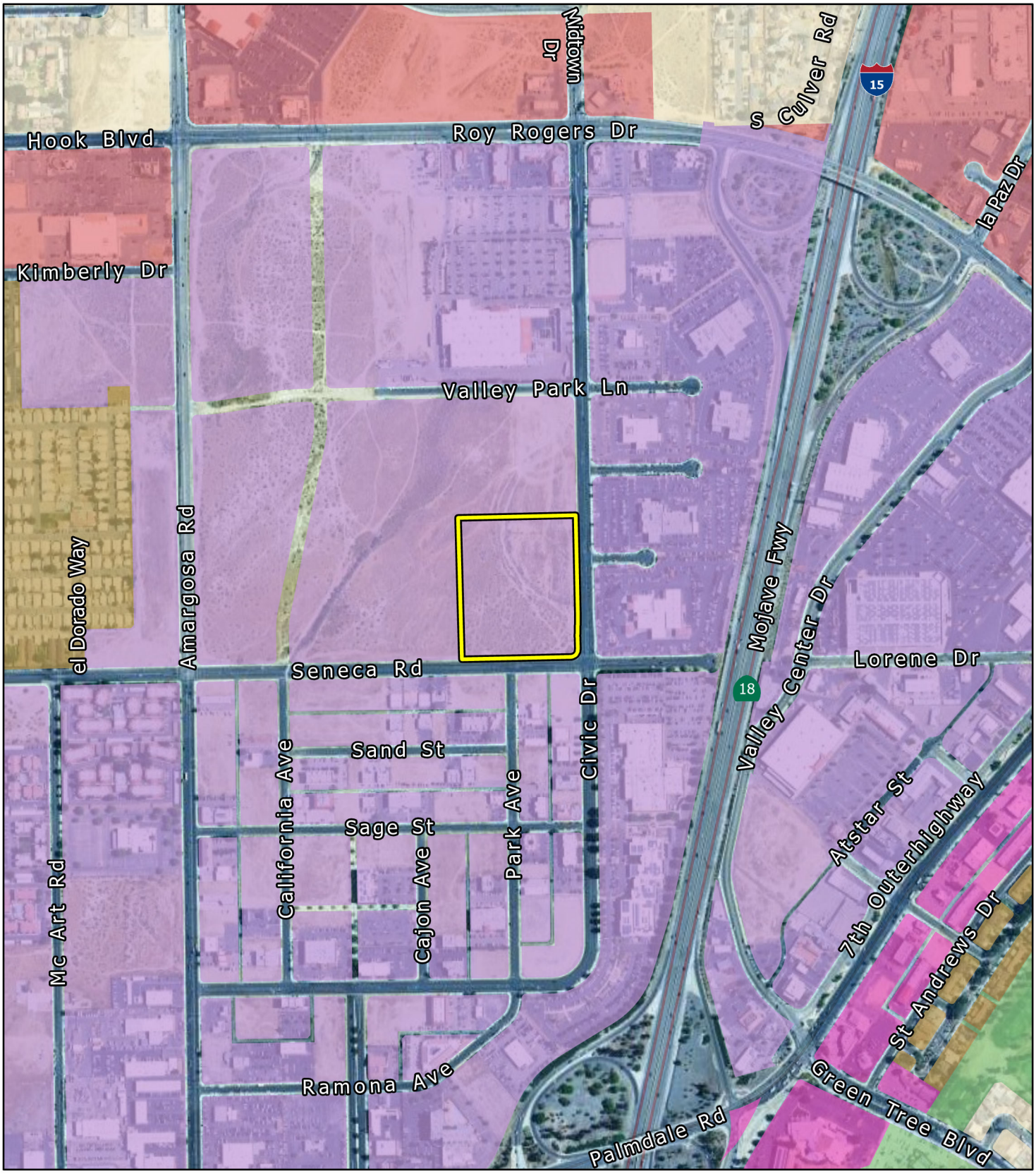
SOURCE: Google Maps (2024)

Victorville Police Department and Civic Park Project

Aerial Photograph and Surrounding Land Uses

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Project Location
Commercial
Low Density Residential (2.1-5 du/ac)
Medium Density Residential (12.1-20 du/ac)
Mixed-Use 2 (15.1-30 du/ac)
Open Space
Specific Plan

FIGURE 2-3

N

0 350 700
FEET

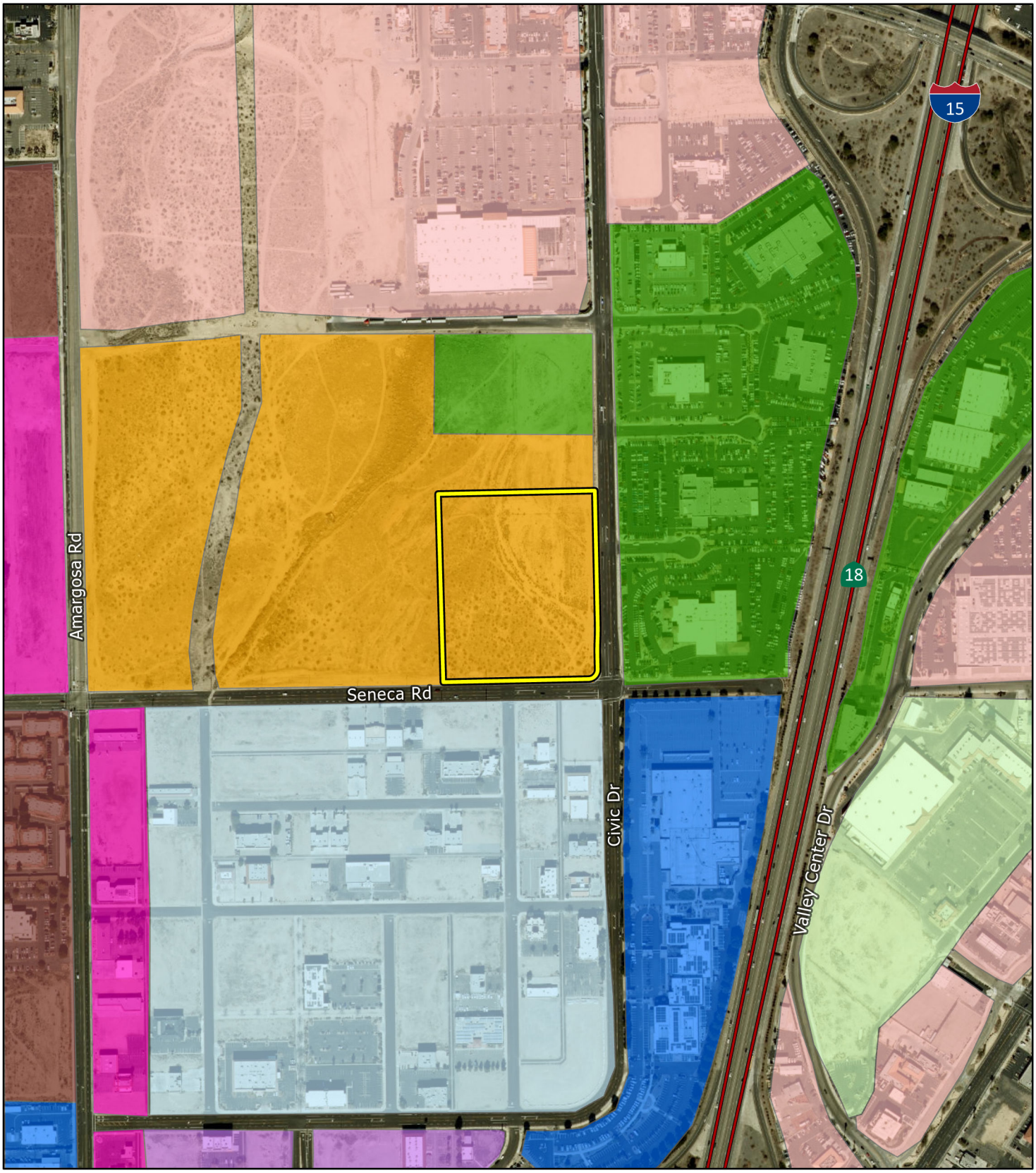
Victorville Police Department and Civil Park Project

General Plan Land Use

SOURCE: Google Maps, Southern California Association of Governments (SCAG) (2024)

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Project Site

Victorville Land Uses

Civic Auto Park

Civic Business Center

Civic Commercial

Civic Commons

Civic Mixed

Community Commercial

Government Center

Office Campus

Regional Resource

FIGURE 2-4

N

0 250 500

FEET

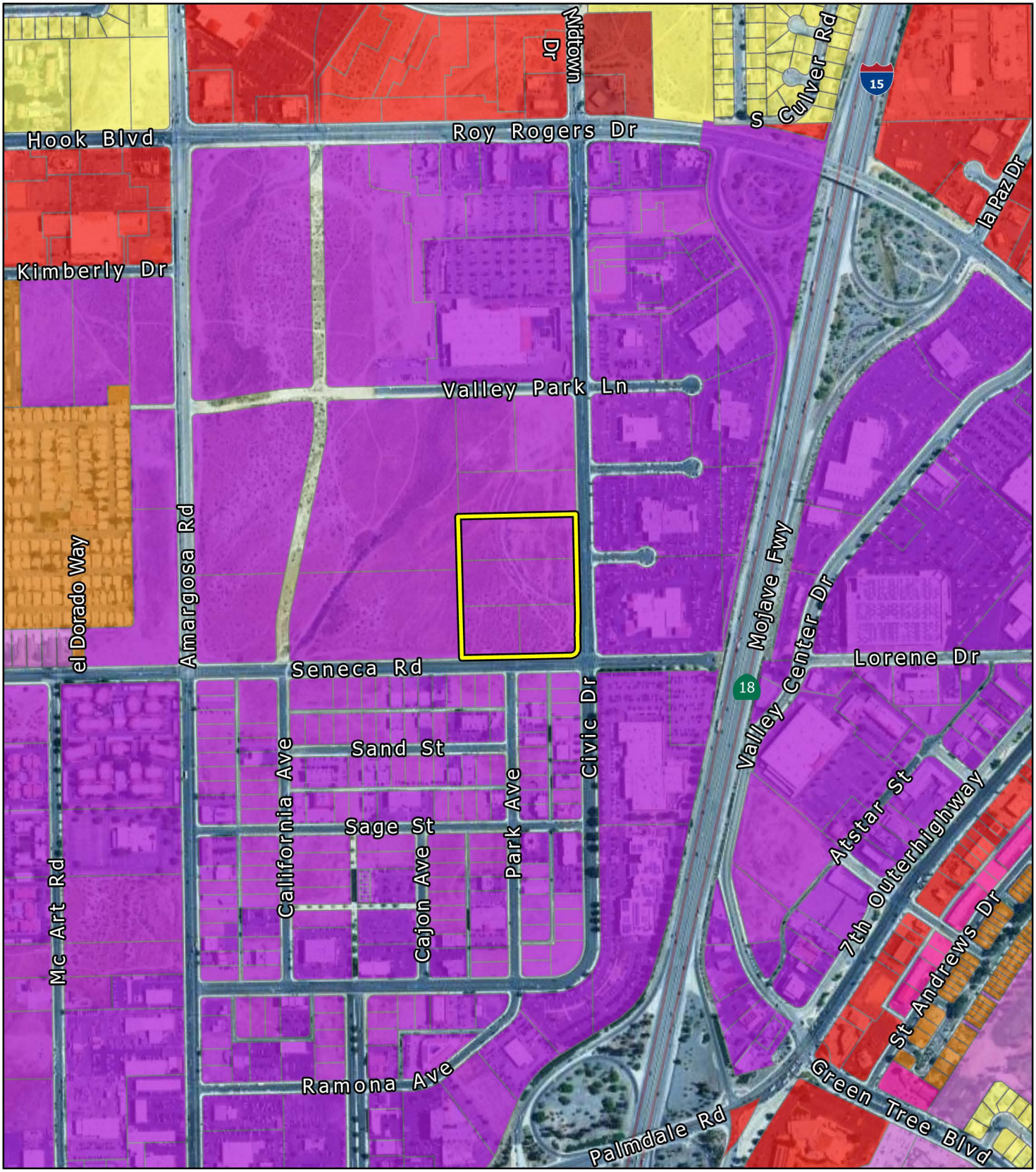
Victorville Police Department and Civic Park Project

Civic Center Community Sustainability Plan Land Uses

SOURCE: U.S. Census Bureau (USCB), County of San Bernardino, Vantor , City of Victorville (2013)

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Project Site

Zoning

- General Commercial (C-2)
- General Commercial (C-4)
- Administrative Professional Office
- Planned Unit Development (PUD)
- Single Family Residential (R-1)
- Medium Density Residential (R-3)
- Specific Plan (SP)

0 350 700
FEET

FIGURE 2-5

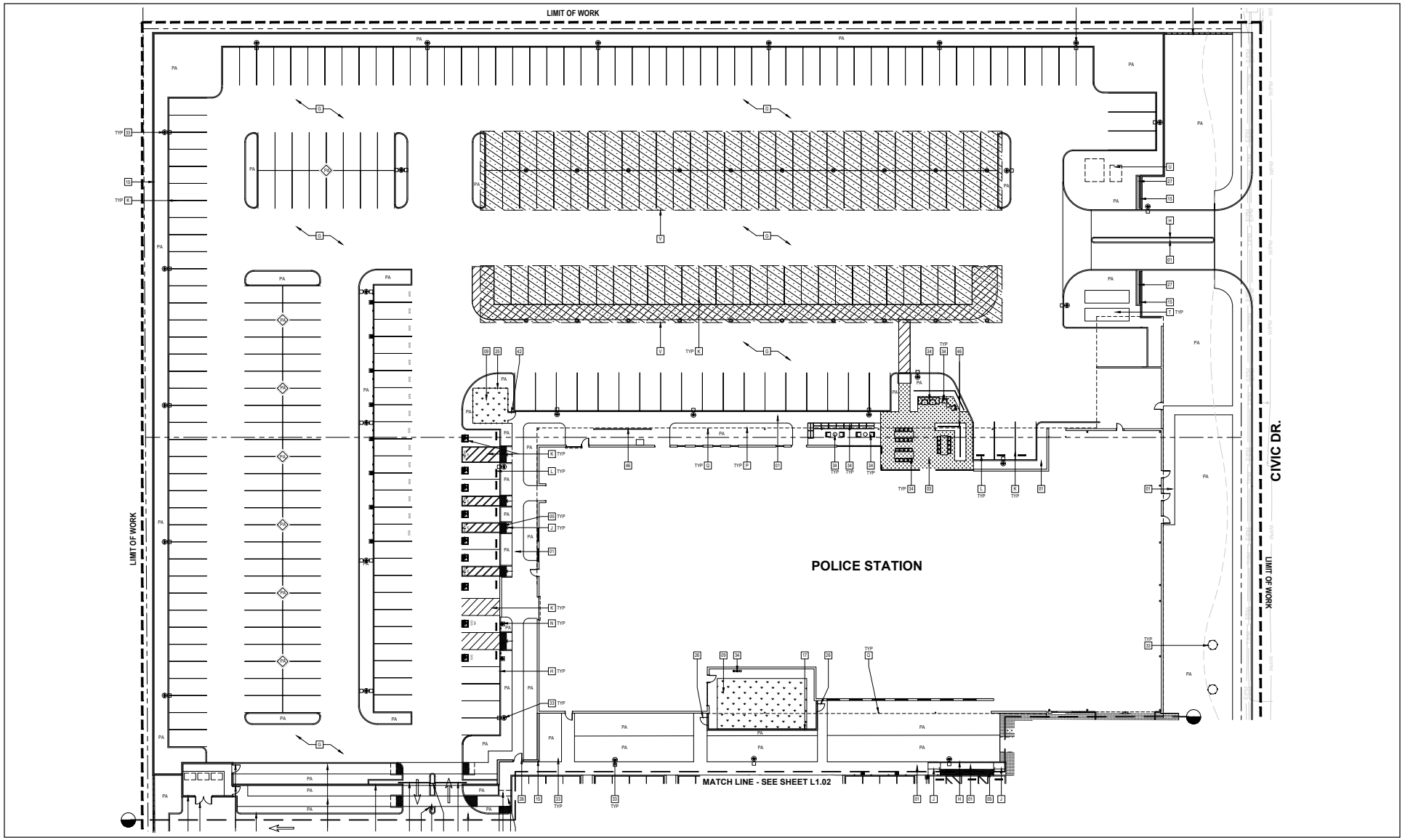
Victorville Police Department and Civic Park Project

Existing Zoning Districts

SOURCE: Google Maps, Southern California Association of Governments (SCAG) (2024)

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FIGURE 2-6a

0 60 120
FEET

Victorville Police Department and Civic Park Project
Conceptual Site Plan

SOURCE: LPA Design Studios
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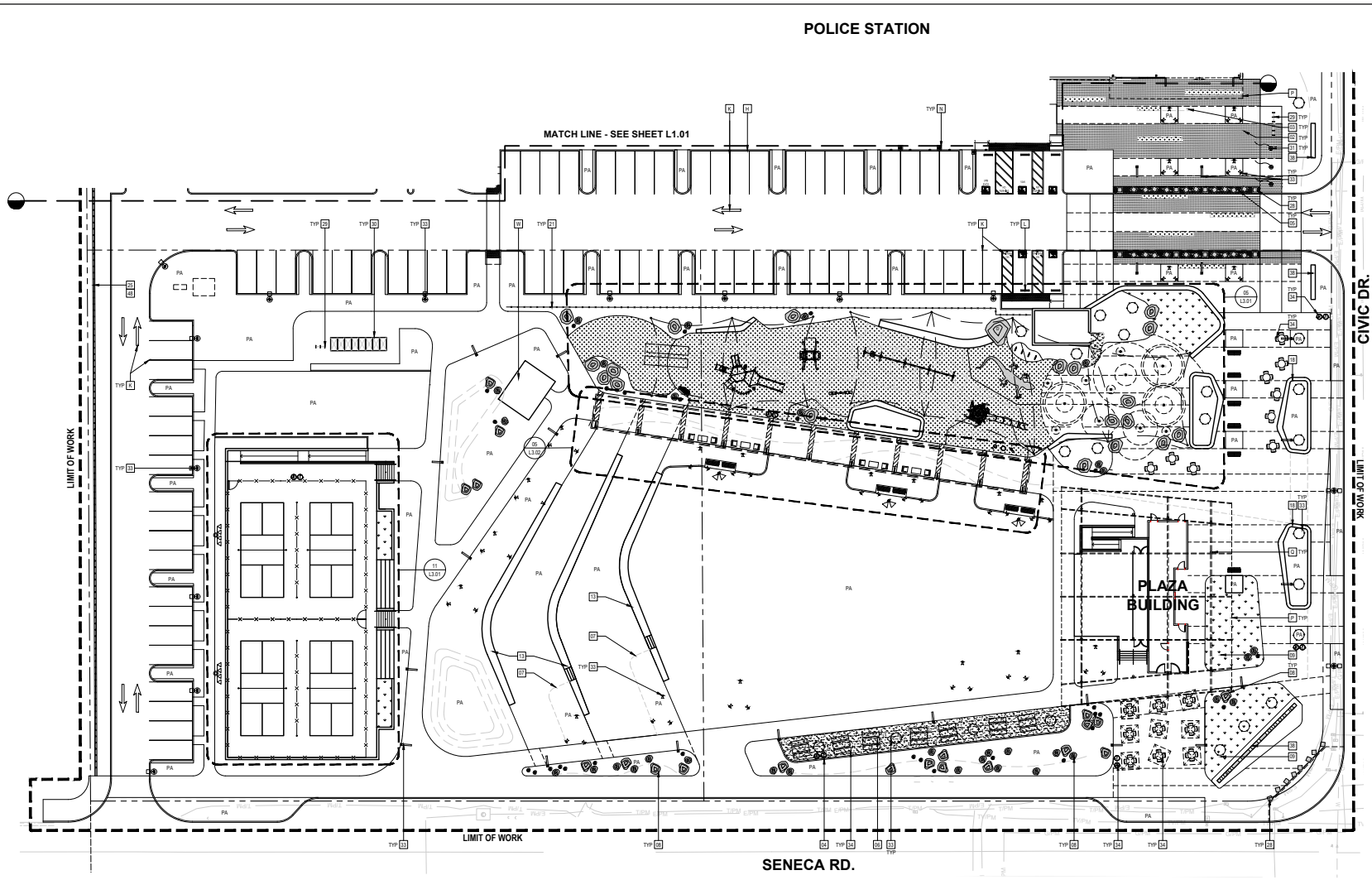


FIGURE 2-6b

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N

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Victorville Police Department and Civic Park Project

Conceptual Site Plan

SOURCE: LPA Design Studios

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FIGURE 2-7

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NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering

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2.3.1 Building Program

2.3.1.1 Police Station

As stated above, the project would construct a new 54,892-square-foot, single-story police station. The proposed police station, which would be centered on the project site, would also include a public zone in the south wing near the visitor entrance; a suspect processing area in the east wing; an administration and investigations area in the central part of the building; a fitness and wellness area in the west wing; an evidence and storage area in the northwest wing; a building support area in the north wing; and a meeting and gathering space. Each component is described in greater detail below:

- An approximately 3,300-square-foot public zone designated for the Community Support Services Division featuring an entry lobby, public counter, restrooms, Livescan services, a kitchen, and a multipurpose room connected to the plaza.

- An approximately 2,036-square-foot suspect processing area designated for the Field Operations Division for the secure intake and interrogation of detainees, consisting of a 1,024-square-foot "sally port" (secured entryway), holding cells, and interview rooms.

- An approximately 11,200-square-foot administration and investigations area designated for the Investigative/Internal Operations Division, comprising a front office, administration and leadership rooms, a detective area, a report writing area, and conference rooms.

- An approximately 9,000-square-foot fitness and wellness area designated for all police station staff, including a locker room, fitness studio and gym, outdoor fitness space at the rear of the facility, and a sleep and recovery room.

- An approximately 5,900-square-foot evidence and storage area designated for both the Field Operations Division and the Investigative/Internal Operations Division, consisting of an evidence room, general storage room, garage armory, and patrol equipment room.

- An approximately 1,100-square-foot building support area designated for essential facility operations for the entire police station, which includes janitorial rooms, mechanical storage, fire suppression instruments, and computer servers.

- An approximately 4,800-square-foot meeting and gathering space designated for both the Field Operations Division and the Investigative/Internal Operations Division, including a briefing room connected to the community room, a Real Time Crime Center (RTCC) room, and a break room with access to outdoor seating.

Additional police facility components include dog kennels to provide on-site housing and care for K9 units, and secure storage and operational support for police drones.

The police facility would contain three entry points, two entry points for authorized police personnel (staff) and one public entry point for visitors. One staff entry would be located on the north side of the police facility, and the other staff entry would be located on the west side. The Americans with Disabilities Act (ADA) compliant public entry would be located on the south side of the police facility, adjacent to the community parking lot. **Figure 2-8: Proposed Police Station Layout** shows the proposed layout of the police station and **Figure 2-9: Conceptual Site Rendering Proposed Community Room**, shows the proposed community room for the public.

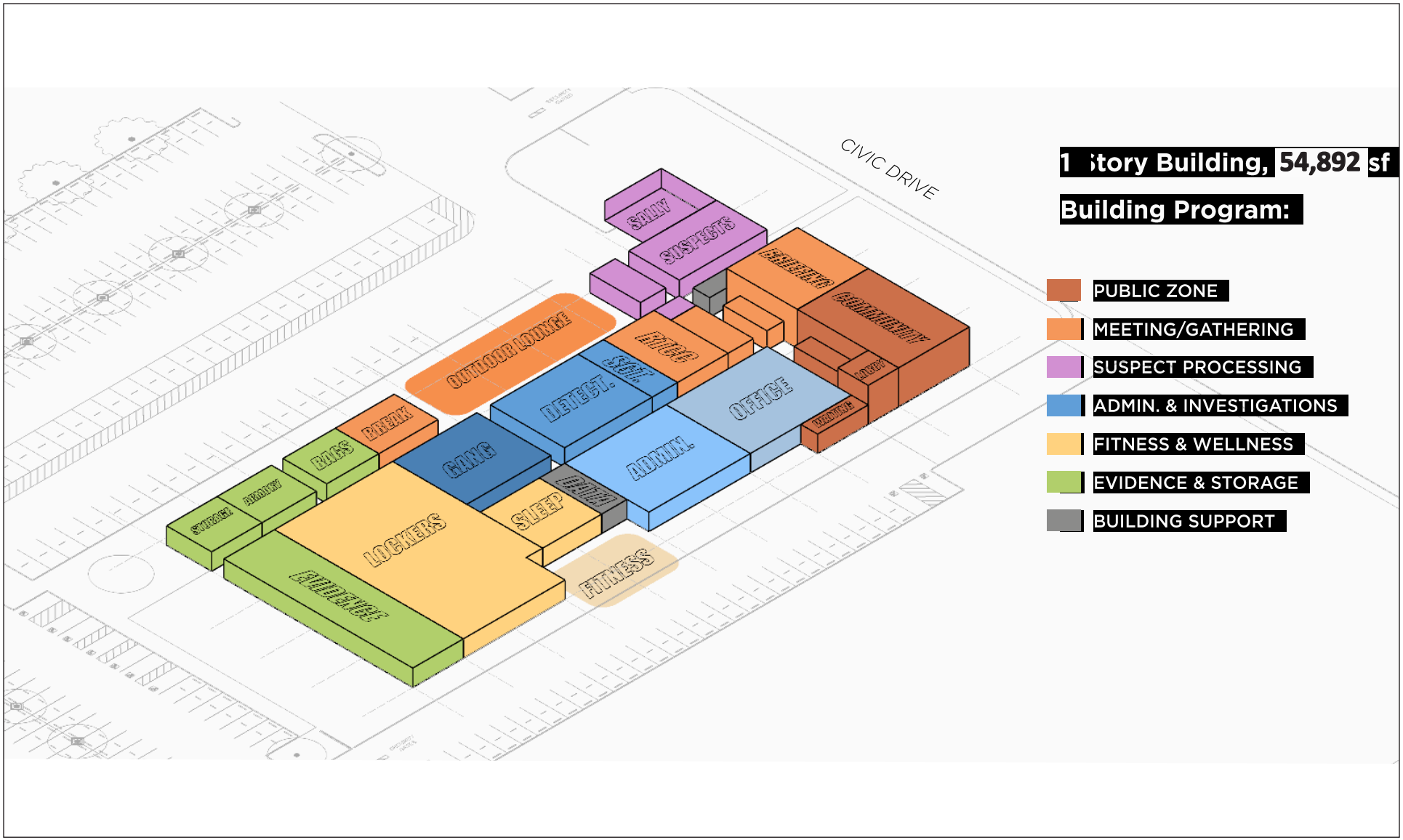
2.3.1.2 Civic Park

As stated above, the proposed project would include a 3.3-acre civic park located directly south of the police facility. A community green space and an approximately 1,173 square-foot plaza building would be constructed in the central portion of the park, along with an approximately 32,462 square-foot terraced social lawn with integrated seating and a 1,832 square-foot stage covered by a shade structure to accommodate community events and performances. Behind the stage area, a plaza building would be constructed which would consist of a cafe, store, and public bathrooms. To the west of the terraced lawn, four pickleball courts (totaling 11,051 square feet) would be installed, with an adjacent open lawn area located to the north. North of the community green, a 9,566 square-foot playground would be developed, along with the Victorville heritage arts and culture walk, which would provide an interactive educational area. North of the terraced lawn, the historic Sheriff's Station would be relocated and installed and featured as a cultural and historical landmark within the park. To the east of the grandstand stage, an approximately 3,022 square-foot splash pad and a 21,080 square-foot community plaza would be constructed to provide family-friendly recreation. **Figure 2-10: Conceptual Site Rendering -Proposed Heritage Walk**, **Figure 2-11: Conceptual Site Rendering – Proposed Splash Pad, and Figure 2-12: Conceptual Site Rendering-Proposed Playground** depict the completed civic park and its proposed amenities. Additionally, **Figure 2-13: Conceptual Site Rendering Proposed Plaza Building**, and **Figure 2-14 Conceptual Site Rendering-Proposed Community Amphitheater**, depicts the completed plaza building and stage.

Ornamental landscaping would be incorporated throughout the park, including along pathways, around recreational features, and at the park's perimeter. Stormwater planters would be constructed along the southern boundary of the park. Public amenities would include drinking fountains, restrooms, signage, trash and recycling receptacles, bike racks, and City Wi-Fi. City Wi-Fi may be provided within the park during daytime hours and would extend to the amphitheater and pickleball courts. Security cameras would be installed throughout the park facility to support ongoing safety and security operations.

2.3.1.3 Pedestrian Pathways

The proposed project would also include the installation of paved pedestrian pathways providing internal access throughout the park. The primary pathway would encircle the central portion of the park, linking the community green, plaza building/stage, splash pad, and playground. In addition, the Victorville heritage arts and culture walk would begin near the entry plaza and extend past the community plaza and stage, connecting to the main pathway.



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FIGURE 2-8

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Proposed Police Station Layout

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FIGURE 2-9

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering - Proposed Community Room

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FIGURE 2-9

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering - Proposed Community Room

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FIGURE 2-10

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering - Proposed Heritage Walk

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FIGURE 2-11

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering – Proposed Splash Pad

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FIGURE 2-12

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering – Proposed Playground

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FIGURE 2-13

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering - Proposed Plaza Building

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FIGURE 2-14

NOT TO SCALE

SOURCE: LPA Design Studios

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Victorville Police Department and Civic Park Project

Conceptual Site Rendering - Proposed Community Amphitheater

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2.3.2 Landscaping

The proposed project would include the installation of new landscaping throughout the project site, including areas around the police facility, within the surface police station and public community parking lots, and throughout the park. Landscaping is anticipated to consist of a mix of ornamental trees, planted within the surface parking areas, along the western and northern boundaries of the site, around the perimeter of the park, and adjacent to pedestrian pathways. Trees and plantings would also be installed around the community green space, the amphitheater, splash pad, playground, and social plaza.

Several turf areas would be installed throughout the park, including the central community green turf area, the upper lawn located in the northwest portion of the site, and the terraced social lawn. Stormwater planters would be installed to the west of the social plaza and to the east of the pickle ball courts in the southern park boundary.

Landscaping would consist primarily of drought-tolerant species to encourage water conservation and reduce long-term maintenance needs. The turf areas within the park would require typical maintenance, including mowing, irrigation, and fertilizing.

2.3.3 Lighting

All outdoor lighting would consist of light-emitting diode (LED) fixtures, designed and shielded to direct illumination downward and minimize light spill onto adjacent properties. Pole-mounted lighting fixtures would be installed within the fleet/staff parking area and the public visitor parking area to provide nighttime visibility. Additional lighting would be installed throughout the park, including along pedestrian pathways and near public amenities. Security lighting is also anticipated around the police facility for safety and surveillance.

2.3.4 Operational Characteristics.

The proposed police station would operate 24 hours a day, seven days a week, providing essential public safety services to the City of Victorville. At full occupancy, the facility would accommodate approximately 168 staff members. Office personnel would typically work standard business hours from 8:00 a.m. to 5:00 p.m., while patrol officers would work 12-hour shifts with changeovers at 7:00 a.m. and 7:00 p.m. The police station would house the full complement of police services, including the Investigative/Internal Operations Division, Field Operations Division, and Community Support Services Division.

2.3.5 Access and Parking

The project site is currently vacant and does not include any access roadways or driveways. As part of the proposed project, three new access points would be constructed to provide access for police operations, public use, and emergency services. Primary access for police vehicles and authorized personnel would be provided via a secured fleet access driveway on Civic Drive, which would be entry-only and lead directly to the secured fleet parking area. Public access would be provided via a separate visitor driveway on Civic Drive, located south of the fleet access driveway. This driveway would also be entry-only, leading to the visitor parking area near the public entrance on the south side of the police station. All vehicles, including police vehicles, would exit the project site using a

dedicated emergency route that connects to Seneca Road, cutting through the western portion of the civic park. The emergency access road would comply with the requirements of the 2022 California Fire Code (CFC) and would not exceed 150 feet in length.

The proposed project would provide a total of 380 parking spaces, distributed between the secured police station parking lot and the community parking lot. The police station parking lot, located on the north side of the facility, would include both personal vehicle and squad car parking stalls. It would also provide electric vehicle (EV) charging options, including accessible EV stalls (future EVCS) and EV-capable stalls (future EVCS). This area would be enclosed by security fencing and accessed through two automated security gates: one located at the fleet driveway entrance on Civic Drive, and another on the southwest side of the facility providing internal controlled access. These gates would remain closed 24 hours a day, seven days a week, and would be operable only by authorized personnel.

The community parking lot, situated on the south side of the police station, would provide public parking spaces, serving both police station visitors and public park users. Both the fleet/staff and visitor parking areas would include ADA-accessible spaces and electric vehicle EV charging stations.

Additionally, on-street parking and drop of points would be provided for public park access along the southern border of the civic park along Seneca Road. Existing power poles along Seneca Road would be relocated to accommodate the proposed parking areas. Fencing would be incorporated between the community parking lot and civic park, and along the west side of the civic park parking lot.

2.3.6 Utilities and Infrastructure

The project site is located in a partially built out area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

2.3.6.1 Frontage Improvements

The proposed project includes frontage improvements along the south side of the project site on Seneca Road, consisting of new sidewalk, curb, and gutter infrastructure, as well as construction of a 10-foot sidewalk along Civic Drive and Seneca Road. Additionally, the proposed project would relocate existing power poles in the right-of-way along Seneca Road and Civic Drive.

2.3.6.2 Water

Under existing conditions, records do not show any existing water services provided to the project site. Water service for the proposed project would be provided by the City of Victorville Water Department. The proposed project would include the installation of new water lines connecting to existing 8-inch or 12-inch water mains in Seneca Road and Civic Drive.

2.3.6.3 Wastewater

Under existing conditions, records do not show any existing sewer service provided at the site. The proposed project would include the installation of new wastewater service connections to the City's existing 8-inch wastewater lines within Civic Drive and Seneca Road.[4]

2.3.6.4 Stormwater

Under existing conditions, water sheet-flows across the site from the east to the southwest following the general topography of the property. Upon construction of the proposed project, on-site drainage would be collected and conveyed through a new storm drain system that would include two underground detention tanks with associated modular wetland treatment units, as well as new storm drain inlets, manholes, and pipe laterals. In the northern portion of the site, runoff from the proposed police station parking area would be directed to an underground detention tank located along the northern site boundary. Flows would be treated through an associated modular wetland unit before entering the on-site storm drain system. Roof runoff from the proposed police station building would be collected via roof drains and conveyed through storm drain laterals into the same on-site drainage network. Stormwater flows would then be conveyed southward through the site and discharged to the existing storm drain system within Civic Drive.

Within the civic park area, runoff from the public access drive aisle would be collected and conveyed to a separate underground detention tank and modular wetland treatment unit prior to entering the on-site storm drain system. Runoff from other park features, including the amphitheater and recreational courts, would be captured by storm drain inlets and conveyed through the same on-site network. In addition, a slot drain along the eastern edge of the pickleball courts would collect runoff from the courts and direct flows into the storm drain system. All stormwater runoff generated within the project site would ultimately be conveyed to the existing storm drain infrastructure located within Civic Drive and Seneca Road.

2.3.6.5 Dry Utilities.

Dry utilities, including electrical service, would be provided to the site by Southern California Edison (SCE). Telecommunications services would be provided by Verizon or Charter.

2.3.7 Conservation and Sustainability Features

The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the California Building Standards Code (California Code of Regulations [CCR], Title 24).

2.4 CONSTRUCTION

Construction of the proposed project is anticipated to begin in November 2026 and would take place over an approximately 18-month period. Project completion is planned for May 2028. Construction activities near residential areas would be limited to daytime hours between 7:00 a.m.

[4] City of Victorville. 2016. *Sewer Master Plan.* December.

and 10:00 p.m., in accordance with the City of Victorville Municipal Code (VMC) Noise Ordinance.[5] Additionally, all construction activity would comply with the requirements and development standards as set forth in the VMC [6]

Generally, only minor grading would be required for site preparation and ground disturbance associated with the new buildings and new park facilities, with excavation not likely to exceed a depth of six feet below ground surface. It is anticipated that excavation for pavement and exterior flatwork would require a maximum depth of one foot. As a result of construction activities, the entirety of the site would be disturbed during site grading. Typical construction equipment for the project would include excavators, graders, bobcat loaders, compaction equipment, cranes, and other common construction equipment.

2.5 PROJECT APPROVALS

For purposes of the California Environmental Quality Act (CEQA), the City is the Lead Agency for the proposed project. Other agencies may also have discretionary approval authority related to the proposed project and act as responsible agencies for purposes of CEQA. The proposed project would require the following discretionary approvals from the City:

- Approval and adoption of the IS/MND;
- Specific Plan Amendment to update Table 4.2 and other impacted sections of the Civic Center Specific Plan to allow for government uses as a conditional use without a required residential component required under the Civic-Mixed land use designation;
- Conditional Use Permit Approval; and
- Site Plan Approval

Other non-discretionary actions anticipated to be taken by the City and additional agencies at the staff level as part of the proposed project include, but are not limited to, the actions described in **Table 2.A**, below.

[5] City of Victorville. 2025. Code of Ordinances: Title 13, Public Peace, Safety and Morals; Chapter 13.01, Noise Control. Website:https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT13PUPE_SAMO_CH13.01NOCO. (accessed May 23, 2025).

[6] City of Victorville. 2025. Code of Ordinances: *Title 1*6, Development Standards. Website https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT16DECO_CH3ZOLAUSRE_ART10CODI_S16-3.10.020DEST.(accessed May 23, 2025).

Table 2.A: Non-Discretionary Permits/Approvals

Agency	Permit/Approval
City of Victorville Fire Department	● Review/Approve fire truck access and site fire flow design
City of Victorville Water District	● Connection to water system ● Connection to wastewater system
Southern California Edison (SCE)	● Connection of electricity service
State Water Resources Control Board (SWRCB)	Waste Discharge Identification Number (WDID) for the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System (NPDES) No. CAS000002)

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3.0 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 in Chapter 3.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ 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

3.1 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Travis Clark — Signature

5/18/2026 — Date

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Impact Analysis

a. Would the project have a substantial effect on a scenic vista?

Less Than Significant Impact. A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City is located in the Victor Valley, in an area of the Mojave Desert commonly referred to as the "High Desert," with distant views of the San Gabriel Mountains to the southwest and the San Bernardino Mountains to the southeast. Areas of high visual sensitivity within and adjacent to the City include the Mojave River and the Mojave Narrows Regional Park, located four miles and 2.3 miles to the east, respectively. [7] While the San Gabriel and San Bernardino Mountains, located approximately 25 miles southwest and southeast of the project site, are generally regarded as

[7] City of Victorville. 2008c. *Draft Program Environmental Impact Report. City of Victorville General Plan 2030.* August 14.

having high aesthetic value, the City's General Plan does not officially identify scenic vistas, including these resources.[8] Accordingly, there are no designated scenic vistas near the project site.

The project site is currently undeveloped and is immediately surrounded by undeveloped land to the north and west. Distant views of the Quartzite Mountains interrupted by existing development lie to the north and distant views of San Gabriel Mountains interrupted by existing development lie to the southwest. Views to the south, southeast, and east are largely dominated by existing urban development. The proposed project includes several structures, including the police station building and a plaza building, as well as landscaping that would potentially interrupt views to the north from existing development on Seneca Road and to the west from existing development on Civic Drive. However, the proposed project would not interfere with designated scenic vistas as there are none identified in the City's General Plan. Furthermore, the structures to be constructed as part of the proposed project would not exceed 38 feet in height, would not dominate or overwhelm the project site, and the Quartzite Mountains and San Gabriel Mountains are of sufficient distance that development of the proposed project would be unlikely to substantially affect views of these resources, accordingly, any impact would be **less than significant**. No mitigation would be necessary.

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

No Impact. According to Caltrans' State Scenic Highway System Map, there are no designated scenic highways within the City. The closest eligible scenic highways are SR-138, located approximately 17 miles to the south of the project site, SR-173, located approximately 14 miles to the south of the project site, and SR-247, located approximately 21 miles east of the project site. Given these distances, the proposed project would have no impact on scenic resources, including trees, rock outcroppings, and historic buildings within a State scenic highway. The proposed project would have **no impact**. No mitigation would be necessary.

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

Less Than Significant Impact. According to PRC Section 21071, an "urbanized area" is an incorporated city that has a population of at least 100,000 persons or an incorporated city that as a population of less than 100,000 persons and not more than two contiguous incorporated cities combined equals at least 100,000 persons. The project site is within the City of Victorville, which is an incorporated city, with a population of approximately 140,721 as of July 2024.[9] Because the City

[8] City of Victorville. 2008b. *City of Victorville General Plan 2030, Land Use Element*. October 21.

[9] United States Census Bureau. 2024. *QuickFacts. Victorville city, California.* Website: https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/PST045224 (accessed January 22, 2026).

is an urbanized area, the project site is located within an urbanized area. Furthermore, surrounding land uses in the vicinity of the project site are representative of urban densities.

As noted in Chapter 2.0, Project Description, land uses surrounding the project site include commercial and single-family residential uses to the north, commercial uses to the east, institutional uses to the south, and vacant land and single-family residential uses to the west. The project site is bounded by vacant land to the north and west, Civic Drive to the east, and Seneca Road to the south. The Civic Center Specific Plan addresses scenic quality primarily through design standards applicable to development in the Civic Center area.

As part of the project approval process, the project would require an SPA to the Civic Center Specific Plan to conditionally allow for government uses within the Civic Mixed Land Use Category. The SPA would change permissible land uses without making changes to applicable design standards as provided for in the Civic Center Specific Plan. The project would comply with all applicable development standards, including building height limits, setbacks, and other design requirements established in the Specific Plan. Accordingly, development of the project site would conform to the existing visual character and quality of the surrounding built environment. The proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**, and no mitigation is required.

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

Less Than Significant Impact. Under existing conditions, the project site is vacant and does not produce light and glare. Existing sources of light in the vicinity of the project site are typical of residential commercial and institutional areas within the City and include streetlights and the headlights of motor vehicles passing through on nearby roadways, building façade and interior lighting, and pole-mounted lighting in the parking areas of adjacent developments. Lighting from existing distant development within the City also contributes to the background lighting in the project vicinity.

The proposed project would include both indoor and outdoor lighting within the project site. Outdoor lighting proposed at the police station would include parking lot pole lights interspersed within the fleet and staff parking area and the public visitor parking area to provide nighttime visibility. Outdoor lighting within the proposed park facility would include sports field luminaires and pedestrian light poles surrounding the pickleball court. Event lights would be installed around the seating area in the community green space to the east of the proposed stage, with tree up lights installed throughout the community green space and seating area. Additionally, lighting would be provided throughout the playground, splashpad, heritage walk, additional lawn areas, and pathways, including pedestrian light poles, palm tree up lights, and tree up lights. The lighting for the proposed parking facility would also incorporate pole lights interspersed throughout the parking lot. All light fixtures would be LED luminaires designed and oriented to minimize light pollution and glare to adjacent properties, with non-reflective building materials used where applicable, while meeting the required light distribution for the area. In addition, all exterior lighting would follow the

latest edition of the IESNA Lighting Handbook, 10th Edition,[10] and the 2025 State Building Energy Efficiency Standards (Title 24), which governs structural safety and sustainability for California's public buildings. Furthermore, all exterior lighting installed within the project site would conform to zoning and land use requirements as outlined in the VMC.[11] Additionally, the project would be required to adhere to the lighting and glare standards as specified in the Civic Center Specific Plan.

Although the proposed project would introduce sources of light to the currently unlighted, vacant project site, the new lighting sources would not generate artificial light to levels that are out of character with the surrounding area. The design of the proposed project would minimize lighting spillover toward surrounding land uses. The areas surrounding the project site are partially developed and characterized by a high degree of human activity and ambient light. The closest areas of development are commercial in nature and would be largely unaffected by nighttime lighting. Light sensitive uses, such as residential neighborhoods, are of sufficient distance from the project site that the introduction of new light sources would largely blend in with existing ambient lighting.

Accordingly, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding area. Impacts would be less than significant, and no mitigation is required.

[10] Illuminating Engineering Society of North America (IESNA). 2011. The Lighting Handbook: Reference and Application, 10th Edition. Website: https://ies.org/standards/lighting-library/. (accessed January 20, 2026).

[11] Illuminating Engineering Society of North America (IESNA). 2011. The Lighting Handbook: Reference and Application, 10th Edition. Website: https://ies.org/standards/lighting-library/. (accessed January 20, 2026).

4.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.2.1 Impact Analysis

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

No Impact. The project site is located in an urbanized and developed portion of the City of Victorville. Pursuant to Government Code Section 65570, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) prepares, updates, and maintains Important Farmland Series Maps for use in planning for the present and future of California's agricultural land resources. In addition to maps, the FMMP provides statistical data to the public, academia, and local, State, and federal governments on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. According to the DOC's California

Important Farmland Finder, the entire project site is designated as "Grazing Land."[12] The DOC defines Grazing Land as land on which the existing vegetation is suited to the grazing of livestock. However, there are no grazing or other agricultural activities currently occurring at the project site or the surrounding properties. Additionally, areas surrounding the project site are designated as "Urban and Built-Up Land." These areas are incompatible with agricultural operations and would limit the viability of grazing activities. Grazing Land is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance under the FMMP. Development of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. Therefore, the proposed project would have no impact, and no mitigation is required.

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

No Impact. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a nonmandated State program, administered by counties and cities to preserve agricultural lands and discourage their premature conversion to urban uses. According to the DOC's California Williamson Act Enrollment Finder, although some areas within San Bernardino County did report Williamson Act enrollment in 2024, no Williamson Act enrollment was reported for areas in the City of Victorville.[13] As previously discussed, the project site is not zoned for agricultural use. Therefore, the project site would not conflict with any agricultural zoning or Williamson Act contracts. No impact would occur, and no mitigation is required.

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

No Impact. The project site is not currently used for timberland production, is not zoned as forest land or timberland, and does not contain forest land or timberland as defined by Public Resources Code (PRC) Section 1220(g), PRC Section 4526, or Government Code Section 51104(g). Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

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

No Impact. Forest land is characterized as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, and recreation.[14] Although Joshua trees may naturally occur in undisturbed areas, they typically grow as

[12] California Department of Conservation (DOC). 2018. California Important Farmland. Website: https://maps.conservation.ca.gov/dlrp/ciff/App/index.html (accessed January 22, 2026).

[13] California Department of Conservation. n.d. California Williamson Act Enrollment Finder. DLRP Important Farmland Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html (January 22, 2026).

[14] US Forest Service. 2025. Forest Definitions Applied in Reporting. Website: https://research.fs.usda.gov/programs/fia/forestdefinitions (accessed April 3, 2026)

a sparse emergent layer with less than one percent cover in most Mojave Desert communities and slightly above one percent cover in Joshua Tree Wooded Scrub communities.[15] Even if the project site were left undisturbed, Joshua Trees would not achieve sufficient canopy cover to meet the definition of forest land. The project site is also located in an arid region that lacks sufficient annual rainfall to support other types forest trees such as pinyon, juniper, or hardwood species. Implementation of the proposed project would not convert forest land to non-forest use. Therefore, implementation of the proposed project would not result in the loss or conversion of forest land to a non-forest use. No impact would occur, and no mitigation is required.

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

No Impact. The project site is not used for agricultural production and does not contain any forest land. As detailed in Response 4.2(b) above, the project site is within Civic Center Specific Plan area and is currently designated for Civic Mixed uses. Thus, the proposed project would not convert farmland to a non-agriculture use. Because the project site is within an urban area with surrounding development and is not within the vicinity of any existing agricultural land or land zoned for agricultural uses, the proposed project would not contribute to environmental changes that could result in the conversion of farmland to non-agricultural use. Therefore, no impact would occur, and no mitigation is required.

[15] Brahmsteadt, Taryn R. 2025. Yucca brevifolia, Yucca jaegeriana, Joshua tree. In: Fire Effects Information System. U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Missoula Fire Sciences Laboratory. Website: https://research.fs.usda.gov/feis/species-reviews/yucspp (accessed March 31, 2026).

4.3 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.1 Background

The project site is within the Mojave Desert Air Basin (Basin). The Mojave Desert Air Quality Management District (MDAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these acts, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Federal standards are referred to as the National Ambient Air Quality Standards (NAAQS) and California standards are referred to as the California Ambient Air Quality Standards (CAAQS). Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NO_X), particulate matter less than 10 microns in size (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and particulate matter less than 2.5 microns in size ($PM_{2.5}$). The ambient air quality standard for each criteria pollutant represents the level that is considered safe to the public and avoids specific adverse health effects associated with each criteria pollutant.

Under the federal Clean Air Act, States and tribes are required to analyze and classify air quality within their jurisdictions and make recommendations to the USEPA on how these areas should be designated for purposes of meeting the NAAQS. Areas with pollutant concentrations below the thresholds established by the NAAQS are described as being in attainment or unclassifiable. Areas that exceed the thresholds established by the NAAQS are described as being in nonattainment. Areas that were in nonattainment but have since achieved the NAAQS are described as being in maintenance. In California, CARB is responsible for designating attainment status for both the NAAQS and CAAQS. The Basin is in attainment of the federal and State standards for CO, nitrogen dioxide (NO_2), SO_2, and Lead (Pb). The Basin is in nonattainment of the NAAQS for O_3 and PM_{10}, and nonattainment of the CAAQS for O3, PM_{10}, $PM_{2.5}$, and Hydrogen Sulfide. States with nonattainment

areas are required to prepare State Implementation Plans (SIPs) or air quality management plans, identifying the steps that will be taken to attain air quality standards.

MDAQMD has also established daily emissions thresholds for construction and operation of projects within the Basin. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the MDAQMD's *CEQA and Federal Conformity Guidelines*. These criteria include emissions thresholds, compliance with State and national air quality standards, and consistency with the current air quality plans. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Table 4.3.A lists the CEQA significance thresholds for construction and operational emissions established for the Basin. Projects within the Basin generating construction- or operation-related emissions that exceed any of their respective emission thresholds would be considered to have significant impacts under MDAQMD guidelines. These thresholds apply as both project and cumulative thresholds and a project resulting in exceedance of these standards would be considered to have a project-specific and cumulative impact.

Table 4.3.A: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Tons Per Year						
Construction	25	25	100	25	15	12
Operations	25	25	100	25	15	12
Pounds Per Day						
Construction	137	137	548	137	82	65
Operations	137	137	548	137	82	65

Source: MDAQMD, 2020. Website: https://www.mdaqmd.ca.gov/home/showdocument?id=192 (accessed January 2026).
CO = carbon monoxide
lbs/day = pounds per day
MDAQMD = Mojave Desert Air Quality Management District
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SO_X = sulfur oxides
VOC = volatile organic compounds

4.3.2 Impacts Analysis

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

Less than Significant Impact. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy based on projections from local General Plans. The project site is currently designated Civic

Mixed Use in the Civic Center Specific Plan. The Civic Mixed land use designation is intended for mixed-use projects that incorporate housing, commercial, and office uses in a single cohesive development. Live/work, vertical, or village type development concepts are intended, and developments must include residential components. As the proposed project involves a new police station and civic park without a residential component, it would require a Specific Plan Amendment to the Civic Center Specific Plan to conditionally allow for government uses within the plan's Civic Mixed Land Use Category.

Similar to requirements under the federal Clean Air Act, all areas designated as being in nonattainment under the California Clean Air Act (CCAA) are required to prepare plans showing how they will meet air quality standards. The attainment plans are based on regional growth projections developed by the Southern California Association of Governments (SCAG). Under CEQA, a project has the potential to be regionally significant if it would house more than 1,000 persons, occupy more than 40 acres of land, or encompass more than 650,000 sf of floor area. The proposed project would include the construction of a new 54,892 square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,183-square foot, single-story plaza building, a 1,832 square-foot stage, and 3.3-acre civic park; therefore, the proposed project would not be considered potentially regionally significant.

With respect to determining the proposed project's consistency with the air quality plan growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regarding population, housing, and growth trends. According to SCAG's 2024–2050 RTP/SCS, the City's households and employment are forecast to increase by approximately 29,300 households and 15,700 jobs between 2019 and 2050.[16] The proposed police station would accommodate approximately 168 staff members at full occupancy. Many of these employees currently work at the existing police station; therefore, the project would involve the relocation of existing staff rather than the creation of new employment. As a result, the project would not substantially increase the total number of jobs in the City beyond the 15,700 jobs projected under the SCAG 2024–2050 RTP/SCS for the City. Therefore, it is assumed that the project's labor demand would not substantially increase population, households, or employment in the City. Accordingly, the project would be consistent with SCAG's goals for new job growth in the region.

Additionally, as discussed below, the regional emissions generated by construction and operation phases of the proposed project would be less than the MDAQMD emissions thresholds, and MDAQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the air basin. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the applicable air quality plans. Impacts would be less than significant, and no mitigation is required.

[16] Southern California Association of Governments (SCAG). 2024. *Connect SoCal 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast, Table 13.* Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed January 2026).

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

Less than Significant Impact. As discussed above, the Basin is designated as being in nonattainment of federal standards for O_3 and PM_{10} and State standards for O_3, PM_{10}, and $PM_{2.5}$. The MDAQMD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the MDAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOCs, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Construction activities would include grading, site preparation, building, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emissions reductions of 50 percent or more. MDAQMD has established Rule 403.2: Fugitive Dust Control, which would require the City to implement measures that would reduce the amount of particulate matter generated during the construction period.

Construction emissions were estimated for the proposed project using the California Emissions Estimator Model version 2022.1 (CalEEMod). As stated in Chapter 2.0, Project Description, the

project would construct a new 54,892 square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,183-square foot, single-story plaza building, a 1,832 square-foot stage, and 3.3-acre civic park, which was included in CalEEMod. This analysis assumes that construction would begin in November 2026 and be completed in May 2028, which was included in CalEEMod. In addition, the proposed project would not require any soil import or export, which was reflected in the CalEEMod assumptions. This analysis also assumes the use of Tier 2 construction equipment and that the proposed project would comply with MDAQMD Rule 403.2 measures. All other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. **Table 4.3.B,** below, identifies the maximum daily emissions associated with construction activities during each construction phase. **Appendix A-1** of this IS/MND provides CalEEMod output sheets.

Table 4.3.B: Project Construction Emissions

Project Construction	Pollutant Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum Pounds Per Day						
Site Preparation	1.1	39.9	29.2	<0.1	9.0	5.0
Grading	0.8	23.3	18.5	<0.1	3.7	2.1
Building Construction	0.7	19.1	15.4	<0.1	0.9	0.7
Paving	1.2	13.4	11.3	<0.1	0.8	0.6
Architectural Coating	13.3	1.1	1.1	<0.1	0.1	0.1
Maximum (lbs/day)	**13.3**	**39.9**	**29.2**	**<0.1**	**9.0**	**5.0**
MDAQMD Thresholds	**137.0**	**137.0**	**548.0**	**137.0**	**82.0**	**65.0**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Tons Per Year						
2026	<0.1	0.7	0.6	<0.1	0.2	0.1
2027	0.1	2.5	2.0	<0.1	0.2	0.1
2028	0.1	0.2	0.2	<0.1	<0.1	<0.1
Maximum (tons/year)	**0.1**	**2.5**	**2.0**	**<0.1**	**0.2**	**0.1**
MDAQMD Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (January 2026).
CO = carbon monoxide
lbs/day = pounds per day
MDAQMD = Mojave Desert Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SO_X = sulfur oxides
ROG = Reactive organic compounds

As shown in **Table 4.3.B**, construction emissions associated with the project would not exceed the daily or annual MDAQMD thresholds for VOCs, NO_X, CO, sulfur oxides (SO_X), $PM_{2.5}$, or PM_{10} emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State Ambient Air Quality Standards (AAQS). Impacts would be less than significant, and no mitigation is required.

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions include

architectural coatings, consumer products, and landscaping. Energy-source emissions result from activities in buildings that use electricity and natural gas. Mobile-source emissions are from vehicle trips associated with operation of the proposed project.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment. Stationary source emissions would be associated with use of a backup diesel generator.

Energy source emissions result from activities in buildings in which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. Major sources of energy demand for the proposed project could include building mechanical systems, such as heating and air conditioning; however, the proposed project would comply with the latest California Green Building Standards Code.

Mobile source emissions are generated by the vehicle trips associated with project operations. PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other particulate matter emission processes. Additionally, gasoline-powered engines have lower rates of particulate matter emissions compared with diesel-powered vehicles.

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. The proposed project analysis was conducted using the land use codes *Government Office Building, Parking Lot, City Park,* and *Other Asphalt Surfaces.* The *Government Office Building* land use was used to represent the police station while the *Other Asphalt Surfaces* land use was used to represent paved and court area. Trip generation rates used in CalEEMod for the proposed project were based on the project's trip generation estimates identified in the proposed project's Traffic Study (provided in **Appendix G** of this IS/MND). The proposed project would generate approximately 1,255 net daily trips. In addition, the proposed project would include a 500-horsepower diesel generator with an annual runtime of 50 hours, which was also included in CalEEMod. When project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions. Long-term operational emissions associated with the existing uses were also evaluated in CalEEMod.

The long-term operational emissions associated with the proposed project are shown in **Table 4.3.C**. **Appendix A-1** provides CalEEMod output sheets for the operational emissions of the proposed project. The results shown in Table 4.3.C indicate the project would not exceed the significance criteria for daily or annual ROGs, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State AAQS. Impacts would be less than significant, and no mitigation is required.

Table 4.3.C: Project Operational Emissions

Emission Type	Pollutant Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Pounds Per Day						
Mobile Sources	5.4	5.1	45.3	0.1	9.9	2.6
Area Sources	1.7	<0.1	2.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.4	0.3	<0.1	<0.1	<0.1
Stationary Sources	0.1	0.3	0.3	<0.1	<0.1	<0.1
Total Project Emissions	**7.1**	**5.9**	**48.3**	**0.1**	**9.9**	**2.6**
MDAQMD Thresholds	**137.0**	**137.0**	**548.0**	**137.0**	**82.0**	**65.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Tons Per Year						
Mobile Sources	0.9	1.0	6.9	<0.1	1.8	0.5
Area Sources	0.3	<0.1	0.2	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Stationary Emissions	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Total Emissions	**1.2**	**1.1**	**7.3**	**<0.1**	**1.8**	**0.5**
MDAQMD Thresholds	**25**	**25**	**100**	**25**	**15**	**12**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (March 2026).
CO = carbon monoxide
lbs/day = pounds per day
MDAQMD = Mojave Desert Air Quality Management District
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SO_X = sulfur oxides
ROG = Reactive organic compounds

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the existing Victorville Police Department, located at 14200 Amargosa Road, approximately 0.77 mile southwest of the project site, showed a highest recorded 1-hour concentration of 1.6 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 1.4 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under

peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.[17]

Based on the trip generation described in Section 4.17, Transportation, the proposed project would generate 1,255 net daily of which 102 trips would be AM peak hour trips and 108 trips would be PM peak-hour trips. Furthermore, since the proposed project consists of a police station and civic park, the project may be considered a community institution and/or social services. Accordingly, the proposed project would be screened out of a detailed vehicle miles traveled (VMT) analysis and is presumed to have a less than significant VMT impact. Therefore, given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the project would not result in any project-related impacts on CO concentrations. No mitigation is required.

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

Less than Significant Impact. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks. The closest sensitive receptors include the Gold West Mobile Home Park located to the west of the project site at approximately 1,215 feet and the single-family residences located north of the project site at approximately 2,520 ft. The closest worker receptor is located east of the project site across Civic Drive at approximately 235 feet and the closest school to the project site is located northwest of the project site along Hook Boulevard at approximately 3,500 feet.

According to the MDAQMD *CEQA and Federal Conformity Guidelines*[18] emissions of TACs are considered significant if a project exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.0.

A construction Health Risk Assessment (HRA), which evaluates construction-period health risk to off-site receptors, was performed for the proposed project and is summarized below. The project site is located near existing residential uses that could be exposed to diesel emission exhaust during the construction period.

To estimate the potential cancer risk associated with equipment exhaust (including diesel particulate matter) released during construction of the proposed project, a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor

17 United States Environmental Protection Agency (USEPA). Outdoor Air Quality Data. 2025. Website: https://www.epa.gov/outdoor-air-quality-data/monitor-values-report (accessed February 2026).

18 MDAQMD. 2020. MDAQMD California Environmental Quality Act and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/rules/overview#docaccess-7b21c5aafa1366cf6324c84cab07a19ae820271b692265c4a3ff53b327183a9b (accessed January 2026)

location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the CARB exposure methodology with the air dispersion model performed using the USEPA dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data.

Table 4.3.D, below, identifies the results of the analysis assuming the use of Tier 2 construction equipment, as proposed by the project, at the maximally exposed individual (MEI). Model images and details related to the modeled sources are shown in the Construction HRA (Appendix A-2).

Table 4.3.D: Inhalation Health Risks from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Sensitive Receptor Risk	0.35	<0.01	0.00
Worker Receptor Risk	0.11	0.01	0.00
School Receptor Risk	0.02	<0.01	0.00
Threshold	**10.0**	**1.0**	**1.0**
Exceed?	**No**	**No**	**No**

Source: LSA (January 2026)
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
$\mu g/m^3$ = micrograms per cubic meter

As shown in **Table 4.3.D**, the maximum cancer risk during construction for the sensitive MEI would be 0.35 in one million, which would not exceed the MDAQMD cancer risk threshold of 10 in one million. The worker MEI would be lower at 0.11 and the school MEI would be 0.02 in one million, which would also not exceed the threshold. The total chronic hazard index would be less than 0.01 for the sensitive MEI, 0.01 for the worker MEI, and less than 0.01 for the school MEI, which would be below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, construction of the proposed project would not exceed MDAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

As identified in **Table 4.3.C**, project operational emissions of criteria pollutants would be below MDAQMD significance thresholds; thus, they are not likely to have a significant impact on sensitive receptors. Once the proposed project is constructed, it would not be a source of substantial emissions. Therefore, implementation of the proposed project would not result in new sources of TACs.

The proposed project's potential air quality impacts from construction and operation would not expose sensitive receptors to substantial pollutant concentrations. The proposed project would not result in any individual health risk in excess of the thresholds considered to be prudent risk management levels. Therefore, the proposed project's potential air quality impacts would not

expose sensitive receptors to substantial pollutant concentrations. This impact is less than significant, and no mitigation would be required.

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

Less than Significant Impact. Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. In addition, the application of asphalt and architectural coatings during construction activities may result in odors. Proposed project operations would be unlikely to include any activities that would generate objectionable odors. Trash cans placed on the project site, a potential source of objectionable odors, would be maintained by the City consistent with the requirements of Title 6 – Health and Sanitation, of the VMC and once operational, the project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) affecting a substantial number of people.

4.4 BIOLOGICAL RESOURCES

This section describes existing biological resources in the project site, including potentially occurring special-status species, sensitive natural communities, and jurisdictional features; identification of potential impacts to biological resources associated with implementation of the proposed project; and recommended mitigation measures, where required, to reduce potential impacts to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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 U.S. 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 interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

4.4.1 Background

The analysis presented in this section is based upon information contained in the Biological Resources Assessment (BRA) and Western Joshua Tree Census (included as **Appendix B** within this IS/MND) prepared by LSA Associates for the proposed project in August 2025.

The project site is generally flat with a gradual slope toward the east and northeast. According to the U.S. Geological Survey (USGS), the elevation near the center of the site is approximately 2,950 feet MSL. The project site is primarily vacant, except for various utilities along the periphery, adjacent to the road front, and a concrete enclosure housing a pad-mounted transformer. Between 1967 and 2005, the project site was partially occupied by the former Roy Rogers-Dale Evans

Museum that extended eastward across what is now a portion of Civic Drive onto the adjacent parcel fronting I-15. The museum was relocated in 2003 and the building was demolished in 2005.

Methods. A list of sensitive wildlife and plant species potentially occurring within the project site was compiled to evaluate the potential impacts associated with development of the proposed project. Sources used to compile the list include the California Natural Diversity Database (CNDDB),[19] California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California,[20] and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) list.[21] Records were reviewed for the following United States Geological Survey 7.5-minute quadrangles: *Victorville, Adelanto, Baldy Mesa, Apple Valley North, and Hesperia, California United States.* **Appendix B** provides individual lists of sensitive wildlife and plant species potentially occurring within the project site. The determination of whether a species could potentially occur within the project site was based on the availability of suitable habitat within the species' known range, as well as known occurrences of the species in or adjacent to the project site according to the CNDDB.

Surveys. LSA botanist and arborist Dr. Stan Spencer conducted a vegetation survey, habitat assessment, and reconnaissance-level biological survey of the project site on January 29, 2025, to identify plant and wildlife species, assess habitat for special-status species, and identify other sensitive biological resources such as jurisdictional waters or wetlands, sensitive natural communities, and nest sites for raptors and other native birds. Plant species names were recorded consistent with *The Jepson Manual: Vascular Plants of California,* Second Edition.[22] Observations also included resources protected under the California Desert Native Plant Act (CDNPA). A burrowing owl (Athene cunicularia) habitat assessment and burrow survey was conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation, beginning March 5, 2025, with follow-up surveys on March 15, April 16, May 14, and June 17, 2025. Surveys included walking transects to identify potential burrows and searching for owl sign in both natural and manmade structures.

Results. The project site is composed of disturbed creosote bush scrub and disturbed rubber rabbitbrush scrub vegetation communities. Bare ground is also present along the eastern and southern perimeter of the site. No aquatic resources occur within the project site. During the survey completed in support of the Western Joshua Tree Census prepared for the proposed project, five Joshua trees (three living and two dead) were found in the project site while two additional dead Joshua trees were identified in the buffer area of the project site. However, no federal- or State-listed plant species are expected to occur within the project site. Additionally, there are no known occurrences of any federal- or State-listed animal species on the project site, and none were

19 California Department of Fish and Wildlife (CDFW). n.d. California Natural Diversity Database, Rarefind 5, Version 5.3.0. Website: https://wildlife.ca.gov/Data/CNDDB/ (accessed January 2026).

20 California Native Plant Society (CNPS). 2025. Inventory of Rare and Endangered Plants (online edition). California Native Plant Society, Sacramento. Website: www.cnps.org/inventory (accessed January 2026).

21 United States Fish and Wildlife Service (USFWS). n.d. Information for Planning and Consultation. Website: https://ipac.ecosphere.fws.gov/ (accessed January 2026).

22 Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken, editors. 2012. The Jepson Manual: Vascular Plants of California, Second Edition. University of California Press, Berkeley.

observed during the field surveys. However, based on a review of the resource databases and LSA's in-house knowledge of the surrounding areas, the following threatened, endangered, fully protected, candidate, or proposed threatened or endangered species have the potential to occur in the general project vicinity: Desert tortoise (*Gopherus agassizii*), which is federally listed as threatened; Burrowing owl, which is designated as a candidate for listing under the California Endangered Species Act (CESA); and Mohave ground squirrel (MGS) (*Xerospermophilus mohavensis*) which is listed as threatened under the CESA and is a candidate for listing under the federal Endangered Species Act (FESA).

Habitats and Vegetation Communities. As noted above, two disturbed vegetation communities were identified on-site:

Disturbed Creosote Bush Scrub. The disturbed creosote bush scrub is dominated by common creosote bush (*Larrea tridentata*) with low cover of Nevada ephedra (*Ephedra nevadensis*) and white bursage (*Ambrosia dumosa*) as well as nonnatives such as red stem filaree (*Erodium cicutarium*). This vegetation community is considered disturbed due to the presence of low species diversity and past clearing and presence of foot and off-road vehicle traffic disturbance. Western Joshua trees are also present primarily in the disturbed creosote bush scrub community. The disturbed creosote bush scrub is the dominant vegetation community on the project site, constituting approximately 6.26 acres.

Disturbed Rubber Rabbitbrush Scrub. Disturbed rubber rabbitbrush scrub is dominated by rubber rabbitbrush (*Ericameria nauseosa*) with lesser cover of California buckwheat (*Eriogonum fasciculatum*) along with interspersed nonnative species such as Sahara mustard (*Brassica tournefortii*) and Russian thistle (*Salsola* sp.). This vegetation community is located in the north-northeastern portion of the site, accounting for approximately 2.18 acres, and is also considered disturbed due to the presence of anthropogenic activities and intermixed nonnative species. No vegetation was present in areas identified as bare ground because the area is subject to regular foot and off-road vehicle traffic.

4.4.2 Impact Analysis

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

Less than Significant Impact with Mitigation Incorporated. As discussed above, the desert tortoise (*Gopherus agassizii*), which is federally listed as threatened; Burrowing owl, which is a State candidate species for listing under the CESA; and Mohave ground squirrel (*Xerospermophilus mohavensis*) which is listed as threatened under the CESA and is a candidate for listing under the FESA have the potential to occur on the project site. Additionally, western Joshua trees were found on the project site. These trees are protected under the Western Joshua Tree Conservation Act (WJTCA) and are a candidate for listing as endangered or threatened under the CESA.

Mohave Ground Squirrel. Mohave ground squirrel is listed as threatened under the CESA and is a candidate for listing under the FESA. Mohave ground squirrel is a rodent endemic to the western Mojave Desert of California that spends a significant part of the year in dormancy in underground burrows (typically from mid-July to mid-February). There were no observations of Mohave ground squirrel or indications of ground squirrel being present. The most recent Mohave ground squirrel occurrence was in 2011, 6.7 miles southwest of the project site near the California Aqueduct. The habitat between the past occurrence and the project site has since been fragmented by residential, and commercial development. The area surrounding the 2011 Mohave ground squirrel occurrence has since been fragmented by residential and commercial development. Additionally, a Mohave ground squirrel occupancy and use assessment was conducted at the project site by LSA biologists and a small mammal specialist. Based on this assessment, the project site was determined to lack habitat capable of supporting Mohave ground squirrel occupancy or use due to its isolated and fragmented urban setting. The Mohave ground squirrel has been extirpated from much of the Victor Valley due to habitat loss and fragmentation.

Desert Tortoise. Desert tortoise is federally listed as threatened and occurs in creosote bush scrub, saltbush scrub, and Joshua tree woodland dominated by creosote bush (*Larrea tridentata*), white bursage (*Ambrosia dumosa),* cactus (*Opuntia* sp.), saltbush (*Atriplex* sp.), or western Joshua tree, generally below 5,000 feet in elevation. Although tortoises may occur in canyon bottoms and on rocky hillsides in California, they are most often found on level or slightly sloped ground. Desert tortoises can spend up to 95 percent of their life underground. Tortoises typically burrow in areas with firm soil and may remain in their burrows when unfavorable conditions, such as prolonged drought, occur. Burrows are typically found at the bases of shrubs but may occur in the open. During the field surveys, domestic dogs and signs of dog digs were observed and numerous common ravens (*Corvus corax*), a known predator of the desert tortoise, were observed on-site. Other factors contributing to unsuitable conditions include the presence of homeless encampments, trash, foot traffic, off-road vehicle activity, and previous grading disturbances. These impacts, combined with the site's isolated and fragmented urban setting, render it unsuitable for desert tortoise occupancy or use. Additionally, a desert tortoise assessment was conducted for the project site as part of the BRA. Based on the assessment, the project site is neither located within designated critical habitat nor in any Desert Wildlife Management Areas proposed for the desert tortoise as identified in the draft West Mojave Habitat Conservation Plan. The project site is surrounded by urban development and roads, resulting in the site being fragmented and isolated from documented desert tortoise habitat.

Burrowing Owl. Burrowing owl became a candidate species for listing under CESA on October 10, 2024, by the California Fish and Game Commission. Under CESA, candidate species receive the same protection as officially listed species until a final decision is made. Burrowing owls occur in open habitats with low vegetation throughout the region. This special-status species requires special consideration at proposed construction sites because its habit of nesting underground makes it vulnerable to grading and other project-related soil disturbance. Although no burrowing owl, sign, burrows, or other burrow features potentially occupied by burrowing owl were detected during the surveys conducted on March 15, April 16, May 14, and June 17, 2025, suitable burrows for burrowing owl occupancy were observed within the project site. The project site has also been affected by off-highway vehicle use, homeless encampments, trash dumping, as well as impacted by

domestic dogs, all of which make the project site unsuitable for burrowing owls. While no burrowing owls or signs of burrowing owls have been observed on the project site, the species is highly mobile and could potentially occupy the site. To reduce potential impacts, implementation of **Mitigation Measure BIO-1**, which requires a preconstruction clearance survey for burrowing owls no more than 30 calendar days prior to the initiation of project activities, would ensure that potential effects to burrowing owls are reduced to less than significant.

Mitigation Measure BIO-1 **Conduct Preconstruction Clearance Surveys for Burrowing Owl.** A preconstruction clearance survey for burrowing owl (*Athene cunicularia*) shall be completed by a qualified biologist no more than 30 calendar days prior to the initiation of project-related ground disturbance activities. All survey results shall be delivered to the City of Victorville. If an active burrowing owl burrow is found within the project site, the City shall coordinate with the California Department of Fish and Wildlife (CDFW) to obtain applicable agency approval/direction prior to any ground disturbance activities on the site. Specific avoidance, den excavation, passive relocation, and compensatory mitigation activities shall be completed as required by the CDFW. If no active burrowing owl burrows are identified, ground-disturbance activities may proceed as planned following the preconstruction survey.

Western Joshua trees. Western Joshua trees are protected under the WJTCA and are a candidate for listing as endangered or threatened under the CESA. As stated above and described in further detail in **Appendix B**, a census of western Joshua trees was conducted for the proposed project. According to the census, five Joshua trees (three living and two dead) were found within the project site, and two additional dead Joshua trees are located just outside of the site's northern boundary. To the greatest extent feasible, the three living Joshua trees would be retained. However, if any living Joshua trees must be removed, removal would occur pursuant to an Incidental Take Permit (ITP) issued by the CDFW under the WJTCA. The two dead Joshua trees located within the project site would also be removed as part of site clearing activities.

Other Non-Listed, Special-Status Species. As described above, the literature search indicated the potential presence of five non-listed, special-status plant species and one special-status animal species in the project vicinity. Although there are no records of non-listed plant species occurring within the project site, a single Silver cholla (*Cylindropuntia echinocarpa*), protected by the CDNPA, was observed within the project site. During the filed observation, this single individual appeared to be to be in poor condition and was partially dead. Given the presence of a CDNPA protected species, a permit application would be required prior to removal of this plant as described in **Mitigation Measure BIO-2,** below.

Mitigation Measure BIO-2 **California Desert Native Plant Act Permit.** A permit application under the California Desert Native Plant Act (CDNPA) shall be submitted to and approved by the San Bernardino County Agricultural Commissioner for any unavoidable impacts to Silver cholla (Cylindropuntia echinocarpa) prior to its removal.

Although no other non-listed, special-status animal species are expected to occur on the site due to lack of suitable habitat and longstanding disturbance on the project site. One non-listed animal species, the loggerhead shrike (*Lanius ludovicianus*), which is listed as a Special Species of Concern under CDFW, has a low potential of nesting and foraging within the project site. Although, suitable foraging habitat occurs throughout the project site and suitable nesting habitat is present within the within the western Joshua trees located within the project site, this habitat is limited due to the lack of perching locations. Additionally, loggerhead shrike were not observed during the field surveys completed as part of the BRA. Moreover, during the field surveys, suitable habitats for shrub and tree nesting birds were identified on site. Pursuant to the CFGC Sections 3503, 3503.5, and 3800, and by the Migratory Bird Treaty Act (MBTA) (16 USC 703–711), nesting birds are protected. Subsequently, construction activities that occur during the nesting bird season (typically February 15 through September 15) would have the potential to result in the direct or indirect take of nesting birds. Accordingly, implementation of **Mitigation Measure BIO-3,** which requires preconstruction nesting bird surveys and avoidance measures to reduce potential impacts to loggerhead shrikes and nesting birds to less than significant levels.

Mitigation Measure BIO-3 **Nesting Bird Surveys and Avoidance.** The City shall avoid conducting project-related construction activities during the nesting bird season (February 15 through September 15), if possible. If unable to do so, prior to construction activities (including vegetation removal), a preconstruction nesting bird survey shall be conducted by a qualified biologist no more than three days prior to any construction activities. Should nesting birds be found, an exclusionary buffer (depending upon the species) shall be established by the qualified biologist. The buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist. A qualified biologist shall continue to monitor active nests adjacent to active work areas to determine whether exclusionary buffers are sufficient to prevent stress or other negative behavioral changes to nesting birds. Exclusionary buffers may be adjusted at any time by a qualified biologist based on project activities and nesting bird behavior. No construction activities shall be allowed within the exclusionary buffer until the qualified biologist determines that the young have fledged or the nest is no longer active.

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

No Impact. The CDFW tracks the occurrences of natural plant communities that are of limited distribution Statewide or within a county or region and are often vulnerable to environmental effects of projects. In the CDFW's Natural Communities List,[23] vegetation alliances with State rarity

[23] California Department of Fish and Wildlife (CDFW). 2025. California Natural Communities List. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline (accessed February 2026).

rankings of S1–S3 are considered "highly imperiled" and project impacts to "high-quality occurrences" of these alliances could be considered significant under CEQA. Most types of wetlands and riparian communities are also considered special-status natural communities due to their limited distribution in California. As previously stated under Response 4.4.1 (a), the project site is primarily vacant, except for various utilities along the periphery, adjacent to the road front, and a concrete enclosure housing a pad-mounted transformer. In addition, the field surveys did not identify any riparian or other sensitive natural communities within the project site. Therefore, implementation of the proposed project would not 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 CDFW or USFWS, and no impact would occur.

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

No Impact. The project site does not contain any potential wetlands, streams, or lakes under the jurisdiction of the State or the federal government, nor does it support hydrophytic vegetation; therefore, the project would have no impact to State or federally protected waters or wetlands.

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

Less than Significant Impact. Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movement of wild animals from one area of suitable habitat to another in order to fulfill foraging, breeding, and territorial needs.

As described in the BRA in **Appendix B**, the project site is located in the central part of Victorville and generally surrounded by residential and commercial development and undeveloped areas. Land uses surrounding the project site include commercial uses and single-family residential uses to the north, commercial and retail to the east, institutional uses to the south, and single-family residential uses to the west. The project site is primarily vacant, except for various utilities and a concrete enclosure housing a pad-mounted transformer. Additionally, the site is dominated by two vegetation communities: disturbed creosote bush scrub and disturbed rubber rabbitbrush scrub, with bare ground also present along the eastern and southern perimeter of the site. Although suitable habitats for shrub and tree nesting birds are present on the site and provide habitat for a variety of tree and ground nesting birds, as well as birds that could nest in herbaceous vegetation, there are no major wildlife movement corridors that pass through the project site. Therefore, impacts to wildlife corridors would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. CDFW regulates western Joshua trees in California under the WJTCA, enacted in July 2023. The WJTCA prohibits the import, export, take, possession, purchase, or sale of western Joshua trees except as authorized by CDFW and allows CDFW to issue permits for the incidental take, removal, relocation, or trimming of trees. Under the WJTCA, permittees may satisfy mitigation obligations through relocation measures or by paying in-lieu fees deposited into the Western Joshua Tree Conservation Fund, which supports the conservation and management of western Joshua tree habitat. As discussed above, the three living Joshua trees would be retained, to the greatest extent feasible. However, if any living Joshua trees must be removed, removal would occur pursuant to an Incidental Take Permit (ITP) issued by CDFW under the WJTCA.

Chapter 13.33 of the VMC prohibits the removal or damage of western Joshua trees without prior consent of the Director of Parks and Recreation or their designee and requires coordination with CDFW. Accordingly, with compliance with applicable municipal code requirements and the conditions of the ITP issued by CDFW, the proposed project would not conflict with local policies or ordinances protecting biological resources. Impacts would therefore be less than significant, and no mitigation is required.

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

No Impact. The project site is not located within any formally adopted Natural Community Conservation Plan/Habitat Conservation Plan. [24] The project site is within the Bureau of Land Management's California Desert Conservation Area Plan,[25] the Draft West Mojave Plan area,[26] and the Desert Renewable Energy Conservation Plan area,[27] but is not located within BLM managed lands. Therefore, the project would not result in any impacts associated with an adopted habitat conservation plan, and no mitigation is required.

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24 CDFW. 2023. California Natural Community Conservation Plans. August 2023. CDFW, Habitat Conservation Planning Branch. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline(accessed February 2026).

25 BLM (Bureau of Land Management). 1980. *The California Desert Conservation Area Plan*. 1980, as amended. Website: https://eplanning.blm.gov/public_projects/?doc=lup%2F66949%2F82080%2F96344%2FCDCA_Plan.pdf (February 2026).

26 BLM. 2005. Final Environmental Impact Report and Statement for the West Mojave Plan: A Habitat Conservation Plan and California Desert Conservation Area Plan Amendment. Vols. 1 and 2. December. Website: https://eplanning.blm.gov/eplanning-ui/project/72544/570 (accessed February 2026).

27 BLM. 2016. *Land Use Plan Amendment to the California Desert Conservation Plan, Bishop Resource Management Plan, and Bakersfield Resource Management Plan*. September. Website: https://eplanning.blm.gov/public_projects/lup/66459/133474/163144/DRECP_BLM_LUPA.pdf (February 2026).

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

4.5.1 Impact Analysis

The analysis presented in this section is based upon the Cultural Resources Assessment (included as **Appendix C** within this IS/MND) prepared by LSA Associates for the proposed project in April 2025.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. State CEQA Guidelines Section 15064.5(a) defines "historic resources" as generally including resources listed in or eligible for listing in the California Register of Historical Resources [California Register), a resource included in a local register of historical resources or identified as significant in an historical resource survey meeting certain requirements, or any "object, building, structure, site, area, place, record, or manuscript" which a lead agency determines to be historically significant per certain criteria, including eligibility for listing in the California Register.

To identify historical resources on the project site, a cultural resources records search was conducted on March 10, 2025, at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System located at California State University, Fullerton. The records search included the project site as well as a one mile search radius surrounding the project site. The objectives of this research were (1) to establish the status and extent of previously recorded cultural resources sites, surveys, and studies; (2) to note the likelihood of encountering cultural resources and their type(s) based on previously recorded resources within one mile of the project site; and (3) to uncover relevant historical contexts. Data sources consulted at the SCCIC include archaeological site records, historic USGS topographic maps, reports from previous studies, and the State Historic Resource Inventory for San Bernardino County, which contains listings for the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest. In addition, historic topographic maps and aerial photographs of the project site and surrounding area were reviewed.

In its existing setting, the project site is currently primarily undeveloped. Excluding placement of utilities along the periphery and a concrete enclosure for a pad-mounted transformer, the project site is otherwise unpaved and occupied by vegetation. Although the project site once hosted the Roy Rogers-Dale Evans Museum, demolished in 2005, a review of historic topographic maps and aerial photographs indicated there were never any historic buildings within the project site (see

Appendix E, Phase I ESA). Accordingly, no built-environment historical resources are at the project site and development of the proposed project would not cause a substantial adverse change in the significance of a historical resource. Therefore, no impacts would occur, and no mitigation is required.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. In accordance with State CEQA Guidelines Section 15064.5(c)), if the project would affect an archaeological deposit, the lead agency must first determine whether the deposit is a "historical resource" (see CEQA Guidelines Section 15064.5(a)). If the deposit is not a historical resource, the lead agency must determine if the deposit is a "unique archaeological resource."

According to the Geotechnical Evaluation, the project site is underlain by undocumented fill and alluvium. The depth of this undocumented fill was found to range from approximately one to two feet below existing grade. Beneath the undocumented fill, alluvium was found approximately 51.4 feet below existing grade. Undocumented fill is typically not anticipated to include significant archaeological resources. Generally minor grading would be required as part of the proposed project for site preparation. Ground disturbance associated with the new buildings and new park facilities would include excavation; however, this activity is not likely to exceed a depth of six feet below ground surface. It is anticipated that excavation for pavement and exterior flatwork would require a maximum depth of one foot.

As previously discussed, on March 10, 2025, a cultural resource record search was conducted at the CHRIS SCCIC at California State University, Fullerton for the project site and the area within one-mile radius surrounding the project site. The results of the record search identified that no cultural resources exist within the project site and that two cultural resources were recorded within one mile of the project site. The two resources consisted of a prehistoric lithic scatter and historic refuse deposit. A pedestrian field survey was conducted on December 29, 2024, and cultural resources were identified during the survey.

Based on the results of the record search and pedestrian field survey, it was determined that the project site has limited potential to yield archaeological resources. However, as the proposed project would include ground disturbance in the form of excavation and grading, there is potential for inadvertent discovery of unknown buried cultural resources. Should archaeological deposits be encountered during project ground disturbance, a substantial adverse change in the significance of a cultural resource could occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (CEQA Guidelines Section 15064.5(b)(1)). Implementation of **Mitigation Measure CUL-1**, which requires work stoppage in the event that previously unknown archaeological resources are identified, and compliance with PRC Section 21083.2(g), along with **Mitigation Measures CUL-2** and **CUL-3** that include procedures for archaeological evaluation, tribal consultation, monitoring and treatment planning, would reduce potential impacts to archaeological resources to a less than significant level.

Mitigation Measure CUL-1 **Unknown Archaeological Resources**. In the unlikely event that previously unknown archaeological resources are identified during earthmoving activities, further work in the area shall be halted until the nature and significance of the find can be assessed by a qualified archaeologist in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The City and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. Any found deposits shall be treated in accordance with federal, State and local guidelines, including those set forth in PRC Section 21083.2, and shall be assessed, handled, and treated consistent with accepted standards, such as the Secretary of the Interior's standards and guidelines for archaeology and historic preservation. Prior to commencement of grading activities, the City of Victorville (City) Community Development Director, or designee, shall verify that all project grading and construction plans include specific requirements regarding California PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

Mitigation Measure CUL-2 **Unknown Cultural Resources**. 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 Professional Qualification 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 cultural resources offices of the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians) shall be contacted, as detailed within **Mitigation Measure 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 in order to obtain Tribal input with regards to significance and treatment of the find.

Mitigation Measure CUL-3 **Unknown Pre-contact Cultural Resources**. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians) for review and comment, as

detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the plan accordingly.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. No human remains have been identified at the project site. Native American skeletal remains are often associated with archaeological deposits, which are frequently buried in this region beneath Holocene alluvial soils. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code shall apply, as described below in **Regulatory Compliance Measure CUL-1**. In addition, **Mitigation Measure CUL-4** together with implementation of **Regulatory Compliance Measure CUL-1**, would ensure that impacts would be reduced to less than significant.

Regulatory Compliance Measure CUL-1

Inadvertent Discovery Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Measure CUL-4

Inadvertent Discovery Human Remains or Funerary Objects. 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 Section 7050.5 and that code enforced for the duration of the project.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

4.6.1 Background

This section discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

For the purposes of this analysis, the amounts of electricity, construction fuel, and fuel use from operations are quantified and compared to energy consumption in the County. The electricity uses of the proposed project are analyzed on an annual basis. Electricity uses were estimated for the project using default energy intensities by land use type in CalEEMod (included in **Appendix A-1**).

4.6.2 Impact Analysis

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

Less Than Significant Impact. The proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below are based on data included in the CalEEMod output sheets, which are included in **Appendix A-1**.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built in 18 months. Construction specific phases were assessed for their energy consumption under each construction sub-phase: grading, site preparation, building construction, paving, and architectural coating activities.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the proposed police station and associate site improvements. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the idling times for construction vehicles would be restricted to five minutes or less and construction workers would be required to shut off idle equipment, consistent with CARB anti-idling regulations. In addition, construction activities are not anticipated to result in the inefficient use of energy as gasoline and diesel fuel would be supplied by

construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, impacts would be less than significant, and no mitigation would be required.

Operational Energy Use. Energy use consumed by the proposed project would be associated with electricity, natural gas, and fuel used for vehicle trips associated with the project. Energy consumption was estimated for the project using default energy intensities by land use type in CalEEMod. The proposed project would also result in diesel usage associated with the emergency backup generator; however, the emergency backup generator is only expected to run a maximum of 50 hours annually. Therefore, use of the emergency backup generator is not expected to substantially increase diesel fuel usage and is not evaluated further.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.6 mpg in 2023.[28] The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021.[29] Fuel use associated with vehicle and truck trips generated by the proposed project was calculated based on the project's trip generation described in Section 4.17, Transportation, which identifies that the proposed project would generate approximately 1,255 net daily trips. The amount of operational fuel use was estimated using CARB's California Emissions Factor Model, version 2021 (EMFAC2021) model, which provided projections for typical daily fuel usage in the County.

Table 4.6.A, below, shows the estimated potential increased energy usage associated with the proposed project.

Table 4.6.A: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh per year)	Natural Gas (Therms per year)	Gasoline (gallons per year)	Diesel (gallons per year)
1,088,471	15,062.4	179,540	125,104

Source: LSA (January 2026).

As shown in **Table 4.6.A**, the estimated potential increased electricity demand associated with the proposed project is 1,088,471 kilowatt-hours (kWh) per year. In 2024, the County consumed 16,206 GWh or approximately 16,206,000,000 kWh of electricity.[30] Therefore, electricity demand associated with the proposed project would be approximately 0.01 percent of the County's total electricity demand. Additionally, the estimated potential increased natural gas demand associated

28 United States Department of Transportation (USDOT). 2025. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed January 2026).

29 CEC. 2015. "Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026." September.

30 CEC. n.d-a. "Electricity Consumption." Website: https://www.energy.ca.gov/ data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed January 2026).

with the proposed project is 15,062.4 therms per year. In 2024, the County consumed 547.2 million therms.[31] Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of the County's total natural gas demand.

Electrical demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. As shown above in **Table 4.6.A**, the increase in vehicle trips associated with the proposed project would consume approximately 179,450 additional gallons of gasoline and 125,104 additional gallons of diesel fuel. Based on fuel consumption obtained from EMFAC2021, approximately 826.8 million gallons of gasoline and approximately 326.1 million gallons of diesel fuel will be consumed from vehicle trips in the County in 2028. Therefore, fuel demand generated by vehicle trips associated with the proposed project would increase the annual fuel use in the County by 0.02 percent for gasoline fuel usage and by 0.04 percent for diesel fuel usage. Therefore, the proposed project would result in fuel usage that is a minimal fraction of current annual fuel consumption in the County.

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Therefore, construction and operation period impacts would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. In 2002, the State Legislature enacted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to prepare the Integrated Energy Policy Report (IEPR) to guide statewide planning for electricity, natural gas, and transportation fuels. The IEPR evaluates California's energy supply, demand, and infrastructure needs and identifies strategies to promote energy efficiency, renewable energy development, transportation electrification, and reductions in VMT. The most recent update, the 2025 IEPR, addresses a range of energy issues, including integrated resource planning, distributed energy resources, transportation electrification, transportation electrification, renewable gas, and climate adaptation and resiliency.

Because energy use during construction would be temporary and operational energy demand associated with the proposed project would be relatively small compared to statewide energy supplies, project-related energy consumption would not represent a substantial demand.

[31] CEC. n.d-b. "Natural Gas Consumption." Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed January 2026).

Accordingly, impacts to regional energy sources would be negligible. Given that California's energy conservation planning is conducted at a regional level, the project's incremental contribution to regional energy demand would be minor and would not conflict with the policies or objectives identified in the 2025 IEPR. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

4.7.1 Impact Analysis

The analysis presented in this section is based upon both the Geotechnical Evaluation (included as **Appendix D-1** to this IS/MND) prepared by Ninyo and Moore in February 2025 and the Paleontological Resources Assessment (included as **Appendix D-2** to this IS/MND) prepared by LSA in June 2025.

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act) establishes regulatory zones surrounding surface traces of active faults within California in order to reduce losses from surface fault rupture. Alquist-Priolo earthquake fault zones are periodically mapped by the California Geological Survey, a division of the California Department of Conservation (DOC), in compliance with the Alquist-Priolo Act.

According to the California Department of Conservation, the project site is not located within a currently mapped Alquist-Priolo Earthquake Fault Zone, and no active faults have been mapped in proximity to the project site.

The nearest known active fault is the Ord Mountains Fault, which is located approximately 9.75 miles southeast of the project site.[32] According to the Geotechnical Evaluation (see **Appendix D-1**), the site is not located within a State of California Earthquake Fault Zone (formerly known as Alquist-Priolo Special Studies Zone) and no active faults are known to cross the subject site or site vicinity. Therefore, fault rupture through the site is not anticipated and the proposed project would not directly or indirectly cause substantial adverse effects related to fault rupture, and this impact would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant with Mitigation Incorporated. Ground shaking due to seismic events (earthquakes) would typically be considered the greatest source of potential damage to structures. Seismic shaking is characterized by the physical movement of the land surface during and subsequent to an earthquake. Seismic shaking has the potential to cause destruction and damage to buildings and property, including damage resulting from damaged or destroyed gas or electrical utility lines; blockage of surface seepage and groundwater flow; changes in groundwater flow; dislocation of street alignments; displacement of drainage channels and drains; and possible loss of life.

While the project site is not located within an Alquist-Priolo Earthquake Fault Zone (see Response to 4.7.1 (a)(i), it is located within Southern California, which is a seismically active region containing various active and inactive faults. According to the United States Geological Survey (USGS) Earthquake Hazards Program National Seismic Hazard Map, the closest active fault to the project site is the Ord Mountains fault, located approximately 9.75 miles southeast of the project site, followed by the Helendale fault, located approximately 13 miles to the northeast.[33] While the proposed project could be affected by strong seismic ground shaking originating from a nearby fault, the intensity of ground shaking would depend upon several factors, including but not limited to, distance from the fault, earthquake magnitude, and site characteristics.

Accordingly, the Geotechnical Evaluation prepared for the proposed project evaluated the potential for strong seismic ground shaking and determined that, due to the site's proximity to active faults capable of producing a maximum moment magnitude of 6.0 or greater, the project site has a high potential for experiencing strong ground motion. As part of this evaluation, a seismic refraction survey using the Refraction Microtremor (ReMi) method was conducted to measure the subsurface

[32] California Department of Conservation (DOC). n.d. *Earthquake Zones of Required Investigation*. Website https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A11031 (accessed March 25, 2026).

[33] Ibid.

shear wave velocity (Vs)[34] profile to a depth of approximately 100 feet (30 meters). The survey was performed using a Geode 24-channel seismograph with vertical-component geophones, which detect ground vibrations, spaced 10 feet apart along a 230-foot profile. The survey identified that the calculated average shear wave velocity to a depth of approximately 100 feet of the subsurface profile (V_S30) at the location of the geophone array was approximately 1,239 feet per second (about 378 meters per second). Thus, this survey determined that the project site would be classified as a Site Class C,[35] as defined in Chapter 20 of the ASCE Publication 7-16, *Minimum Design Loads and Associated Criteria for Building and Other Structures*.

Given that Geotechnical Evaluation concluded that the project site has a high potential for experiencing strong ground motion, **Mitigation Measure GEO-1** which would require the City's Construction Contractor to comply with the recommendations in the Geotechnical Evaluation to reduce the proposed project's impact related to strong seismic ground shaking. With adherence to the latest version of the California Building Code (CBC) Seismic Design Criteria and **Mitigation Measure GEO-1**, the project's exposure to earthquake-related ground shaking would be reduced to a less than significant level with mitigation incorporated.

Mitigation Measure GEO-1 **Implementation of Geotechnical Evaluation Recommendations.** The City's Construction Contractor shall implement the recommendations of the Geotechnical Evaluation prepared for the proposed project, as applicable, to the satisfaction of the City of Victorville (City) Chief Building Official, or designee. The City's Chief Building Official, or designee, shall confirm recommendations have been implemented into the design and construction of the proposed project prior to the issuance of a building permit.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire "mobility" sufficient to permit both horizontal and vertical movements. Soils most susceptible to liquefaction are loose to moderately dense, saturated, non-cohesive soils with poor drainage, such as sands and silts with interbedded or capping layers of relatively low permeability soil. However, loose sands that contain a significant amount of fines (i.e., silt and clay) may also liquefy. Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward an open or "free" face such as an open body of water, channel, or excavation. In soils this movement is generally due to failure along a weak plane and may often be associated with liquefaction. As cracks develop within the weakened material, blocks of soil displace laterally towards the open face. Cracking and lateral movement may gradually propagate away from

[34] The shear wave velocity (VS) of a site represents the dynamic characteristics of a site and provides the foundation to assess the site amplification factors in quantifying the local site effects due to earthquake shaking using site specific ground response analysis.

[35] Site Class C refers to moderately stiff soil or very dense sand and soft rock, which responds to earthquake shaking in a typical and predictable manner.

the face as blocks continue to break free. Generally, failure in this mode is analytically unpredictable since it is difficult to evaluate where the first tension crack will occur.

According to the Geotechnical Evaluation, the site is not located within a mapped area subject to seismically induced liquefaction hazards. Additionally, during the subsurface investigation for the proposed project, the exploratory borings were drilled to depths of up to approximately 51.4 feet, as part of this investigation. Groundwater was not encountered during the exploratory borings. Based on nearby groundwater data, the regional groundwater table is located to a depth of approximately 94 feet below the ground surface. Given the depth to groundwater and the relatively dense granular soils encountered at the site, liquefaction and liquefaction-related seismic hazards (e.g., dynamic settlement, ground subsidence, and/or lateral spread) are not likely. Accordingly, conformance with the CBC and would ensure impacts related to seismic-related ground failure and liquefaction would be less than significant and no mitigation is required.

iv. Landslides?

No Impact. The project site is generally flat with approximate site elevations of approximately 2,950 feet MSL. The California Geological Survey (CGS) has not mapped the project site as being located within a landslide hazard zone. No known landslides have occurred within the project site or its vicinity. Accordingly, the proposed project would not directly or indirectly cause potential substantial adverse effects related to landslides and no impacts would occur. No mitigation is required.

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

Less Than Significant with Mitigation Incorporated. Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.[36] Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be contained in stormwater runoff and transported off the project site. As discussed in Section 4.10, Hydrology and Water Quality, during construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. Because construction of the proposed project would disturb greater than 1 acre of soil, the project would be subject to the requirements of the Construction General Permit (CGP). The proposed project would also be required to comply with the VMC Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control, which establishes provisions for managing stormwater quality during construction activities. As specified in **Regulatory Compliance Measure HYD-1** and **HYD-2**, and as required by the CGP and the VMC, the Construction Contractor would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and

[36] California State Mining and Geology Board. 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

In addition, the proposed project would develop a new police station and civic park with associated improvements, thereby increasing the amount of impervious surface area. The increase in impervious surface area could result in increased stormwater runoff (both flow rate and volume) from the project site relative to pre-project conditions, which may result in hydromodification impacts (i.e., increased potential for erosion of creek beds and banks, silt pollution generation, or other adverse impacts on beneficial uses due to increased erosive force). However, upon development of the proposed project, on-site drainage would be collected and conveyed through a new storm drain system that would include two underground detention tanks with associated modular wetland treatment units, as well as new storm drain inlets, manholes, and pipe laterals. All stormwater runoff generated within the project site would ultimately be conveyed to the existing storm drain infrastructure located within Civic Drive and Seneca Road. The on-site stormwater collection system would manage the rate and volume of storm water runoff before discharging flows into existing storm drain infrastructure located within the northwest corner of Civic Drive and Seneca Road so as not to exceed the capacity of the storm drain system in compliance with the requirements of the Small Phase II MS4 Permit and the City's Storm Drain Design Standards Section DS 4, as specified in **Regulatory Compliance Measure HYD-3** and **HYD-4**. Therefore, the proposed project would not result in substantial erosion, or the loss of topsoil and impacts would be less than significant. No mitigation is required.

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

Less Than Significant Impact. See Responses 4.7 (a)(iii) and (iv), above. Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. Subsidence typically occurs in areas with groundwater withdrawal or oil/natural gas extraction. The topography of the site is relatively flat. Soils within the project site generally consist of undocumented fill and alluvial materials, which include moist, medium-dense sandy silt and silty sand. The alluvium within the site is comprised of moist, medium-dense to very dense sandy silt, silty sand, poorly graded sand with silt, and poorly graded sand. Scattered gravel was also encountered within the alluvium. Due to their relative density and groundwater depth exceeding 94 feet, the soils at the project site are not considered liquefiable.

As part of the Geotechnical Evaluation, seven exploratory borings, B-1 through B-5, P-1, and P-2, were drilled to depths ranging from approximately 5.0 to 51.4 feet below the ground surface to assess subsurface conditions at the project site. Borings B-1 and B-4 encountered undocumented fill consisting of moist, medium-dense sandy silt and silty sand from the surface to depths of approximately one to two feet; this fill was underlain by native alluvial soils composed of medium-dense to very dense sandy silt, silty sand, and poorly graded sand with silt, extending to depths of 51.4 feet in B-1 and 19.5 feet in B-4. Borings B-2 through B-5, as well as P-1 and P-2, encountered native alluvial soils consisting of medium-dense to very dense silty sand, sandy silt, and poorly graded sand, beginning at or near the surface and extending to maximum explored depths ranging from approximately 6.5 to 19.8 feet; these soils were underlain by similarly dense alluvial deposits.

As discussed in Section 4.7 (a), site soils would not likely be subject to lateral spreading or landslides, or liquefaction. However, given that the near-surface soils at the project site are comprised predominantly of unconsolidated materials with little cohesion, these soils may be subject to caving. Accordingly, conformance with the CBC, and implementation of the design recommendations in the Geotechnical Evaluation would ensure that potential risks to people and structures as a result of soil instability would be reduced to a less than significant level and no mitigation is required.

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

No Impact. Expansive soils are characterized by their potential to shrink and swell as their moisture content decreases and increases, respectively. This shrink-swell behavior is largely influenced by the amount and type of clay minerals present and is typically measured by the percent change in soil volume. Testing at the project site indicates that the near-surface soils are predominantly composed of unconsolidated materials with little cohesion. Additionally, the subsurface exploration identified that soils within the project site generally consist of undocumented fill and alluvial materials, including moist, medium-dense sandy silt, and silty sand. These soil types contain low amounts of clay minerals, which reduces their potential for shrink-swell behavior. Therefore, the soils at the project site are not considered expansive and are unlikely to pose substantial direct or indirect risks to life or property related to soil volume changes. Accordingly, no impacts would occur and no mitigation is required.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. The entirety of the City is currently served by an existing sewer system that the proposed project would tie into. Accordingly, there is no need for septic tanks or other alternative wastewater systems on the project site. The proposed project would include the installation of new wastewater service connections to the City's existing 8-inch wastewater lines within Civic Drive and Seneca Road,[37] and, as described in Section 2.0, Project Description, would include one or more new sewer laterals to be extended as needed from the existing mainline. Therefore, the proposed project would not result in any impacts related to septic tanks or alternative wastewater disposal methods. No mitigation is required.

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

Less Than Significant with Mitigation Incorporated. According to the Paleontological Resources Memorandum prepared for the proposed project (see **Appendix D-2**), the project site is within the Mojave Desert Geomorphic Province, which forms an elevated alluvial plain with large expanses of desert. This province is located on a wedge-shaped fault block bounded by the San Andreas Fault

[37] City of Victorville. 2016. *Sewer Master Plan.* December.

Zone and Transverse Ranges to the southwest and the Garlock Fault Zone and Tehachapi Mountains to the northwest.

Specifically, the entire project site is underlain by Older Alluvial Fan Deposits, Unit 2, which is Pleistocene in age (2.58 million years ago to 11,700 years ago). Older Alluvial Fan Deposits are considered to have high paleontological sensitivity, given that the Pleistocene Older Alluvial Fan Deposits, Unit 2, formed as deposits of the ancestral Mojave River. Additionally, fossils have been collected in similar Pleistocene deposits from excavations for roads, housing developments, and quarries within California.

The project site contains Artificial Fill due to the previous construction and demolition of the former Roy Rogers-Dale Evans Museum which extended eastward across what is now a portion of Civic Drive onto the adjacent parcel fronting I-15 and the adjacent roads in addition to the Old Alluvial Fan Deposits. Artificial Fill consists of sediments that have been removed from one location and transported to another location by human activity, rather than by natural means. The transportation distance can vary from a few feet to many miles, and composition depends on the source and purpose. Artificial Fill can sometimes contain modern debris such as asphalt, wood, bricks, concrete, metal, glass, plastic, and even plant material. Although Artificial Fill may contain fossils, these fossils have been removed from their original location and are thus out of stratigraphic context. Therefore, they are not considered important for scientific study, and Artificial Fill is considered to have no paleontological sensitivity.

According to the fossil locality search completed for the project through the Natural History Museum of Los Angeles County (NHMLA), there are no known fossil localities within the project site. However, the search identified five fossil localities within six miles of the project site: (1) LACM VP 1224, approximately 1.95 miles southeast of the project site, produced camel (Camelidae) remains; (2) LACM VP 3353, approximately 2.64 miles northeast, produced horse (Equus) remains; (3) LACM VP 3352, approximately 3 miles northeast, produced horse (Equus) remains; (4) LACM 3498, approximately 3.1 miles northeast, produced horse (Equus), deer (Cervidae), and antelope (Antilocapridae) remains; and (5) LACM VP 7786, approximately six miles northwest, produced vole (Microtus mexicanus) remains. A copy of the NHMLAC fossil locality search results letter is provided in **Appendix D-2**. Based on this information, in conjunction with the high paleontological sensitivity of Old Alluvial Fan Deposits, there is the potential for paleontological resources to exist within the project site.

Excavation activities associated with the proposed project would reach a maximum depth of six feet for the new buildings and park facilities. Although no paleontological resources were identified on site during the field survey, there is the potential for paleontological resources to exist within the project site given the high paleontological sensitivity of Old Alluvial Fan Deposits, and results of the NHMLAC fossil locality search. Excavation activities under the proposed project would have the potential to impact scientifically significant paleontological resources. Therefore, to ensure that potential impacts to undiscovered paleontological resources remain less than significant, preparation of a Paleontological Resources Impact Mitigation Program (PRIMP), paleontological monitoring of construction activities, appropriate treatment of newly discovered resources, and preparation of a final paleontological monitoring report would be required, as outlined in the Mitigation Measure GEO-1 below.

With adherence to **Mitigation Measure GEO 1**, potential impacts of the proposed project to undiscovered paleontological resources would be reduced to a less than significant level.

Mitigation Measure GEO-1 **Paleontological Resources.** Prior to the commencement of ground-disturbing activities, a qualified, professional paleontologist who meets the standards set by the Society of Vertebrate Paleontology (SVP) shall be retained to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall be consistent with the guidelines of the SVP and shall include the methods that will be used to protect paleontological resources that may exist within the project limits, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of ground disturbance.

If ground-disturbing activities occur in deposits with high paleontological sensitivity (i.e., Older Alluvial Fan Deposits, Unit 2), those activities shall be monitored by a qualified paleontological monitor following the PRIMP. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Once soils have been monitored during the excavation stage and determined to lack the presence of paleontological resources, monitoring of these soils would no longer be necessary for the remainder of grading activities. Paleontological monitoring can be reduced at the discretion of the qualified Project Paleontologist. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and the paleontologist or paleontological monitor shall be contacted to assess the find for scientific significance. If determined to be scientifically significant, the fossil shall be collected from the field.

Scientifically significant paleontological resources that are collected shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Background

Greenhouse gases (GHGs) are naturally present in the atmosphere, released from natural sources or formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

GHG emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term GHG emissions associated with project-related vehicular trips. Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that, for determining a project's contribution to GHG emissions, lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area. The CalEEMod results (included as **Appendix A-1** of this IS/MND) were used to quantify GHG emissions generated by the project.

4.8.2 Impact Analysis

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

Less Than Significant Impact. Section 15064.4 of the State CEQA Guidelines states "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Consistent with State CEQA Guidelines Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project would not have significant GHG emission impacts. The City of Victorville's Climate Action Plan (CAP) [38] meets the Air District requirements for a Qualified GHG Reduction Strategy and is designed to streamline environmental review of future development projects in the City consistent with *State CEQA Guidelines* Section 15183.5(b). However, the City's CAP identifies emission reduction goals to reduce GHG emissions in Victorville by 29 percent below its projected GHG emissions level in 2020, consistent with Assembly Bill (AB) 32. The proposed project would not be operational until post-2020; therefore, because the City's Climate Action Plan was prepared based on the 2020 GHG targets, which are now superseded by the 2030 GHG targets established in SB 32, the City's CAP would not be applicable for CEQA streamlining.

The analysis of the proposed project's GHG emissions impacts follows the guidance and methodologies recommended in MDAQMD's *CEQA and Federal Conformity Guidelines*. CEQA allows the significance criteria established by the applicable air quality management or air pollution control

[38] City of Victorville. 2015. City of Victorville Climate Action Plan. September. Website: https://www.victorvilleca.gov/home/showpublisheddocument/309/636657741247000000 (accessed January 2026)

district to be used to assess impacts of a project on climate change. The MDAQMD has established thresholds of significance for GHG emissions, applicable to both construction and operations, regardless of whether they are stationary or mobile sources. The MDAQMD's GHG emissions thresholds are 548,000 pounds per day (lbs/day) CO_2e or 100,000 MT CO_2e/yr.

The following section details the proposed project's construction- and operational-related GHG emissions and contribution to global climate change.

Construction GHG Emissions: Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As described above, for the purpose of this analysis, the proposed project will be compared to the GHG threshold of 100,000 MT CO_2e/yr for construction. **Table 4.8.A** below shows the estimated construction GHG emissions for the proposed project.

Table 4.8.A: Construction Period GHG Emissions

Construction Year	MT/Year of CO_2e
2026	94.0
2027	345.7
2028	23.4
MDAQMD Threshold	**100,000**
Exceed?	**No**

Source: Compiled by LSA (January 2026)
MT/yr = metric tons per year
CO_2e = carbon dioxide equivalent

As shown in **Table 4.8.A**, the proposed project would not exceed the 100,000 MT CO_2e/yr threshold during construction. GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Therefore, construction emissions would be less than significant, and construction of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment. Impacts would be less than significant, and no mitigation is required.

Operational GHG Emissions. Long-term air emission impacts are typically associated with mobile, area, waste, and water sources and indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions include project-generated vehicle trips to and from a project. Area-source emissions are typically associated with activities such as landscaping and maintenance on a project site. Energy source emissions are generated at off-site utility providers as a result of increased electricity demand generated by a project. Waste source emissions generated

by projects include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions are typically generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment. Stationary source emissions would be associated with use of the emergency backup generator.

GHG emissions were estimated using CalEEMod. **Table 4.8.B** shows the estimated operational GHG emissions for the proposed project. Motor vehicle emissions would be the largest source of GHG emissions for the project, at approximately 84 percent of the project total. Energy sources would be the next largest category, at approximately 13 percent. Water sources would be approximately one percent of the total emissions. Area, waste, refrigerants, and stationary sources would each make up less than one percent of the total emissions.

Table 4.8.B: Operational Greenhouse Gas Emissions

Emission Type	Operational Emissions (MT/yr)				
	CO_2	CH_4	N_2O	CO_2e	Percentage of Total
Mobile Source	1,750.0	0.1	0.1	1,779.0	82
Area Source	0.8	<0.1	<0.1	0.8	<1
Energy Source	342.6	<0.1	<0.1	343.8	16
Water Source	20.7	0.4	<0.1	32.1	1
Waste Source	4.6	0.5	0.0	16.0	<1
Refrigerants	<0.1	<0.1	<0.1	<0.1	<1
Stationary	9.5	<0.1	<0.1	9.6	<1
Total Operational Emissions				**2,181.3**	-
MDAQMD Threshold				**100,000**	
Exceedance?				**No**	

Source: Compiled by LSA (January 2026).
Note: Figures may not appear to add correctly due to rounding.
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide

As discussed above, a project would have less than significant GHG emissions if it would result in operational-related GHG emissions of less than 100,000 MT CO_2e/yr. Based on the analysis results, the proposed project would result in approximately 2,181.3 MT CO_2e/yr, which would not exceed the MDAQMD Threshold of 100,000 MT CO_2e/yr. Therefore, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The following discussion evaluates the proposed project according to the goals of the City's CAP, the 2022 Scoping Plan, and SCAG's 2024–2050 RTP/SCS.

City of Victorville Climate Action Plan. The City of Victorville prepared its CAP in 2015, which provides a framework for reducing GHG emissions and managing resources to best prepare for a

changing climate. The CAP also establishes categories of GHG reduction measures to reduce GHG emissions generated by development projects, including energy conservation, water use reduction, increased residential density or mixed uses, transportation management, and solid waste recycling. To determine consistency with the CAP, the City identifies key policies from the Victorville 2008 General Plan. The 2008 General Plan was used for this analysis, because it was the adopted general plan in effect when the City prepared the CAP and therefore provides the policy framework that supports implementation of the CAP.

Table 4.8.C shows the proposed project's consistency with the City's CAP goals. As shown in **Table 4.8.C**, the proposed project would be consistent with the applicable goals of the City's CAP and, therefore, the project would not conflict with applicable CAP goals or policies adopted for the purpose of reducing the emissions of GHGs.

Table 4.8.C: City of Victorville CAP Consistency

CAP Goals/2008 General Plan Policies	Compliance
Energy-1. Energy Efficiency for Existing Buildings	**Not Applicable.** The proposed project does not include existing buildings.
Energy-2. Outdoor Lighting	**Consistent.** The proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards, which includes outdoor lighting requirements.
Energy-3. Green Building Ordinance	**Consistent.** The proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards
Energy-4. Solar Installation for New Housing	**Not Applicable.** The proposed project does not involve the construction of new housing.
Energy-5. Solar Installation for New Commercial	**Consistent.** The proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards, which mandates solar PV systems on newly constructed buildings.
Energy -6. Solar Energy for Warehouse Space	**Not Applicable.** The proposed project does not include any warehouse or industrial space.
Energy-7. Solar Installation for Existing Housing	**Not Applicable.** The proposed project would not include existing buildings or housing.
Energy-8. Solar Installation for Existing Commercial/Industrial	**Not Applicable.** The proposed project does not include existing buildings.
Energy-9. Co-Generation Facilities	**Not Applicable.** This measure is not applicable as the City would be responsible for implementing this measure.
Transportation-1. Sustainable Communities Strategy	**Consistent**. The proposed project is located in a rural area near existing suburban, and urban settings. The project proposes to construct a new police station and civic park which will increase employment and community services. As discussed in Section 4.17, Transportation, the project may be considered as a community institution and/or social services. Accordingly, the proposed project may be screened out a detailed VMT analysis and is presumed to have a less than significant VMT impact. Furthermore, as discussed below, the project would be consistent with the overall goals of the 2024-2050 RTP/SCS. Therefore, the project is consistent with this measure.

Table 4.8.C: City of Victorville CAP Consistency

CAP Goals/2008 General Plan Policies	Compliance
Off-Road-1. Electric Powered Construction Equipment	**Not Applicable.** The proposed project would comply with all applicable state and local energy efficiency requirements, including CARB and the CALGreen Code, which mandates energy conservation measures and EV infrastructure. Measures such as converting municipal fleets to zero-emission vehicles are citywide policies or voluntary initiatives that do not impose direct requirements on the project site and are therefore not applicable at the project level.
Off-Road-3. Electric Landscaping Equipment	**Not Applicable.** This measure is not applicable to the project site because it would be implemented citywide rather than as part of project construction or operations. While the City would be responsible for implementing this measure, it is not required for the proposed project site.
Wastewater-1. Methane Recovery	**Not Applicable.** Methane recovery would occur at the local landfill, if implemented, rather than at the project site. While the City would be responsible for implementing this measure, it is not required for the proposed project site.
Water-1. Voluntary CalGreen: New Construction	**Consistent.** The proposed project would comply with the CALGreen Code regarding water conservation.
Water-2. Renovate Existing Buildings	**Not Applicable.** The proposed project does not include renovations of existing buildings.
Water-3. Water Efficient Landscaping Practices	**Consistent.** The proposed project would promote more sustainable water use by complying with Title 24 Energy Code and CALGreen standards. In addition, the project would incorporate drought-tolerant landscaping throughout portions of the site, and water-efficient irrigation controls would be used in landscaped areas.

Source: City of Victorville. 2015. City of Victorville Climate Action Plan. September. (accessed January 2026)

2022 Scoping Plan. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.[39] SB 32 builds on AB 32 and keeps California on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197, the companion bill to SB 32, provides additional direction to CARB that is related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emission data collected by CARB was posted in December 2016. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

39 CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November

The 2022 Scoping Plan[40] assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The City's General Plan establishes the policy framework for guiding future development and aligning long-term planning with statewide climate goals. As part of this framework, the General Plan Program Environmental Impact Report (EIR) includes implementation measures intended to reduce communitywide GHG emissions and ensure consistency with California's evolving climate policies. Mitigation Measure GHG-2: Greenhouse Gas Reduction Features for Individual Projects, contained in the City's General Plan Program EIR, requires all new development to incorporate feasible GHG-reduction strategies until a qualified local Climate Action Plan is adopted. Under Mitigation Measure GHG-2, applicants must demonstrate prior to building permit issuance that a project is consistent with applicable and feasible GHG-reduction recommendations identified in the 2022 Scoping Plan for Local Government Climate Action. Consistency may be demonstrated by aligning the project with the priority strategies in Table 1 of Appendix D of the Scoping Plan.[41]

As discussed in Appendix D of the 2022 Scoping Plan, absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP, the first approach the State recommends for determining whether a proposed development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions. Consistent with Mitigation Measure GHG-2, **Table 4.8.D** below shows the proposed project's consistency with key GHG reduction strategies from Table 1 of Appendix D of the 2022 Scoping Plan.

As demonstrated in **Table 4.8.D**, the proposed project would be generally consistent with the 2022 Scoping Plan priority GHG strategies related to transportation electrification, VMT reduction, or building decarbonization. In addition, the project intends to implement project design features that could help reduce project VMT, such as improved street and pedestrian connectivity, and providing electric vehicle charging capabilities. The proposed project would also comply with the CALGreen Code, regarding energy and water conservation and green building standards. Therefore, through compliance with the CALGreen Code, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in the 2022 Scoping Plan.

[40] CARB. 2022a. *2022 Scoping Plan for Achieving Carbon Neutrality.* December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed January 2026).

[41] CARB. 2022b. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed June 2024).

Table 4.8.D: Project Consistency with the 2022 Scoping Plan Priority GHG Reduction Strategies

Priority Areas	Key Project Attribute	Project Consistency
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV)	**Not Applicable.** This measure would be the responsibility of the City as it is not a project-level measure. However, the CALGreen Code requires provision of infrastructure to accommodate EV chargers. The police station parking lot, located on the north side of the facility, would include both personal vehicle and squad car parking stalls. It would also provide EV charging options, including accessible EV stalls, and EV capable stalls, consistent with CALGreen requirements.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as permit streamlining, infrastructure siting, consumer education, or preferential parking policies)	**Not Applicable.** This measure would be the responsibility of the City as it is not a project-level measure. However, The police station parking lot, located on the north side of the facility, would include both personal vehicle and squad car parking stalls. It would also provide EV charging options, including accessible EV stalls, and EV capable stalls, consistent with CALGreen requirements.
VMT Reduction	Reduce or eliminate minimum parking standards in new developments	**Consistent.** The proposed project would be consistent with the City's parking requirements. Thus, the project would be consistent with the intent of this key project attribute. Thus, the project would be consistent with the intent of this key project attribute.
	Adopt and implement Complete Streets policies and investments, consistent with general plan circulation element requirements	**Consistent.** The proposed project would include the installation of paved pedestrian pathways providing internal access throughout the park. In addition, the Victorville heritage arts and culture walk would begin near the entry plaza and extend past the community plaza and stage, connecting to the main pathway. Thus, the project would be consistent with the intent of this key project attribute.
	Increase public access to shared clean mobility options (such as planning for and investing in electric shuttles, bike share, car share, transit)	**Consistent.** The proposed project would construct a new police station and civic park. The project would support alternative modes of transportation by providing EV spaces and charging stations. Furthermore, the proposed project is served by bus route 31, with the closest bus stop located at the corner of Civic Drive and Seneca Road. Thus, the project would be consistent with the intent of this key project attribute.
	Implement parking pricing or transportation demand management pricing strategies	**Consistent.** The proposed project would be consistent with the City's parking requirements. Thus, the project would be consistent with the intent of this key project attribute.

Table 4.8.D: Project Consistency with the 2022 Scoping Plan Priority GHG Reduction Strategies

Priority Areas	Key Project Attribute	Project Consistency
	Amend zoning or development codes to enable mixed-use, walkable, and compact infill development (such as increasing allowable density of the neighborhood)	**Not Applicable.** The project site is currently designated Civic Mixed Use in the Civic Center Specific Plan. The proposed project would not include residential, commercial, or mixed-use development. As the proposed project involves a new police station and civic park without a residential component, it would require a SPA to the Civic Center Specific Plan to conditionally allow for government uses within the Civic Mixed Land Use Category. Although the proposed project would not include mixed uses, the proposed project is intended to address the City of Victorville's growing public safety needs in response to increasing demand for police services.
	Preserve natural and working lands	**Consistent.** The proposed project would not result in the removal of any natural or working lands. Accordingly, the proposed project would be consistent with this key project attribute.
Building Decarbonization	Adopt all-electric new construction reach codes	**Not Applicable.** This measure would be the responsibility of the City as it is not a project-level measure. As described above, the proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards. Although the project includes limited use of natural gas during operations, natural gas infrastructure already exists at the project site, and its continued use would be consistent with current City regulations and utility service conditions. Because the City has not adopted an all-electric reach code, the project is not required to eliminate natural gas use, and the project's compliance with CALGreen ensures that it would not conflict with State energy goals related to building decarbonization.
	Adopt policies and incentive programs to implement energy efficiency retrofits (such as weatherization, lighting upgrades, replacing energy intensive appliances and equipment with more efficient systems, etc.)	**Not Applicable.** This measure would be the responsibility of the City as it is not a project-level measure. The proposed project would not include retrofits of existing buildings.
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings	**Not Applicable.** This measure would be the responsibility of the City as it is not a project-level measure. The proposed project would not include retrofits of existing buildings.
	Adopt policies and incentive programs to reduce electrical loads from equipment plugged into outlets (such as purchasing Energy Star equipment for municipal buildings, occupancy sensors, smart power strips, equipment controllers, etc.)	**Consistent.** The proposed project would comply with the CALGreen Code regarding energy conservation and green building standards. Thus, the project would be consistent with the intent of this key project attribute.

Table 4.8.D: Project Consistency with the 2022 Scoping Plan Priority GHG Reduction Strategies

Priority Areas	Key Project Attribute	Project Consistency
	Facilitate deployment of renewable energy production and distribution and energy storage	**Consistent.** The proposed project would comply with the CALGreen Code, regarding energy conservation and green building standards, which mandates solar PV systems on newly constructed buildings.

Source: Compiled by LSA (January 2026).
CALGreen Code = California Green Building Standards Code
EV = electric vehicle
GHG = greenhouse gas
SPA = Specific Plan Amendment

SCAG's Regional Transportation Plan/Sustainable Communities Strategy. SCAG's 2024–2050 RTP/SCS identifies land use strategies that focus on new housing and job growth in areas served by high-quality transit, and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2024–2050 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe for all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2024–2050 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as providing a forecast development pattern that is generally consistent with regional-level General Plan data. The forecast development pattern, when integrated with the financially constrained transportation investments identified in the 2024–2050 RTP/SCS, would reach the regional target of reducing GHG emissions from automobiles and light-duty trucks by eight percent by 2020 and 19 percent by 2035 (compared to 2005 levels per capita emission levels). The 2024–2050 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2024–2050 RTP/SCS, but it provides incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. As demonstrated in Section 4.3, Air Quality, the proposed project does not meet the criteria identified in *State CEQA Guidelines* Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of statewide, regional, or area-wide significance.

The proposed project would construct a new police station and civic park. According to SCAG's 2024—2050 RTP/SCS, the City's households and employment are forecast to increase by approximately 29,300 households and 15,700 jobs between 2019 and 2050.[42] The proposed police station would accommodate approximately 168 staff members at full occupancy. Many of these employees currently work at the existing police station; therefore, the project would involve the

[42] Southern California Association of Governments (SCAG). 2024. *Connect SoCal 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast, Table 13.* Website: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf (accessed January 2026).

relocation of existing staff rather than the creation of new employment. As a result, the project would not substantially increase the total number of jobs in the City beyond the 15,700 jobs projected under the SCAG 2024—2050 RTP/SCS for the City. Therefore, it is assumed that the project's labor demand would not substantially increase population, households, or employment in the City. The project would be consistent with SCAG's goals for new job growth in the region and it would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and would not conflict with the SCAG RTP/SCS targets since those targets were established and are applicable on a regional level.

Therefore, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in the City's CAP, the Scoping Plan, and the 2024-2050 RTP/SCS, and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Impact Analysis

The analysis presented in this section is based upon the Phase I Environmental Site Assessment (Phase I ESA) (included as **Appendix E** within this IS/MND) prepared by All Phase Environmental for the proposed project in March 2024.

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

Less Than Significant Impact. State regulations define a "hazardous material" as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed (22 CCR Section 66261.10). Hazardous materials have the potential to impact public health and the environment, and risk is determined by the probability of exposure and to the inherent toxicity of a material.

Construction. Construction of the proposed project would temporarily increase the regional transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). These materials are commonly used at construction sites and construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. In addition, **Regulatory Compliance Measures HYD-1** and **HYD-2**, as detailed in Section 4.10, Hydrology and Water Quality, of this IS/MND, require compliance with the waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Therefore, with adherence to the regulatory standards included in **Regulatory Compliance Measures HYD-1** and **HYD-2**, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

Operation. The proposed project includes the development of a new 54,892 square-foot, single-story police station with associated landscaping, surface parking, and utility improvements new as well as a new 1,173 square-foot, single-story plaza building, an 1,832 square-foot stage, and a 3.3-acre civic park. Day-to-day operations of the police station would involve the limited use and storage of hazardous materials typically associated with public safety facilities, including solvents, cleaning agents, and small quantities of chemicals used for landscaping maintenance. Although limited chemicals may be used for evidence processing, these activities would occur in a secured area with no public access. Additionally, day-to-day operations of the civic park and associated building and structures would involve limited use and storage of hazardous materials typically associated with recreational facilities, including solvents, cleaning agents, fertilizers, and pesticides. When used correctly according to manufacturer recommendations and in compliance with existing laws and regulations, these substances would not result in a significant hazard to people in the vicinity of the proposed project. The proposed project would not involve any large-scale manufacturing, industrial, or other uses utilizing large amounts of hazardous materials within the project site. Hazardous substances associated with public safety and recreational land uses are typically limited in both amount and use such that they can be contained without impacting the environment. Accordingly, operation of the proposed project is not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed project would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. There are two primary ways that the public and/or the environment could be affected by the release of hazardous materials from the project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures.

As described above, construction activities would require hazardous materials to be used at the project site during construction and operation of the proposed project. Improper use, storage, or

handling could result in the release of hazardous materials into the environment, which could pose a risk to construction workers and the public. However, the proposed project would be required to comply with existing government regulations in the use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health. As previously stated, operation of the project is not anticipated to include the use, storage, or disposal of large volumes of hazardous materials that could create a significant hazard to the public.

The Phase I ESA prepared for the proposed project included site reconnaissance to visually assess the project site and surrounding area's current land uses; and a review of regulatory agency reports, aerial photographs, and other historic records. The purpose of the Phase I ESA was to identify and assess the environmental characteristics of the project site that could impact the present or future uses of the project site. According to the Phase 1 ESA, except for some utilities and a concrete enclosure for a pad-mounted transformer, the project site is primarily undeveloped, unpaved, and occupied by vegetation. The site has been vacant since approximately 2005, following the demolition of the former Roy Rogers Museum. Historical aerial photographs and topographic maps reviewed in the Phase I ESA indicate that the site was previously disturbed and partially developed between the late 1960s and early 1980s. Since that time, the site has been cleared and unpaved with no evidence of active use.[43]

The Phase I ESA concluded that there is no evidence of recognized environmental conditions (RECs), controlled RECs, or historical RECs associated with the project site. No hazardous substances or petroleum products were observed during the site reconnaissance on March 7, 2024, and no underground or aboveground storage tanks (USTs/ASTs) were identified. Additionally, there was no evidence of solid waste disposal, surface staining, or stressed vegetation that would indicate improper handling or disposal of hazardous materials. Because the site is undeveloped and contains no structures, the presence of lead-based paint (LBP) or asbestos-containing materials (ACMs) is not anticipated.

For the reasons described above, 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. Therefore, impacts would be less than significant, and no mitigation is required.

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

No Impact. No schools are located within one-quarter mile of the project site. The nearest schools are the Village STEAM School, located approximately 0.9-mile to the northwest and the Victor Valley Christian School, located approximately 1.9-mile to the south of the project site, respectively. The proposed project is not anticipated to include handling of acutely hazardous materials, substances, or waste in significant quantities. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances during heavy equipment operation

[43] All Phase Environmental, Inc. 2024. *Phase I Environmental Site Assessment, Vacant Land Northwest Corner of Civic Drive and Seneca Road Victorville, California, 92394*. March 20.

for site excavation, grading, and construction. The amount of hazardous chemicals present during construction would be limited and their use would be in compliance with existing government regulations. Accordingly, construction of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

During operation of the proposed project, recreational events and activities associated with the civic park or police station would not require the use, storage, disposal, or transport of large volumes of hazardous materials that could cause serious environmental damage in the event of an accident. Therefore, the project would not result in any impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, and no mitigation is required.

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

Less Than Significant Impact. Government Code Section 65962.5 states that the California Department of Toxic Substances Control (DTSC) shall compile and maintain annually a list (Cortese List) of hazardous waste facilities subject to corrective action. Cortese List data resources include the DTSC EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker database, and other resources identified by the California Environmental Protection Agency (CalEPA).[44]

According to the Phase I ESA, the project site is not identified on the Cortese List. A review of the DTSC's EnviroStor database confirmed that the project site is not listed as a hazardous materials release site, nor is it subject to any cleanup or corrective action programs.[45] As stated above in Response 4.9(b), the Phase I ESA concluded that there are no RECs, controlled RECs, or historical RECs associated with the site. No hazardous substances or petroleum products were observed during the site reconnaissance, and no USTs/ASTs were identified. Additionally, the site is not listed in any federal, state, or local environmental databases, and no environmental liens or land use restrictions were reported.

Therefore, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, impacts related to the project site's status on the Cortese List would be less than significant, and no mitigation is required.

[44] California Environmental Protection Agency (CalEPA). 2026. *Cortese List Data Resources.* Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed January 22, 2026).

[45] California Department of Toxic Substances Control (DTSC). 2026. *EnviroStar Database*. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60003489CA (accessed January 24, 2026).

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

No Impact. The proposed project is not located within two miles of a public airport or public use airport and is not located within any airport land use plans. The nearest airports to the project site are the Southern California Logistics Airport (SCLA), located approximately 5.5 miles to the northwest, the Adelanto Airport, located approximately 7.8 miles to the northwest, and the Apple Valley Airport, located approximately nine miles to the northeast of the project site, respectively. Therefore, the proposed project would not result in a safety hazard or excessive noise exposure for people working on or visiting the project site. There would be no impact, and no mitigation is required.

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

Less Than Significant Impact. The City's General Plan Safety Element, adopted in 202*2*, incorporates an Evacuation Analysis which evaluates the efficacy of existing evacuation routes under various hazard scenarios and identifies residential developments without sufficient evacuation routes.[46] The City's Evacuation Analysis, identified the major outbound roads most likely to be used during emergencies and assessed their adequacy for safe evacuation. In the event of a wildfire originating west of the City, Hesperia Road, National Trails Highway, Highway 395, and I-15 (North and South) would serve as the primary evacuation routes; in the event of a wildfire originating south of the City, Bear Valley Road, Yates Road/Yucca Loma Road, Highway 18, and I-15 North would be used. In the event of a flood, Hesperia Road, Highway 18, and I-15 South are expected to provide the primary evacuation route; in the event of an earthquake, residents in the northeastern region would be re-routed southbound along internal roadways to Hesperia Road, while residents in the southwestern region would be re-routed westbound to either Highway 18 or Highway 395. Additionally, the analysis noted that depending on the location and extent of a hazard, the established evacuation routes may be disrupted and emergency responders would need to be flexible in emergency scenarios.

The nearest evacuation routes to the project site are I-15, located approximately 0.15 mile east of the site and about a five-minute drive to the nearest I-15 interchange, and Bear Valley Road, located approximately six miles south of the site and about a 16-minute drive.[47]

Proposed project construction staging would be contained on the project site and project construction would have a minimal impact on surrounding roadways. During construction, temporary delays, or road obstructions may occur, creating potential minor delays in emergency situations. Construction debris, including material excavated for construction of police station, civic park, and associated buildings and structures, are assumed to be hauled off-site, using major roads to arrive at the Victorville Sanitary Landfill. The project site's close proximity to the I-15 interchange would allow any debris haul trips to directly access the regional freeway system with minimal use of

46 City of Victorville. 2022. *2021–2029 Safety Element Update*.

47 Google Earth Pro. 2025. Version 7.3.6.10441. (accessed January 22, 2026)

local streets. Therefore, the proposed project would therefore not create any significant impacts on any emergency plans in the local or regional area. Therefore, any impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The project site is in an urbanized and developed area within the City and is not located near any wildlands or urbanized areas adjacent to wildlands, given its considerable distance from open and natural areas. According to the California Department of Fire and Forestry Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) mapping tool, the project site is within a Local Responsibility Area that has no FHSZ. The nearest FHSZ is approximately 1.1 miles northeast of the project site and the nearest VHFHSZ is located approximately 1.4 miles to the southeast of the project site, respectively.[48] Therefore, impacts would be less than significant. No mitigation is required.

[48] California Department of Forestry and Fire Protection (CAL FIRE). 2025. *Fire Hazard Severity Zones.* Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed January 22, 2026).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

4.10.1 Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The State Water Resources Control Board (State Water Board) and nine Regional Water Quality Control Boards (RWQCBs) regulate water quality of surface water and ground waterbodies throughout California. In San Bernardino County, the Lahontan RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and waterbodies in the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify waterbodies including bays, rivers, streams, creeks, and coastal areas that do not meet water quality standards and the pollutants that are causing the impairment. Total maximum daily loads (TMDLs) describe the maximum amount of a pollutant that a waterbody can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired waterbodies.

According to the City's General Plan EIR, existing drainage systems in the City consist of drain pipes, catch basins, and drainage channels. Additionally, curb and gutter systems, along with drainage channels and dirt shoulders, direct water to the catch basins, which are connected to drain pipes

that convey flows toward the Mojave River.[49] In general, the Mojave River flows along the eastern margin of the Cajon Fan (also referred to as the Victorville Fan) and traverses the City of Victorville from the southeast to the northwest.

The project site is currently undeveloped except for some existing utilities and a concrete enclosure for a pad-mounted transformer but is otherwise unpaved and occupied by vegetation. The site is relatively flat with an approximate elevation of 2,950 MSL. Under existing conditions water sheet-flows across the site from the east to the southwest following the general topography of the property. The Mojave River ultimately discharges to Soda Lake via the Mojave River Wash, where surface flows terminate through infiltration and evaporation within this closed desert basin.[50] The SWRCB Surface Water Quality Assessment 2024 Integrated Report for CWA Sections 303(d) and 305(b)[51] does not list the Mojave River as an impaired waterbody. At this time, no TMDLs have been adopted for any of the receiving waters.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal CWA). The NPDES program objective is to control and reduce pollutant discharges to surface waterbodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Lahontan RWQCB.

Construction activities are subject to the SWRCB NPDES CGP, Order No. 2022-0057-DWQ, NPDES No. CAS000002.[52] Any construction activity, including grading, which would result in the disturbance of one acre or more would require compliance with the SWRCB's CGP, which requires preparation of a SWPPP and implementation of Construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Project operations are subject to the requirements of the NPDES General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) RWQCB Order No. 2013- 001-DWQ, NPDES No. CAS000004, as amended by Order 2015-0133-EXEC, Order WQ 2016-0069- EXEC, Order WQ 2017-0031-DWQ, Order WQ 2018-

[49] City of Victorville. 2022. City of Victorville General Plan Update.

[50] U.S. Geological Survey. (n.d.). Hydrology of the Mojave River Basin, California. U.S. Department of the Interior. Website: https://pubs.usgs.gov/wri/2003/4090/ (accessed January 23, 2026).

[51] State Water Resources Control Board (SWRCB). 2024. 2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report). Website: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2023_2024state_ir_reports/2024-integrated-report-final-staff-report.pdf (accessed January 23, 2026).

[52] NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002.

0001-EXEC, Order WQ 2018-0007-EXEC, and Order WQ 2019-0009-EXEC (Small Phase II MS4).[53] This permit is for small community operators to efficiently regulate stormwater discharges under a single permit. Permittees must develop and implement a Stormwater Management Plan (SWMP) with the goal of addressing the rate and volume of runoff as well as reducing the discharge of pollutants to the maximum extent practicable. Permittees are required to regulate development through the following: site design measures, source control measures, Low Impact Development (LID) Design Standards, Hydromodification Measures, Operation and Maintenance of Storm Water Control Measures, and Post-Construction BMPs. Additionally, the MS4 requires ongoing water quality monitoring and corrective actions if water quality thresholds are not maintained.

Construction. The proposed project involves the development of a new 54,892-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,173-square foot, single-story plaza building, a 1,832 square-foot stage, and 3.3-acre civic park. As previously stated, site is currently undeveloped, and construction activities would result in the disturbance of the entire 9.18-acre project site. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via stormwater runoff into receiving waters. Because construction of the proposed project would disturb greater than one acre of soil, the project is subject to the requirements of the CGP. The proposed project would be required to comply with the VMC Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control, which establishes provisions for managing stormwater quality during construction activities.[54] The project would also be subject to the City's Grading, Erosion, and Sediment Control Ordinance (VMC Section 0.30.210 - Erosion and sediment control plan), which requires preparation and implementation of a construction erosion and sediment control plan. As specified in **Regulatory Compliance Measure HYD-1** and **HYD-2**, and as required by the CGP and the VMC, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

53 California Regional Water Quality Control Board (RWQCB). 2019. Order No. 2013-0001-DWQ, NPDES No. CAS000004, as amended by Order 2015-0133-EXEC, Order WQ 2016-0069-EXEC, Order WQ 2017-0031-DWQ, Order WQ 2018-0001-EXEC, and Order WQ 2018-0007-EXEC, Order WQ 2019-0009-EXEC National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) (accessed January 23, 2026).

54 City of Victorville. 2025. Victorville Municipal Code Chapter 10.30 – Storm Water and Urban Runoff Management and Discharge Control. Municode Library. Website: https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT10WASEUT_CH10.30STWAURRUMADICO (accessed January 23, 2026).

Regulatory Compliance Measure HYD-1

Construction General Permit. Prior to the commencement of any land-disturbing activities, the Construction Contractor shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTs). The City of Victorville (City) shall provide the Waste Discharge Identification Number (WDID) to the Public Works Director of the City or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City's Public Works Director, or designee.

A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer in accordance with the requirements of the Construction General Permit. These include: BMPs for erosion and sediment control, site management/housekeeping/waste management, management of non-stormwater discharges, run-on and runoff controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association's Stormwater Best Management Handbook: Construction. The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing

all required monitoring and inspection/maintenance/repair activities.

Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTs.

Regulatory Compliance Measure HYD-2

City of Victorville Municipal Code. Prior to the issuance of a grading permit, the City of Victorville (City) Public Works Director, or designee, shall review and approve final project plans to ensure compliance with the water quality management requirements outlined in Victorville Municipal Code Chapter 10.30 – Storm Water and Urban Runoff Management and Discharge Control. In accordance with Section 10.30.210, all applicants for projects involving construction activities, regardless of size, shall submit an Erosion and Sediment Control Plan (ESCP) to the City for review and approval. The ESCP shall conform to the most recent version of the California Stormwater Quality Association (CASQA) Construction Stormwater BMP Handbook and include, at a minimum:

- A description of the proposed project and soil-disturbing activity;
- Site-specific construction-phase BMPs;
- Rationale for BMP selection;
- A list of applicable outside agency permits (e.g., CGP, 401/404 permits, 1600 agreements);
- Drawings of the site BMPs.

The ESCP must be implemented year-round and updated as site conditions change. If the project is subject to the Construction General Permit (CGP), a copy of the WDID and/or Notice of Intent (NOI) shall be submitted to the City prior to permit issuance.

Additionally, prior to the issuance of a building or construction permit, the City shall prepare a Post-Construction BMP Design Plan and a Stormwater

Management Facilities Operation and Maintenance (O&M) Plan in accordance with the Small Phase II MS4 Permit. These plans shall detail the post-construction BMPs intended to control the volume, rate, and pollutant load of stormwater runoff from the project site. All post-construction BMPs shall comply with the applicable standards in the CASQA Stormwater BMP Handbook.

In addition, no groundwater was encountered during the exploratory borings, as discussed in Section 4.7, Geology and Soils; however, based on nearby groundwater data, the regional groundwater table is located at a depth of approximately 94 feet below the ground surface. Generally, only minor grading would be required for site preparation and ground disturbance associated with the new buildings and new park facilities, with excavation not likely to exceed a depth of six feet below ground surface. It is anticipated that excavation for pavement and exterior flatwork would require a maximum depth of one foot. Therefore, groundwater dewatering would not be required during construction of the proposed project. Adherence to the CGP and the VMC, as specified in **Regulatory Compliance Measure HYD-1** and **Mitigation Measure HYD-2**, would ensure that the proposed project would not violate any water quality standards or waste discharge requirements associated with State or City requirements. With implementation of **Regulatory Compliance Measure HYD-1** and **HYD-2**, which require compliance with the CGP and the VMC, construction impacts related to surface water quality standards, waste discharge requirements, and surface water quality would be less than significant.

Operation. As described above, the proposed project would develop a new police station and civic park with associated improvements, thereby increasing the amount of impervious surface area. The increase in impervious surface area could result in increased stormwater runoff (both flow rate and volume) from the project site relative to pre-project conditions, which may result in hydromodification impacts (i.e., increased potential for erosion of creek beds and banks, silt pollution generation, or other adverse impacts on beneficial uses due to increased erosive force).

During operation, anticipated pollutants of concern associated with the proposed project include bacteria/virus, heavy metals, toxic organic compounds, nutrients, pesticides, sediment/turbidity, trash and debris, oils, and grease. Potential sources of these pollutants associated with the proposed project include:

- **Bacteria/Virus:** Sediment, and landscaping areas
- **Heavy Metals and Toxic Organic Compounds:** Automobiles and surface parking areas
- **Nutrients:** Fertilizers, sediment, and trash/debris
- **Pesticides**: Landscaping activities
- **Sediment/turbidity**: Disturbed or unstabilized landscaping areas
- **Trash and Debris:** Landscaping activities, food wrappers, and food wastes
- **Oil and Grease:** Parking areas and parked vehicles

Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Accordingly, project operations would be subject to the requirements of the Small Phase II MS4 Permit. The Small Phase II MS4 Permit is designed to avoid and minimize water quality impacts attributable to discharge from the stormwater drainage systems owned and/or operated by the co-permittees, which includes the City of Victorville. This permit regulates stormwater runoff by requiring implementation of BMPs to reduce pollutants in runoff to the maximum extent practicable to protect water quality. The provisions of the Small Phase II MS4 Permit are implemented through the VMC, specifically Chapter 10.30 Storm Water and Urban Runoff Management and Discharge Control.[55] Permittees must develop and implement a SWMP with the goal of addressing the rate and volume of runoff and the discharge of pollutants to the maximum extent practicable. Permittees shall regulate development through the following: site design measures, source control measures, LID Design Standards, Hydromodification Measures, Operation and Maintenance of Storm Water Control Measures, and Post-Construction BMPs. Finally, the Small Phase II MS4 Permit requires ongoing water quality monitoring and corrective actions if water quality thresholds are not maintained. As detailed in **Regulatory Compliance Measure WQ-2** and required by the Victorville Municipal Code Section 10.30.210, the proposed project would be required to prepare a post construction BMP design plan and storm water management facilities operation and maintenance plan (O&M plan) in accordance with the Small Phase II MS4 Permit that details the post-construction BMPs intended to control the volume, rate, and potential pollutant load of storm water runoff.

The City requires development projects to demonstrate compliance with the Phase II Small MS4 Permit and the City's adopted stormwater design standards, as outlined in **Regulatory Compliance Measure HYD-3**. Although the proposed project would connect to existing storm drain mains at the northwest corner of Civic Drive and Seneca Road, the increase in impervious surface area could result in higher volumes and peak flows of stormwater runoff, potentially exceeding the capacity of the existing infrastructure during major storm events. Accordingly, the proposed project would be required to comply with the City's Design Guidelines for Drainage Channels, Basins, and Landscape Areas, which incorporate the San Bernardino County Hydrology Manual and the Mojave River Watershed Technical Guidance Document for Water Quality Management Plans.[56] These standards require that post-development peak flow rates for the 10-year, 24-hour and 100-year, 1-hour storm events do not exceed pre-development conditions. The project must also meet Low Impact Development (LID) and hydromodification performance criteria, including retention of the 85th percentile, 24-hour storm event and limiting post-development runoff volume, time of concentration, and peak flow velocity to within five percent of pre-development levels.

Additionally, a Storm Drainage Master Plan (SDMP) would be prepared, as outlined in **Regulatory Compliance Measure HYD-4**, to evaluate the capacity of the existing storm drain system, identify any deficiencies, and confirm that the proposed stormwater infrastructure, including planters,

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55 City of Victorville. 2025. Victorville Municipal Code Chapter 10.30 – Storm Water and Urban Runoff Management and Discharge Control. Municode Library. Website: https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT10WASEUT_CH10.30STWAURRUMADICO (accessed January 23, 2026).

56 San Bernardino County, Department of Public Works. 2016. *Mojave River Watershed Technical Guidance Document for Water Quality Management Plans*. April.

underground storage tanks, and tie-ins, can effectively manage runoff without causing downstream flooding or erosion. The SDMP would also verify that the project's stormwater system is designed in accordance with the City's water quality and flood control standards.

Development of the proposed project would result in an increase in impervious surfaces on the project, which could generate pollutants that infiltrate into the groundwater. Additionally, the on-site soils consist primarily of medium-dense to very dense sandy silt, silty sand, and poorly graded sand with silt, materials that generally exhibit moderate permeability and moderate runoff potential. Although some infiltration may occur, the project site is not prone to rapid infiltration, and the potential for deep percolation of pollutants is limited, given the depth to groundwater exceeding 94 feet. With adherence to Regulatory Compliance Measure HYD-3 and HYD-4, operational impacts related to stormwater runoff, water quality, and waste discharge requirements would be less than significant. No mitigation is required.

Regulatory Compliance Measure HYD-3

Phase II Small MS4 Permit Compliance. Prior to issuance of a grading permit, the City of Victorville Public Works Director, or designee, shall review and approve a Final Water Quality Management Plan (WQMP) in compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), State Water Resources Control Board Order No. 2013-0001-DWQ, NPDES No. CAS000004, as amended. The WQMP shall include project-specific site design measures, source control measures, Low Impact Development (LID) design standards, hydromodification controls, operation and maintenance procedures for stormwater control measures, and post-construction BMPs. The WQMP shall also include any required water quality monitoring actions to ensure that water quality thresholds are maintained and that all stormwater facilities meet the required sizing and performance criteria established in the Mojave River Watershed Technical Guidance Document.

Regulatory Compliance Measure HYD-4

Storm Drainage Master Plan (SDMP). Prior to issuance of a grading permit, the City of Victorville Public Works Director, or designee, shall review and approve a Final Storm Drainage Master Plan (SDMP) to ensure compliance with the City's Design Guidelines for Drainage Channels, Basins, and Landscape Areas, the San Bernardino County

Hydrology Manual, and the Mojave River Watershed Technical Guidance Document. The SDMP shall evaluate the capacity of the existing storm drain system at the northwest corner of Civic Drive and Seneca Road, identify any deficiencies, and confirm that the proposed stormwater infrastructure—including planters, underground storage tanks, and tie-ins—can effectively manage runoff without causing downstream flooding or erosion. The SDMP shall also verify that the project's stormwater system is designed in accordance with the City's water quality and flood control standards.

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

Less Than Significant Impact. The City, including the project site, is located within the Mojave River Groundwater Basin, which encompasses 1,400 square miles and has an estimated total water storage capacity of nearly 5-million-acre feet. The Mojave River Groundwater Basin Area is essentially a closed basin, which means that little groundwater enters or exits the basin. Within the basin, however, groundwater moves between the different subareas; groundwater-surface water and groundwater-atmosphere interchanges also occur. Approximately 80 percent of the Mojave River Groundwater Basin's natural recharge is through infiltration from the Mojave River. Other sources of recharge include infiltration of storm runoff from the mountains and recharge from human activities, such as irrigation return flows, wastewater discharge, and enhanced recharge with imported water. More than 90 percent of the basin groundwater recharge originates in the San Gabriel and San Bernardino mountains. Groundwater is discharged from the basin primarily by well pumping; evaporation through soil; transpiration by plants; seepage into dry lakes, where accumulated water evaporates; and seepage into the Mojave River.[57] The annual average precipitation within Victorville is approximately 6 inches, with the majority of the rainfall occurring in November through March. January and February are the wettest months, with an average rainfall of approximately one inch.

According to the City's 2020 Urban Water Management Plan,[58] the Victorville Water District's (VWD) potable water system supplies water solely from groundwater pumped from the Mojave River Groundwater Basin. The basin is adjudicated,[59] and Mojave Water Agency (MWA) serves as the Watermaster. Per the Mojave Basin Area Judgment, producers in the Mojave Basin Area are

57 City of Victorville. 2021. City of Victorville 2020 Urban Water Management Plan. June.

58 Ibid.

59 Adjudication occurs when there is a legal dispute over groundwater rights. In adjudication, the court decides who has rights to the water, how much groundwater can be extracted, and how the groundwater will be managed. The court will also appoint a "watermaster" to oversee management of water rights and allocation of water.

allocated a Free Production Allowance (FPA). Producers may pump more than their FPA, provided they purchase replacement water. Funds collected for replacement water are then used by MWA to purchase imported water supplies in wet years and recharge them into the basin for use in dry years. VWD does not have any inconsistent water sources that result in reduced supplies in dry or multiple-dry years. The UWMP has determined that the VWD has adequate supplies to meet demand during average, single-dry, and multiple-dry years throughout the 25-year planning period. Accordingly, the City does not expect any water supply shortages in future years, even in a drought, as determined by a drought risk assessment that showed that even in five consecutive dry years, the City has enough supply to meet customer demands. The City also has the ability to put measures in place to reduce demand in response to water shortages, if necessary.

Construction. As discussed in Response 4.10(a), above, groundwater was not encountered at the project site; however, based on nearby groundwater data, the regional groundwater table is located at a depth of approximately 94 feet below the ground surface. The proposed project would require excavation to a maximum depth of six feet below the existing grade for construction of the proposed buildings and new park facilities. Additionally, it is anticipated that excavation for pavement and exterior flatwork would require a maximum depth of one foot. Accordingly, construction groundwater dewatering is not anticipated and impacts related to the decrease of groundwater supplies or interference with groundwater recharge during construction would be less than significant. No mitigation is required.

Operation. Water service for the proposed project would be provided by the City. As previously discussed, water in the City is solely derived from the Mojave River Groundwater Basin. Therefore, operation of the proposed project would use groundwater for potable water. The 2020 UWMP indicates the City does not expect any water supply shortages in future years, even in a drought. A drought risk assessment showed that even in five consecutive dry years, the City has enough supply to meet customer demands. The City also has the ability to put measures in place to reduce demand in response to water shortages, if necessary. Therefore, it is expected the City would rely on existing groundwater entitlements to serve the proposed project's water needs.

Additionally, as required by VMC Chapter 13.60, Section 13.60.030, landscaping and planting on the project site would comply with the City's Water-Wise Plant List, relying on native, drought-tolerant species. The project would also be subject to mandatory water conservation measures outlined in VMC Chapter 13.60, which include limits on water-intensive landscaping, prohibitions on overspray and runoff, and requirements for the use of efficient irrigation systems, ensuring alignment with the City's water use policies and long-term conservation goals. [60]

Under existing conditions, water sheet-flows across the project site from the east to the southwest following the general topography of the property. Although some surface water infiltrates into the soil, most sheet flow is expected to drain toward the existing stormwater facilities at the northwest corner of Civic Drive and Seneca Road. Accordingly, under existing conditions, the project site does

[60] City of Victorville. 2025. Victorville Municipal Code Section 13.60: Landscape Water Conservation Standards. Website: https://library.municode.com/ca/victorville/codes/code_of_ordinances?nodeId=TIT13PUPESAMO_13.60WAEFLA (accessed January 7, 2026).

not provide substantial infiltration and is not considered a significant source of groundwater recharge. Because implementation of the proposed project would not contribute to a substantial depletion of groundwater supplies and the project site is not a significant source of groundwater recharge, the proposed project would not result in a significant decrease in groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant. No mitigation would be required.

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

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. As described above in Response 4.10(a), during construction activities, the entire 9.18-acre project site would be disturbed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. Because construction of the proposed project would disturb greater than one acre of soil, the project is subject to the requirements of the CGP. The proposed project would also be required to comply with the VMC Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control, which establishes provisions for managing stormwater quality during construction activities. As specified in **Regulatory Compliance Measure HYD-1 and HYD-2**, and as required by the CGP and the VMC, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

The proposed project would develop a new police station and civic park with associated improvements, thereby increasing the amount of impervious surface area. The increase in impervious surface area could result in increased stormwater runoff (both flow rate and volume) from the project site relative to pre-project conditions, which may result in hydromodification impacts (i.e., increased potential for erosion of creek beds and banks, silt pollution generation, or other adverse impacts on beneficial uses due to increased erosive force). However, upon development of the proposed project, on-site drainage would be collected and conveyed through a new storm drain system that would include two underground detention tanks with associated modular wetland treatment units, as well as new storm drain inlets, manholes, and pipe laterals. All stormwater runoff generated within the project site would ultimately be conveyed to the existing storm drain infrastructure located within Civic Drive and Seneca Road. The on-site stormwater collection system would manage the rate and volume of storm water runoff before discharging flows into existing storm drain infrastructure located within the northwest corner of Civic Drive and Seneca Road so as not to exceed the capacity of the storm drain system in compliance with the requirements of the Small Phase II MS4 Permit and the City's Storm Drain Design Standards Section DS 4, as specified in **Regulatory Compliance Measure HYD-** and **HYD-4**. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site and impacts would be less than significant. 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. As discussed in above in Response 4.10(c)(i), the on-site stormwater collection system would manage the rate and volume of storm water runoff before discharging flows into existing storm drain infrastructure located within the northwest corner of Civic Drive and Seneca Road so as not to exceed the capacity of the storm drain system in compliance with the requirements of the Small Phase II MS4 Permit and the City's Storm Drain Design Standards Section DS 4, as specified in **Regulatory Compliance Measure HYD-3** and **HYD-4**. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site and impacts would be than significant. No mitigation is required.

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

Less Than Significant Impact. As discussed in Responses 4.10(a),4.10(c)(i), and 4.10(c)(ii), the proposed project would implement BMPs to reduce pollutants of concern in stormwater runoff in compliance with the CGP, Small Phase II MS4 Permit, and City regulations, as detailed in **Regulatory Compliance Measure HYD-1** through **HYD-3**. Measures would include the use of on-site stormwater collection systems to manage the volume of stormwater flows to minimize erosion and siltation and to target and reduce pollutants of concern. This would ensure that the proposed project would result in less than significant impacts related to discharge of polluted runoff during project construction and operations. In addition, the proposed project's on-site stormwater collection system would manage the rate and volume of storm water runoff before discharging flows into existing storm drain infrastructure located within the northwest corner of Civic Drive and Seneca Road. This would prevent exceedance of storm drain system capacity in compliance with the requirements of the Small Phase II MS4 Permit and the City's Storm Drain Design Standards Section DS 4, as specified in **Regulatory Compliance Measure HYD-3 and HYD-4**. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and impacts would be than significant. No mitigation is required.

iv. Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C5815H, the entirety of the project site is located in Zone X, areas determined to be outside the 0.2 percent annual chance (500 year) floodplain.[61] In addition, the project site is not located within a 1 percent Annual Chance (100-year) floodplain. Therefore, the project site is not prone to flooding and structures associated with the proposed project would not impede or redirect flood flows. There would be no impact and no mitigation would be required.

[61] Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map (FIRM) No. 06071C5815H. August 28.

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

Less Than Significant Impact. The project site is not located within a 1 percent Annual Chance (100-year) floodplain. As discussed previously under Response 4.10 (iv), according to the FEMA FIRM No. 06071C5815H, the entirety of the project site is located in Zone X, an area outside the 0.2 percent annual chance (500-Year) floodplain.[62] As the project site is not located within a 1 percent or 0.2 percent Annual Chance floodplain, the proposed project would not place structures within a flood hazard area, nor release pollutants as a result of flood hazard.

Tsunamis are ocean waves generated by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. Tsunamis can have wavelengths of up to 120 miles and travel as fast as 500 miles per hour across hundreds of miles of deep ocean. Upon reaching shallow coastal waters, the waves can reach up to 50 feet in height, causing great devastation to near-shore structures. The project site is located approximately 80 miles from the Pacific Ocean. Based on the distance from the Pacific Ocean, the project site is not located in a tsunami hazard zone and would not result in the release of pollutants due to inundation caused by a tsunami.

Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. Seiching occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. Lakes within the vicinity of the project site include Horseshoe Lake, approximately 2.7 miles east of the site; Pelican Lake, approximately three miles east of the site within the Mojave Narrows Regional Park; and Spring Valley Lake, a private, manmade lake within a residential community, approximately three miles southwest of the site. Given the size and location of these lakes, the project site is not at risk of a seiche. Accordingly, implementation of the proposed project would not result in the release of pollutants due to inundation caused by a seiche.

Based on the information presented above, the project site is not at risk of pollutant release associated with inundation from a flood, tsunami, or seiche. Impacts would be less than significant, and no mitigation is required.

[62] Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map (FIRM) No. 06071C5815H. August 28.

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

Less Than Significant Impact. The project site is within the jurisdiction of the Lahontan RWQCB, which has adopted a Water Quality Control Plan (i.e., Basin Plan)[63] that designates beneficial uses for all surface and groundwater within their jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As previously discussed, the proposed project would comply with existing NPDES permit requirements, including the CGP and Small Phase II MS4 Permit, and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff as detailed in **Regulatory Compliance Measure HYD-1** through **HYD-3.** Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, which would cause the receiving waters to exceed the water quality objectives or impair the beneficial use of receiving waters. Accordingly, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would be less than significant, and no mitigation is required.

[63] California Regional Water Quality Control Board Lahontan Region (RWQCB). 2022. *Revisions to the Water Quality Control Plan for the Lahontan Region to Clarify Beneficial Uses for the Mojave River, Update Site Cleanup, Land Disposal and Bishop Underground Tank Policy Sections, and Other Editorial Revisions.* Website: https://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/docs/mojave_river/mojavedrbpa.pdf (accessed January 23, 2026).

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

4.11.1 Impact Analysis

a. Would the project physically divide an established community?

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

Although implementation of the proposed project would result in changes to the project site including the development of a new 54,892-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,173-square foot, single-story plaza building, a 1,832 square-foot stage, and 3.3-acre civic park, the proposed project would not result in substantial changes to the existing configuration of adjacent parcels. Additionally, the proposed project would not result in the construction of any improvements that would remove a means of access or impair mobility within the community. Therefore, the proposed project would have a less than significant impact. No mitigation would be required.

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

City of Victorville General Plan. As required by Section 65300 of the California Government Code, the City has adopted a long-term, comprehensive plan for its future growth and land use decisions. The General Plan provides information about the City, including demographics and existing environmental setting at the time the General Plan was prepared. The General Plan contains seven elements: Environmental Justice, Land Use, Circulation, Housing, Resource, Noise, and Safety. Each element contains various goals, policies, and objectives in order for the City to achieve its vision respective to each element. The City's General Plan Land Use Map designates the project site as Specific Plan. As previously discussed, the project site is in the Civic Center Specific Plan area, and it is currently designated for Civic Mixed Use. The Civic Center Specific Plan largely governs the permitted uses and development standards associated with the Specific Plan area, including the

project site. **Table 4.11.A** below provides an analysis of the proposed project's consistency with the goals and policies of the City's General Plan.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Land Use Element	
Objective LU D: Expand and encourage opportunities for mixed use centers and corridors within Victorville to provide development flexibility, respond to recent development trends, foster sustainable land use practices supported by alternative modes of transportation, encourage revitalization of certain areas, and implement housing policies and programs.	**Consistent.** The project site is located within the Civic Center Community Sustainability Specific Plan area and designated as Civic Mixed Use, which encourages integrated, multi-use development. The proposed project includes a new 54,892 square-foot police station and a 3.3-acre civic park, both of which enhance the area's civic and recreational functions and support revitalization of the Civic Center as a walkable, community-oriented district. The project includes pedestrian pathways, public gathering spaces, and access to alternative transportation modes, aligning with the City's goals for sustainable land use and flexible development patterns. Although the project does not include residential or commercial components, it fulfills the intent of Objective D by contributing essential public infrastructure and creating a mixed-use corridor.
Policy LU-D.1: Encourage Opportunity Areas identified as mixed-use centers to be developed as integrated, multi-use areas that provide a variety of residential, commercial, service, civic, open space/recreational, and other supportive land uses in an integrated, human-scale, walkable environment.	**Consistent.** The project site is located within the Civic Center Specific Plan area and designated Civic Mixed Use. The proposed project would include a new 54,892 square-foot police station and a 3.3-acre civic park featuring a community green with an amphitheater, terraced social lawn, splash pad, shaded plaza, pickleball courts, playground, interactive arts and culture walk, and the historic Sheriff's Station repurposed as a cultural landmark. Accordingly, these project features would be consistent with the intent of Policy LU-D.1.
Policy LU-D.5: Promote linkages within and around mixed-use projects and areas using a multi-modal circulation network, including transit, pedestrian sidewalks, paths and paseos, and bicycle and trail networks, to ensure safe, convenient access between uses and to minimize vehicular traffic.	**Consistent.** The proposed project would include a network of paved pedestrian pathways throughout the civic park that would ultimately link to existing sidewalks along Seneca Road and Civic Drive. The project would also provide bicycle racks, public surface parking, and EV charging stations. Accordingly, these project features would promote walkability, reduce reliance on personal vehicles, and improve access between civic and recreational uses, consistent with the intent of LU-D.5.
Policy LU-D.7: Ensure that gathering areas or plazas are incorporated within mixed-use projects and areas to allow for social interaction and community activities.	**Consistent.** The civic park includes a community plaza, amphitheater, and green space designed for public gatherings, events, and recreation. These features within the park would promote social interaction and community activities. Accordingly, these project features would be consistent with the intent of Policy LU-D.7.
Objective LU E: Provide land for parks, recreational facilities, open space, and bikeways and trails to serve the current and future needs of the community.	**Consistent.** The proposed project would include a 3.3-acre civic park that would provide a range of recreational amenities, including a community green with amphitheater, splash pad, pickleball courts, playground, open lawn, shaded seating areas, and cultural features

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	such as the Victorville heritage walk and relocated historic Sheriff's Station. These project features would directly support the community's current and future recreational and open space needs, and the project would be consistent with the intent of Objective LU E.
Policy LU-E.1: Maintain and expand parks, recreational trails, bikeways, and pedestrian corridors and linkages throughout the city in accordance with the City's Parks and Recreation Master Plan.	**Consistent.** The proposed project would support the expansion of parkland and pedestrian connectivity through the development of a 3.3-acre civic park that would include walkable pathways, plazas, and recreational amenities consistent with the City's Parks and Recreation Master Plan. Therefore, the proposed project would be consistent with General Plan Policy LU-E.1.
Policy LU-E-5: Encourage new developments to incorporate plazas and other flexible outdoor spaces that provide opportunities for gathering outdoor dining, pop-up retail, and music venues. Incorporate amenities such as shade structures, shade trees, seating, and community art.	**Consistent.** The proposed civic park would include a community plaza, amphitheater, shaded seating areas, a heritage walk, and associated landscaping which would provide outdoor spaces for gathering, performances, and cultural engagement. Therefore, the proposed project would be consistent with Policy LU-E.5
Policy H.6 Incentivize new buildings to maximize energy conservation design to promote solar energy generation, natural ventilation, effective use of daylight, and onsite electricity generation	**Consistent.** The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the California Building Standards Code (California Code of Regulations [CCR], Title 24). Therefore, the proposed project would be consistent with Policy H-.6.
Objective J: Promote a community environment that support the overall health and well-being of those who live and work in Victorville and Victor Valley.	**Consistent.** The proposed project would provide a civic park with recreational amenities and community gathering spaces that promote physical activity, social interaction, and community wellness. Therefore, the proposed project would be consistent with Objective J.
Policy LU-F.2: When considering requests to amend the Land Use Map within the City boundary, discourage "leapfrog development," which is characterized by proposals for development in areas which are functionally separated from developed portions of the City by lack of infrastructure (including roads and utilities) and services (such as police and fire); expanses of vacant land; significant topographic, jurisdictional, or other barriers; or other similar constraints.	**Consistent.** The proposed project would be located within a developed area of the City with existing infrastructure and public services, including roadways, utilities, and emergency services, and would not constitute "leapfrog development." Therefore, the proposed project would be consistent with Policy LU F.2.
Policy LU-H.2: Encourage the provision of multi-modal access to activity centers, such as public and civic facilities, commercial centers and corridors, employment centers, schools, parks and recreation facilities, tourist attractions, and transit stops.	**Consistent.** The is located in the central part of the City of and is situated on the northwestern corner of Seneca Road and Civic Drive, approximately 0.15 mile west of I-15. The proposed project would construct a new 54,892 square-foot police station and a 3.3-acre civic park. With associated amenities. Accordingly, the proposed project would provide multi-modal access to a new civic facility and would therefore be consistent with Policy LU -H.2.
Policy LU-H.3: Incorporate sustainable and Smart Growth principles in all new developments and when updating existing developments to the extent possible, to minimize adverse impacts of development on air quality, traffic, open space, water quality, energy, and other resources	**Consistent.** The project site is located in the central part of the City of Victorville and is situated on the northwestern corner of Seneca Road and Civic Drive, approximately 0.15 mile west of I-15. The proposed project would construct a new 54,892-square-foot police facility and a 3.3-acre civic park with associated amenities

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
and optimize walkability, quality of life, and community vitality.	on a currently vacant 9.18-acre site. As discussed in Section 4.3, Air Quality, the project would not conflict with or obstruct implementation of the applicable air quality plan and would not result in a cumulatively considerable net increase in criteria pollutants. Section 4.10, Hydrology and Water Quality, states that the project would include stormwater planters, underground storage tanks, and other low-impact development features to reduce runoff and protect water quality. As described in Section 4.6, Energy, the project would comply with the California Building Standards Code (Title 24) and CALGreen, ensuring energy-efficient design and minimizing wasteful or inefficient energy use. Additionally, the civic park would include pedestrian pathways and recreational amenities that would promote walkability, community vitality, and access to healthful outdoor spaces. Therefore, the proposed project would incorporate sustainable and Smart Growth principles and would be consistent with Policy LU-H.3.
Policy LU-H.5: Ensure that development projects are designed to divert waste from landfills to the extent possible, such as providing adequate space to accommodate sufficient storage for recycling, green waste, and food waste (as appropriate).	**Consistent.** As discussed in Section 4.19, Utilities and Service Systems, the project would comply with the City's solid waste management requirements and CALGreen standards, which mandate the provision of adequate space for the separation and storage of recyclables, green waste, and other recoverable materials. During construction, the project would implement a Construction Waste Management Plan to divert at least 65 percent of nonhazardous construction and demolition debris from landfills, as required by the City's Green Building Code (Ordinance No. 2425). During operation, the project would provide clearly designated areas for solid waste, recycling, and green waste collection within both the police facility and the civic park. These measures ensure that the project would divert waste from landfills to a feasible extent and support the City's long-term waste reduction goals. Therefore, the proposed project would be consistent with Policy LU-H.5.
Policy LU-H.6: Incentivize new buildings to maximize energy conservation designs to promote passive solar energy generation, natural ventilation, effective use of daylight, and on-site electricity generation.	**Consistent.** As discussed in Section 2.0, the proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the California Building Standards Code CCR, Title 24. As also discussed in Section 4.6, Energy, energy usage on the project site during construction would be temporary in nature and energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources. Therefore, the proposed project would be consistent with Policy LU-H.6.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Goal 4: A safe city where community members have a high quality of life and healthful lifestyle, and where equity is routinely considered in land use policies and decision-making.	**Consistent.** As discussed in Section 4.15, Public Services, the proposed police station would address existing deficiencies in law enforcement infrastructure by providing a new police facility to accommodate increased staffing and improve emergency response within the City. capabilities. As described in Section 4.16, Recreation, the civic park would provide accessible recreational amenities, including a community green, amphitheater, splash pad, playground, and pedestrian pathways, which would promote physical activity, social interaction, and community wellness. The project would support equity as the proposed police station and park would be located in a central, accessible area within the City while also providing amenities that would serve all groups within the community. Therefore, the proposed project would be consistent with Goal 4.
Objective LU J: Promote a community environment that supports the overall health and well-being of those who live and work in Victorville and Victor Valley.	As discussed in Section 4.16, Recreation, the civic park would include a variety of recreational and community-serving features such as a community green, amphitheater, splash pad, playground, and pedestrian pathways. These amenities would support physical activity, social interaction, and community wellness. The park would also include the Victorville Heritage Arts and Culture Walk and the relocation of the historic Sheriff's Station, which would provide cultural and educational value to the community. Additionally, as described in Section 4.15, Public Services, the new police facility would enhance public safety and provide a modern, accessible civic space for community engagement. Together, these components promote a community environment that supports the overall health and well-being of those who live and work in Victorville and the Victor Valley. Therefore, the proposed project would be consistent with LU Objective J.
Policy LU-J.3: Encourage the incorporation of healthy community design principles in all new private and public development.	**Consistent.** See above response under Objective J. The project would be consistent with Policy LU- J.3.
Policy LU-J.4: Support a community-based approach to improve community health and well-being for all segments of the community and provide opportunities for people to make healthful lifestyle choices.	**Consistent.** See above response under Objective J. The project would be consistent with Policy LU-J.4.
Policy LU-J.6: Encourage the development of facilities and venues for arts and entertainment.	**Consistent.** See above response under Objective J. The project would be consistent with Policy J.4.
Policy LU-K.4: Consider and promote equitable access to open space and recreation, venues for community events, and other opportunities in land use decision-making, subdivision design, and development to facilitate involvement in healthful activities and social interactions.	**Consistent.** As discussed in Section 4.16, Recreation, the civic park would provide a variety recreational and cultural amenities, including a community green, amphitheater, splash pad, playground, and pedestrian pathways. These features would be inclusive and accessible to all community members, including children, seniors, and individuals with disabilities. The park would also include the Victorville Heritage Arts and Culture Walk

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	and the relocated historic Sheriff's Station, which would serve as a cultural and educational resource. The project's central location and multimodal access would also support equitable access to open space and opportunities for social interaction and community events. Therefore, the proposed project would be consistent with Policy LU-K.4.
LU Objective M: Continue to protect the public's safety by evaluating land use and environmental constraints prior to development and requiring that projects mitigate potential negative environmental and safety impacts.	**Consistent.** See above responses for LU-H.3 and LU-H.6. The proposed project would be consistent with LU Objective M.
LU Policy M.1: Provide a wide range of accessible public facilities and community services, including fire and police protection; flood control and drainage; educational, cultural, and recreational opportunities; and other governmental and municipal services to meet the current and future needs of the community.	Consistent. See above responses for Goal 4 and LU Objective J. As discussed in Section 4.15, Public Services, the new police station would address existing deficiencies in law enforcement infrastructure and accommodate increased staffing to meet the City's growing public safety needs. The facility would operate 24 hours a day and include administrative, investigative, and community support divisions, as well as public meeting space. As described in Section 4.16, Recreation, the civic park would provide a range of recreational and cultural amenities, including a community green, amphitheater, splash pad, playground, and pedestrian pathways. These features would support the City's goals for accessible public facilities and services, including fire and police protection, recreational opportunities, and cultural enrichment. Therefore, the proposed project would be consistent with Policy LU-M.1.
LU Policy -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.	**Consistent.** The proposed project would construct a new 54,892 square-foot police station facility and a 3.3-acre civic park within the Victorville Civic Center area. Both project components would be designed to enhance public safety and would follow the CPTED principles. Additionally, the police facility in test would improve law enforcement response and visibility in the area, further contributing to the City's public safety goals. Accordingly, the project would be consistent with Policy LU-M-3.
LU Policy M.5: Require land uses and developments to be sited and designed to mitigate potential health and safety impacts related to odors, dust, noise, chemicals, hazardous materials and wastes, and other negative externalities on adjacent uses, with special consideration for sensitive receptors (e.g., hospitals, schools, daycare facilities, senior housing and convalescent facilities, etc.) and vulnerable populations.	Consistent. As discussed in Section 4.3, Air Quality, water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. MDAQMD has established Rule 403.2: Fugitive Dust Control, which would require the City to implement measures that would reduce the amount of particulate matter generated during the construction period. In addition, during project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	odors) affecting a substantial number of people. As also discussed in Section 4.9, Hazards and Hazardous Materials, he proposed project would not involve any large-scale manufacturing, industrial, or other uses utilizing large amounts of hazardous materials within the project site. Hazardous substances associated with public safety and recreational land uses are typically limited in both amount and use such that they can be contained without impacting the environment. Accordingly, operation of the proposed project is not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Therefore, the proposed project would be consistent with LU Policy M.5.
LU Policy M.9: Continue to encourage greener, more efficient, and climate resilient construction practices locally.	**Consistent.** The project will comply with CALGreen, Title 24, and City sustainability requirements. Sustainable features would include energy-efficient HVAC and lighting systems, drought-tolerant landscaping, and bioswales for stormwater capture and reuse. Therefore, the proposed project would be consistent with LU Policy M.9.
Goal 5: An aesthetically pleasing community.	**Consistent.** The project would feature modern civic architecture, a well-landscaped civic park, and pedestrian-friendly site design, which would contribute to an aesthetically pleasing community. Therefore, the proposed project would be consistent with Goal 5.
LU Objective N: Promote a distinctive identity and image for Victorville with high quality design of the built environment to increase its desirability as an attractive place to live, work and play.	**Consistent.** The project would include design features such as the Victorville Heritage Arts and Culture Walk, community gathering space, and native landscaping contributing to a strong sense of place and civic identity. Therefore, the proposed project would be consistent with LU Objective N.
LU Policy N.2: Promote the development of high-quality regional and freeway-serving land uses that are adjacent to and in the vicinity of the I-15 corridor to generate a sense of place and arrival into Victorville, particularly at the key interchanges with I-15.	**Consistent.** Located 0.15-mile west of I-15, the proposed project would serve as a public gateway to Victorville's Civic Center and reflect a modern, high-quality civic image visible to travelers from the freeway corridor. Therefore, the proposed project would be consistent with LU Policy N.2.
LU Policy 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.** The project site provides distant views of the Quartzite Mountains to the north, distant views of San Gabriel Mountains to the southwest, and distant views of the San Bernardino Mountains to the southeast. Furthermore, the structures to be constructed as part of the proposed project would not exceed 38 feet in height, would not dominate or overwhelm the project site, and the Quartzite Mountains and San Gabriel Mountains are of sufficient distance that development of the proposed project would be unlikely to substantially affect views of these resources. Additionally, three living Joshua trees would be removed pursuant to an ITP issued by the CDFW and relocated. Relocation of one or more Joshua trees would be conducted in accordance with CDFW's relocation guidelines. Therefore, the proposed project would be consistent with LU Policy N.5.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
LU Policy N.6: Encourage public art installations on public and private property and incorporate it in the City's capital improvement projects.	**Consistent.** The park would include the Victorville Heritage Arts and Culture Walk and the historic Sheriff's Station would be relocated and featured as a cultural and historical landmark within the park. Both of these components would engage the community and encourage public art. Therefore, the proposed project would be consistent with LU Policy N.6.
LU Policy N.7: Ensure properties are adequately maintained, both for safety and aesthetic reasons, by encouraging voluntary compliance whenever possible, and utilizing Code enforcement as necessary.	**Consistent.** The proposed project would comply with the development regulations outlined in Chapter 3, Zoning and Land Use Requirements as outlined in the VMC. Additionally, the project would be required to adhere to the lighting standards for light and glare, as specified in the Civic Center Community Sustainability Plan. Therefore, the proposed project would be consistent with LU Policy N.7.
Circulation Element	
Objective 3.2: Design infrastructure that minimizes impacts to the environment.	**Consistent.** The proposed project is located in an urbanized area that is currently served by existing utilities. The proposed project would connect to existing utilities, minimizing impacts to the environment. Therefore, the proposed project is consistent with Objective 3.2.
Policy 3.3.1: Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project**.**	**Consistent.** The proposed project includes frontage improvements along Civic Drive and Seneca Road. Additionally, the proposed project includes the construction of three new access points for police operations, public use, and emergency services. Driveway widths would be designed in accordance with VFD. Frontage improvements would be designed in accordance with City requirements. Therefore, the proposed project is consistent with Policy 3.3.1.
Resource Element	
Goal 1: Sufficient, Safe Water Supply. Maintain adequate water supply resources and a reliable water delivery system to support the implementation of the City's land use policies, meet fire protection standards, and provide for essential needs during emergencies and severe drought conditions.	**Consistent.** The increase in water use from the proposed project would be accounted for in the anticipated growth rates for the City in the UWMP. The proposed project would not necessitate new or expanded water entitlements, and VWD would be able to accommodate the increased demand for potable water under a worst-case scenario as forecasted in the 2020 UWMP. Therefore, the proposed project would be consistent with Goal 1.
Policy 1.1.1: Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low-water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.	**Consistent.** The proposed project would be required to comply with the VMC and CALGreen requirements which include mandatory water efficiency standards for indoor and outdoor plumbing fixtures, irrigation systems, and landscape design. Therefore, the proposed project would be consistent with Policy 1.1.1.
Goal 2: Sufficient Park Land. Provide sufficient local, community, and regional park land to meet current and future outdoor recreation needs of the planning area.	**Consistent.** The proposed 3.3-acre civic park would add a new recreational and community space to the Civic Center area, supporting active and passive uses for residents and visitors. Therefore, the proposed project would be consistent with Goal 2.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Objective 2.1: Provide at least three acres of parkland for every 1,000 residents.	**Consistent.** The proposed 3.3-acre civic park would contribute to City's goal of providing at least 3 acres of parkland for every 1,000 residents. Therefore, the proposed project would be consistent with Objective 2.1
Goal 3: Protection from Natural Hazards Protect the community from flooding and geologic hazards.	**Consistent.** As discussed in Sections 4.10 Hydrology and Water Quality and 4.7 Geology and Soil, the project site is located in Zone X, (which is identified as an area of either minimal flood hazard or an area with 0.2 percent annual chance of flood hazard) and would not be located within a 100-year floodplain. Additionally, as stated in Section 4.7, the project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The nearest known active fault is the Helendale Fault Rio Vista Fault, which is located approximately 13.7 miles southwest of the project site. Therefore, the project would not expose people or structures to substantial risk from flooding or seismic activity. The project would also incorporate the recommendations of the geotechnical report and comply with the current CBC to ensure appropriate design and construction measures are implemented to protect against potential geologic hazards. Therefore, the project would be consistent with Goal 3.
Objective 3.1: Development is outside of areas exposed to flood hazards.	**Consistent.** See the above response under Goal 3. The project would be consistent with Objective 3.1.
Policy 3.1.1: Prohibit development within flood hazard areas adjacent to the Mojave River	**Consistent.** See above response under Goal 3. Additionally, the project site is located approximately 2.4 miles from the Mojave River. Accordingly, the project would be consistent with Policy 3.1.1.
Objective 3.2: New development is located and designed to avoid or mitigate seismic and geologic hazards.	**Consistent.** See above response under Goal 3. The project would be consistent with Objective 3.2.
Policy 3.2.2: Results of preliminary geotechnical investigations shall be considered by the City's decision-makers, prior to approval of all discretionary actions to allow for public or private development projects.	**Consistent.** See above response under Goal 3. The project would be consistent with Policy 3.2.
Goal 6: Good Air Quality. Promote clear air with low pollutant concentrations that do not adversely affect respiratory health.	As discussed in Section 4.3, Air Quality, the proposed project would not generate construction- or operation-related emissions that exceed MDAQMD thresholds for criteria pollutants. Both construction and operational phases would include measures to minimize particulate and gaseous emissions, and no significant long-term sources of air pollution would be introduced. Therefore, the proposed project would be consistent with Goal 6.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Policy 6.1.1: Encourage planning and development activities that reduce the number and length of single occupant automobile trips.	As discussed in Section 4.17, Transportation, the project's trip generation analysis indicates that it would generate 1,255 net daily trips. While the project is not primarily residential, site design elements, including on-site pedestrian connections, bicycle access, and integration with civic park, would encourage alternative modes of transportation and help minimize single-occupant vehicle use. This would be consistent with Policy 6.1.1 objectives to reduce vehicle trips and associated air emissions.
Objective 6.2: Reduce health risks associated with air pollution.	As discussed in Section 4.3, Air Quality, construction and operational emissions of the proposed project would not exceed health-based thresholds for toxic air contaminants or criteria pollutants. The HRA modeling as detailed in Appendix A-2, indicates that nearby sensitive receptors would not experience substantial pollutant exposure. Compliance with MDAQMD rules and implementation of BMPs would ensure that potential health risks from air pollution would be minimized. Therefore, the proposed project would be consistent with Policy 6.2.
Policy 6.2.1: Encourage compliance with the California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides guidelines for siting new sensitive land uses in proximity to air pollutant-emitting sources.	As discussed in Section 4.3, Air Quality, the proposed project would be consistent with the CARB Air Quality and Land Use Handbook by avoiding substantial pollutant exposure to nearby sensitive receptors, including residences, the Gold West Mobile Home Park, and a school, through project siting and adherence to construction and operational emissions controls. As further discussed, construction and operational emissions of criteria pollutants and TACs would remain below MDAQMD significance thresholds. The maximum cancer risk for the nearest sensitive receptor would be 0.35 in one million, and chronic and acute hazard indices would remain well below thresholds. No CO hot spots or objectionable odors would occur. Therefore, the project would avoid exposing sensitive receptors to substantial pollutant concentrations, consistent with CARB guidance. Therefore, the proposed project would be consistent with Policy 6.2.1.
Goal 7: Energy Conservation. Promote energy sustainability by developing alternative power supplies and reducing energy use.	**Consistent.** The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the CBC. Additionally, as required by the CBC the proposed project would utilize solar and charging stations. Therefore, the proposed project would be consistent with Goal 7.
Objective 7.1: Promote alternative energy sources.	**Consistent.** The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the CBC. Additionally, as required by the CBC the proposed project would utilize solar and charging stations. Therefore, the proposed project would be consistent with Objective 7.1.
Policy 7.1.1: Support development of solar, hybrid, wind, and other alternative energy generation.	**Consistent.** See the above response under Objective 7.1. The project would be consistent with Policy 7.1.1.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Objective 7.2: Promote energy conservation.	**Consistent.** See the above response under Objective 7.1. The project would be consistent with Policy 7.2.
Policy 7.2.1: Support energy conservation by requiring sustainable building design and development.	**Consistent.** See the above response under Objective 7.1. The project would be consistent with Policy 7.2.1.
Policy 7.2.2: Support energy conservation by using low-emission non-fossil fuel reliant vehicles.	As discussed in Section 4.6, Energy, the proposed project would incorporate energy-efficient measures during construction and operation, adhere to Title 24 building standards, and minimize fuel use from project-generated vehicle trips. While the project does not include a dedicated low-emission vehicle fleet, it would not preclude use of electric or other low-emission vehicles for public or fleet operations, consistent with state energy conservation and vehicle electrification goals. Therefore, the project would support energy conservation objectives and would be consistent with Policy 7.2.2.
Noise Element	
Goal 2 Noise Control. Manage the effects of noise emissions to help ensure reduction of adverse effects on the community.	**Consistent**. As discussed in Section 4.13, Noise, project-related construction and operational noise would not result in a substantial increase in ambient noise levels. Construction noise would be temporary, would attenuate with distance, and would remain below applicable FTA thresholds at sensitive receptors; additionally, public works construction activities are exempt from local noise ordinance limits. Operational noise sources including traffic, HVAC systems, emergency generator testing, parking activity, playground use, and pickleball courts, would comply with the City's exterior noise standards (65/55 dBA CNEL for residential uses and 70 dBA CNEL for commercial uses). Increases in traffic noise (up to 0.5 dBA) would be well below the 3 dBA threshold of perceptibility. Therefore, the project would effectively manage noise emissions and avoid adverse community noise effects consistent with Goal 2.
Objective 2.1: Ensure existing and future noise sources are properly attenuated.	Consistent. As discussed in Section 4.13, Noise, construction noise levels of up to 87.6 dBA Leq at 50 feet would attenuate to approximately 56.0 dBA Leq at the nearest residential receptors and 70.1 dBA Leq at commercial receptors, remaining below applicable thresholds, and construction traffic would increase noise by only about 0.1 dBA, which is not perceptible. Long-term operational traffic would increase noise levels by up to 0.5 dBA along nearby roadways, which would not result in a substantial increase in ambient noise levels. Stationary sources, including HVAC, emergency generator testing, parking, playground, and pickleball activities, would comply with the City's exterior noise standards. Intermittent sources such as amphitheater events would be limited and would comply with applicable standards. Therefore, project related noise sources would be adequately attenuated consistent with Objective 2.1.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Safety Element	
Goal 1: Protection from Hazards. Protect the Community against Natural and Human-Made Hazards	**Consistent.** As discussed in Section 4.7, Geology and Soils, and Section 4.9, Hazards and Hazardous Materials, the proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the nearest known active fault, the Helendale (Rio Vista) Fault, is approximately 13.7 miles southwest of the site. A Geotechnical Evaluation was prepared for the project, which included subsurface investigations and provided site-specific design recommendations. The project would implement all recommendations from the geotechnical report and comply with the current CBC to ensure structural safety and minimize geologic risks. Additionally, the Phase I ESA (**Appendix E**) found no evidence of recognized environmental conditions or hazardous materials on-site. The project would not involve the routine use or storage of hazardous substances beyond those typical for municipal operations and would be subject to all applicable federal, state, and local regulations. Therefore, the project would not expose people or structures to significant risks from natural or human-made hazards and is consistent with Goal 1.
Policy 1.2.1: Require an 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.** As discussed in Section 4.7, Geology and Soils, of a Geotechnical Evaluation was prepared for the proposed project (**Appendix D**). The evaluation included subsurface investigations and laboratory testing to assess geologic conditions and potential hazards. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the nearest known active fault (Helendale/Rio Vista Fault) is approximately 13.7 miles southwest of the site. The geotechnical report concluded that the site is not subject to significant liquefaction, landslide, or expansive soil hazards. The project would incorporate all recommendations from the geotechnical report and comply with the CBC to ensure structural safety. Therefore, the project meets the intent of Policy 1.2.1.
Goal 2: Protection of Public Health and Safety. Integrate Public Health and Safety Issues into Planning and Development Policies.	**Consistent.** As described in Section 4.15, Public Services, the proposed project includes the construction of a new 54,892 square-foot police station to address existing deficiencies in law enforcement infrastructure and to meet the City's growing public safety needs. The new facility would enhance police response capabilities, improve operational efficiency, and accommodate increased staffing levels. The project would also include a 3.3-acre civic park, which would provide recreational amenities and promote community wellness. Fire protection and emergency medical services would continue to be provided by the Victorville Fire Department, with the nearest station located approximately 0.8-mile from the project site. The project would not strain existing emergency service capabilities and would be reviewed by the City's Fire Department to

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	ensure compliance with fire access and flow requirements. Additionally, the project includes a dedicated emergency access route that complies with the 2022 California Fire Code, allowing emergency vehicles to access the site. The project would not interfere with any adopted emergency response or evacuation plans. Therefore, the project supports the integration of public health and safety considerations into land use planning and is consistent with Goal 2.
Objective 2.1: Achieve Desired Fire Protection, Police and Emergency Medical Services Performance Standards.	**Consistent.** As described in Section 4.15, Public Services, the proposed project includes the construction of a new 54,892 square-foot police station to address existing deficiencies in police service capacity. The new facility would enhance law enforcement capabilities and reduce response times, in the City. Fire protection services would continue to be provided by the Victorville Fire Department, with the nearest station (Station 311) located approximately 0.8 mile from the site. The project would not result in the need for new or expanded fire or emergency medical facilities and would not strain existing service levels. Therefore, the project is consistent with Objective 2.1.
Policy 2.1.1: Ensure that new private or public development has sufficient fire protection, police, and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.	**Consistent.** See the above response under Objective 2.1. The project would be consistent with Policy 2.1.1.
Objective 2.2: Maintain Optimal Emergency Preparedness	**Consistent.** As discussed in Section 4.9, Hazards and Hazardous Materials, and Section 4.20, Wildfire, the project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans. The project includes a dedicated emergency access route that complies with the 2022 California Fire Code and ensures adequate ingress and egress for emergency vehicles. Additionally, the project would be reviewed by the City of Victorville Fire Department to ensure compliance with emergency access and fire flow requirements. Therefore, the project supports emergency preparedness and is consistent with Objective 2.2.
Policy 2.2.1: Continue to maintain, implement, and update as necessary, emergency preparedness procedures.	**Consistent.** See the above response under Objective 2.2. The project would be consistent with Policy 2.2.1.

Civic Center Specific Plan. As discussed above, the project site is within the boundaries of the Civic Center Specific Plan, which covers approximately 473 acres of land and is intended to promote infill development, reduce greenhouse gas emissions, and encourage energy efficient development. Under the Civic Center Specific Plan, the project site is currently designated Civic Mixed Use which is intended for mixed-use projects that incorporate housing, commercial, and office uses in a single cohesive development. Live/Work, vertical or village type development concepts are intended, and

developments must include residential components. As the proposed project involves a new police station and civic park without a residential component, it would require a SPA to the Civic Center Specific Plan to conditionally allow for government uses within the plans Civic Mixed Land Use Category. Additionally, as detailed in the Civic Center Specific Plan, the Specific Plan is consistent with the City's General Plan's Goals and Policies. Therefore, the proposed project would be consistent with both the City's General Plan and the Civic Center Specific Plan.

Zoning Ordinance. The City's Zoning Ordinance is the primary implementation tool for its General Plan Land Use Element (2022) and the goals and policies therein. For this reason, the Zoning Map must be consistent with the General Plan Land Use Map, which indicates the general location and extent of future land uses in Victorville. The Zoning Ordinance, including the Zoning Map, contains more detailed information about permitted land uses, building intensities, and applicable development standards. The City of Victorville Zoning Map identifies the project site as being zoned SP. The Civic Center Specific Plan provides zoning and development standards for the project site. According to the Civic Center Specific Plan, the project site is zoned CVM.

As described above, the project site is currently designated Civic Mixed Use in the Civic Center Specific Plan. As a component of mixed uses, the Civic Mixed Use land use requires the inclusion of residential uses. As the proposed project involves a new police station and civic park without a residential component, it would require a SPA to the Civic Center Specific Plan to conditionally allow for government uses within the Civic Mixed Land Use Category. However, the proposed project would not include or require any amendments to the City's General Plan, or the City's Zoning Ordinance and would therefore be consistent with the City's Zoning Ordinance and General Plan.

Approval of the proposed project would not introduce any inconsistencies with the City's General Plan, or the VMC. Therefore, the proposed project would result in less than significant impacts related to potential conflicts with applicable land use plans, policies, and regulations. No mitigation is required.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.12.1 Impact Analysis

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

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA) which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated.

MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

As indicated in the Draft Program EIR General Plan 2030, Victorville is home to three major cement operations including Cemex, Mitsubishi Cement Corporation, and TXI Riverside Cement.[64]

The project site is located in a mineral resource zone, MRZ-3a, which may contain significant aggregate deposits. However, the project site is adjacent to existing development to the north, east, and south, and the surrounding land uses would make the site unsuitable for mineral resources extraction. The proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur. No mitigation is required.

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

No Impact. The City's General Plan does not designate any mineral resource recovery sites. The General Plan Land Use Map permits mining of mineral resources in areas designated for Heavy Industrial. However, the project site is not located in an area designated for Heavy Industrial.[65] Additionally, as discussed in Response 4.12.1(a), the project site is not anticipated to impact the availability of a locally important mineral resource recovery site. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur. No mitigation is required.

[64] City of Victorville. 2022. Draft Program EIR City of Victorville General Plan Update. November. Website: https://www.victorvilleca.gov/home/showpublisheddocument/16901/638767863624730000 (accessed January 26, 2026).

[65] Ibid.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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 2 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?	☐	☐	☐	☒

4.13.1 Background

The analysis presented in this section is based upon the information presented in the Noise Analysis Data (included as **Appendix F** within this IS/MND) prepared for the proposed project by LSA in March 2026.

Technical Background. The following provides an overview of the characteristics of sound, fundamentals of vibration, and noise and vibration regulatory setting that applies to the proposed project.

Characteristics of Sound. Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike units of measurement that use a linear scale (e.g., inches or pounds), decibels use a scale based on powers of 10.

For example, 10 decibels (dB) is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category, audible impacts, refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally involve a change of 3 dB or greater because that level has been found to be barely perceptible in exterior

environments. The second category, potentially audible impacts, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category involves changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. **Table 4.13.A** lists definitions of acoustical terms, and **Table 4.13.B** shows common sound levels and their noise sources.

Table 4.13.A: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_2, L_8, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table 4.13.B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near-Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing

Source: Compiled by LSA (2026).

Fundamentals of Vibration. Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors where the motion may be discernible. However, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal operation and construction activities with the occasional exception of blasting and pile driving during construction.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Impacts with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet (Federal Transit

Administration [FTA] *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual).[66] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction activities have the potential to result in ground-borne vibration that could be perceptible and annoying. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage.

4.13.1.1 Regulatory Setting

Federal Guidelines

Federal Transit Administration. The construction noise criteria included in the FTA Manual.[67] was used to evaluate potential construction noise impacts even though activities associated with the construction are exempt pursuant to Section 13.01.060(2) of the VMC. **Table 4.13.C** shows the FTA's Detailed Assessment Daytime Construction Noise Criteria based on the composite noise levels for each construction phase.

Table 4.13.C: Detailed Assessment Daytime Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Table 7-3, Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

State Guidelines

California Department of Transportation. Vibration standards included in the California Department of Transportation (Caltrans) *Transportation and Construction Vibration Guidance Manual* (Caltrans

66 Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual.* FTA Report No. 0123. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed March 21, 2026).

67 Ibid.

Manual)[68] are used in this analysis for ground-borne vibration impacts on human annoyance and building damage. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single event and the RMS vibration level. **Table 4.13.D** provides the criteria for assessing the potential for annoyance from vibration levels. **Table 4.13.E** lists the potential vibration building damage criteria associated with construction activities, as suggested in the Caltrans Manual.

Table 4.13.D: Interpretation of Vibration Criteria for Detailed Analysis

Human Response	Vibration Level (RMS in/sec)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible	0.10
Severe	0.40

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020b).
in/sec = inch/inches per second RMS = root-mean-square

Table 4.13.E: Construction Vibration Damage Criteria

Structure / Condition	PPV (in/sec)
Extremely fragile historic buildings, ruins, ancient monuments	0.08
Fragile buildings	0.10
Historic and some old buildings	0.25
Older residential structures	0.30
New residential structures	0.50
Modern industrial / commercial buildings	0.50

Source: *Transportation and Construction Vibration Guidance Manual, Table 19* (Caltrans 2020b).
in/sec = inch/inches per second
PPV = peak particle velocity

Local Regulations

City of Victorville General Plan Noise Element. The City's General Plan Noise Element[69] has established Land Use Compatibility Standards shown in **Table 4.13.F** and has objectives and policies to meet the City's noise-related goals.

[68] California Department of Transportation (Caltrans). 2020b. *Transportation and Construction Vibration Guidance Manual*. April. Website: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf (accessed March 2026).

[69] City of Victorville. 2008a. *City of Victorville General Plan 2030 Noise Element.* October 21. Website: https://www.victorvilleca.gov/home/showpublisheddocument/13951/638237230264270000 (accessed March 2026).

Table 4.13.F: Victorville Land Use Compatibility Standards

Land Use Categories	Community Noise Exposure dBA L_{dn} or CNEL						
	55	60	65	70	75	80+	
Residential - Low Density, Single Family, Duplex, Multifamily, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

Source: *City of Victorville General Plan 2030 Noise Element*, Table N-3 (2008a).

1. **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes 1 needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. **Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. **Clearly Unacceptable:** New construction or development should generally not be undertaken.

dBA = A-weighted decibel(s)
CNEL = Community Noise Equivalent Level
L_{dn} = day-night average noise level

Additionally, the City's applicable goals, objectives, and policies for the project are listed below:

Goal 1: Noise Sensitivity – Identify significant noise sources that could adversely affect community.

Objective 1.1: Locate noise sensitive land uses away from existing excessive noise sources and locate new excessive noise generators away from existing sensitive land uses.

Policy 1.1.1: Implement Table N-3 (Table 4.13.E) regarding placement of new land uses.

Policy 1.1.2: Continue to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.

Goal 2: Noise Control – Manage the effects of noise emissions to help ensure reduction of adverse effects on the community.

Objective 2.1: Ensure existing and future noise sources are properly attenuated.

Policy 2.1.1: Continue to implement acceptable standards for noise for various land uses throughout the City.

City of Victorville Municipal Code. Sections 13.01.040 and 13.01.050 of the VMC establishes exterior noise limits, as shown in **Table 4.13.G**, which apply to residential, commercial, and industrial properties within City.

Table 4.13.G: Exterior Noise Standards

Noise Zone	Time of Day	Base Noise Levels (dBA)	Noise Level (dBA)				
			L_{50}	L_{25}	L_8	L_2	L_{max}
Residential	10:00 p.m. to 7:00 a.m.	55	60	65	70	75	75
	7:00 a.m. to 10:00 p.m.	65	70	75	80	85	85
Commercial	Anytime	70	75	80	85	90	90
Industrial	Anytime	75	80	85	90	95	95

Source: City of Victorville Municipal Code, Sections 13.01.040 and 13.01.050 (2026).
Note: If the ambient noise level exceeds the applicable limit as noted in the above table, the ambient noise level shall be the standard level. Noise levels shall not exceed the base noise levels by the following dBA levels for the cumulative period of time specified:
L_{50} = Less than 5 dBA for a cumulative period of more than 30 minutes in any hour.
L_{25} = Less than 10 dBA for a cumulative period of more than 15 minutes in any hour.
L_8 = Less than 15 dBA for a cumulative period of more than 5 minutes in any hour.
L_2 = Less than 20 dBA for a cumulative period of more than 1 minute in any hour.
L_{max} = 20 dBA or more for any period of time.
dBA = A-weighted decibel(s)

Section 13.01.060(1) of the City's Municipal Code exempts all mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.

Section 13.01.060(2) of the VMC exempts activities associated with the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation projects, public works projects or essential public works services and facilities, including those utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.

In addition, Section 13.01.060(9) of the VMC exempts construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project.

Existing Setting

Surrounding Land Uses. Land uses surrounding the project site include commercial uses to the north and east, office uses to the south, vacant land to the west, and residential further west of the project site. The closest residences are located approximately 1,600 feet south of the project boundary.

Overview of the Existing Ambient Noise Environment. The primary existing noise sources in the project area are transportation facilities. Traffic noise on Civic Drive, Seneca Road, and other roadways are a steady source of ambient noise in the project vicinity. In addition, commercial

activities north and east of the project site also contribute to the existing noise environment in the project area.

Ambient Noise Levels. One long-term (24-hour) noise level measurement was conducted from October 7 to October 8, 2025, using Larson Davis Spark dosimeters to document the existing noise environment within the project area. **Table 4.13.H** summarizes the results of the long-term noise level measurements along with a description of the measurement location and noise sources that occurred during the measurement. As shown in **Table 4.13.H**, the daytime noise levels ranged from 64.3 to 73.0 dBA L_{eq} and nighttime noise levels ranged from 59.1 to 67.7 dBA L_{eq}. The daytime maximum instantaneous noise level ranged from 83.3 to 97.4 dBA and the nighttime instantaneous maximum noise level ranged from 78.1 to 91.8 dBA. Also, the calculated CNEL level at LT-1 was 72.3 dBA. The long-term noise level measurement survey sheets along with the detailed hourly L_{eq}, L_{max}, and minimum measured sound level (L_{min}) results are provided in Appendix F of this IS/MND. **Figure 4.13-1** depicts long-term monitoring locations.

Table 4.13.H: Long-Term Ambient Noise Monitoring Results

Monitor No.	Location	Noise Level (dBA)					Noise Sources
		Daytime		Nighttime		CNEL	
		L_{eq}	L_{max}	L_{eq}	L_{max}		
LT-1	14482 Amargosa Road in Victorville, CA. Near the northeast corner of Building A. On a tree approximately 52 feet from the Seneca Road centerline and 62 feet from the Amargosa Road centerline.	64.3-73.0 (69.9)[1]	83.3-97.4	59.1-67.7	78.1-91.8	72.3	Traffic on Seneca Road and Amargosa Road.

Source: Compiled by LSA (2026).
Note: Long-term (24-hour) noise level measurements were conducted from October 7, 2025 to October 8, 2025.
[1] Average daytime noise level.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

4.13.2 Impact Analysis

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

Less Than Significant Impact.

Short-Term Construction Noise Impacts. Two types of short-term noise impacts would occur during construction of the proposed project. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project limits and would incrementally raise noise levels on roadways leading to the site. The pieces of construction equipment for

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LSA

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

0 200 400

FEET

SOURCE: Google Earth (2026)

I:\2024\20242046\G\Noise_Locs.ai (3/4/2026)

FIGURE 4.13-1

Victorville Police Department and Civic Park Project

Noise Monitoring Locations

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construction activities would move on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Although individual construction-related truck pass-bys could result in relatively high single-event noise levels (up to approximately 84 dBA at 50 feet), these intermittent events would not substantially affect longer-term (daily) ambient noise levels. This is because the number of daily construction-related trips would be small relative to existing traffic volumes on Civic Drive and Seneca Road, which provide access to the project site.

According to the CalEEMod results (provided in **Appendix A)** and as discussed in Section 4.3, Air Quality, of this IS/MND, the construction phase would generate the highest trip activity among all construction phases, with an acoustical equivalent of approximately 99 and 113 passenger car equivalent vehicles on Civic Drive and Seneca Road, respectively. By comparison, existing ADT volumes on these roadways are approximately 3,510 and 3,670, based on the Traffic Study prepared for the proposed project. [70] Therefore, roadway noise levels would increase by up to approximately 0.1 dBA due to construction-related traffic, which represents only a minor increase relative to existing traffic volumes and is well below the 3 dBA threshold of perceptibility and it would not be noticeable to the human ear in an outdoor environment. Accordingly, short-term construction-related noise impacts from worker commutes and equipment transport to and from the project site would be less than significant, and no mitigation is required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 4.13.I** lists the L_{max} recommended for noise impact assessments for typical construction equipment included in the Federal Highway Administration (FHWA) *Highway Construction Noise Handbook,* [71] based on a distance of 50 feet between the equipment and a noise receptor.

Additionally, **Table 4.13.J**, below, lists the anticipated construction equipment for each construction phase based on the CalEEMod results (provided in **Appendix A**). **Table 4.13.J** also shows the combined noise level at 50 feet from all of the equipment in each phase and the L_{eq} noise level for each equipment at 50 feet based on the quantity, reference L_{max} noise level at 50 feet, and the acoustical use factor. Construction noise levels would reach up to 87.6 dBA L_{eq} at a distance of 50 feet.

70 LSA Associates, Inc. 2026. *Victorville Police Station Traffic Impact Analysis*. February.

71 Federal Highway Administration. 2006. H*ighway Construction Noise Handbook,* Table 9.1.

Table 4.13.I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor (air)	40	80
Crane	16	85
Dozer	40	85
Drill Rig Truck	20	84
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Generator	50	82
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pavement Scarifier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder/Torch	40	73

Source: *FHWA Highway Construction Noise Handbook, Table 9.1* (FHWA 2006).
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] The acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level

Table 4.13.J: Summary of Construction Phase, Equipment, and Noise Levels

Construction Phase	Construction Equipment	Quantity	Reference Noise Level at 50 ft (dBA L_{max})	Acoustical Use Factor[1] (%)	Noise Level at 50 ft (dBA L_{eq})	Combined Noise Level at 50 ft (dBA L_{eq})
Site Preparation	Dozer	3	85	40	85.8	87.3
	Front-End Loader	4	80	40	82.0	
Grading	Excavator	1	85	40	81.0	87.0
	Grader	1	85	40	81.0	
	Dozer	1	85	40	81.0	
	Front-End Loader	3	80	40	80.8	
Building Construction	Crane	1	85	16	77.0	86.5
	Man Lift	3	85	20	82.8	
	Generator	1	82	50	79.0	
	Front-End Loader	3	80	40	80.8	
	Welder / Torch	1	73	40	69.0	
Paving	Paver	2	85	50	85.0	87.6
	Pavement Scarafier	2	85	20	81.0	
	Roller	2	85	20	81.0	
Architectural Coating	Compressor (air)	1	80	40	76.0	76.0

Source: Compiled by LSA (2026).

[1] The acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment operates at full power.

dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Table 4.13.K, below, shows the highest construction noise levels at the closest property lines surrounding the project site. The center of site is the appropriate location to predict a typical construction noise condition over the period of an hour to assess construction noise because equipment during the loudest phases of construction, such as site preparation and grading, will transverse the site and not remain stationary. As also shown in Table **4.13.K**, the closest residential and commercial property lines are located approximately 1,900 and 375 feet from the center of the project site and would be exposed to construction noise levels that reach up to 56.0 and 70.1 dBA L_{eq}, respectively. Although noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. Also, construction-related noise levels would be below the FTA noise level standards of 80 and 85 dBA L_{eq} for residential and commercial uses, respectively. As described above, Section 13.01.060(2) of the VMC exempts construction activities associated with the proposed project because the project is a public works project that includes a park for recreation and the project is a public facility that provides essential public services. In addition, Section 13.01.060(9) of the VMC exempts noise associated with construction unless the Director of Building and Safety determines that the activity is not essential to complete the project. It is highly unlikely that this would occur. Therefore, noise generated from project construction activities would be less than significant. No mitigation measures are required.

Table 4.13.K: Construction Noise Levels

Land Use	Direction	Reference Noise Level at 50 ft (dBA L_{eq})	Distance[1] (ft)	Distance Attenuation (dBA)	Noise Level (dBA L_{eq})
Commercial	North	87.6	375	17.5	70.1
Commercial	East	87.6	570	21.1	66.5
Office	South	87.6	565	21.1	66.5
Residence	West	87.6	1,900	31.6	56.0

Source: Compiled by LSA Associates, Inc. (2026)
[1] Distance from the center of the project site to the property line.
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level

Long-Term Operational Noise Impacts. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadways in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing, Opening Year, and Horizon Year Without and With Project ADT volumes were derived from the Traffic Study prepared for the proposed project (provided in **Appendix G**). The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. **Tables 4.13.L**, **4.13.M**, and **4.13.N**, below, list the traffic noise levels for the existing Opening Year, Horizon Year Without and With Project scenarios. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in **Appendix F.**

As shown above in Tables **4.13.L**, **4.13.M**, and **4.13.N** the project-related traffic would increase noise by up to 0.5 dBA. This noise level increase would be below 3 dBA and would therefore not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from project-related traffic on off-site sensitive receptors would be less than significant. No mitigation is required.

Table 4.13.L: Existing Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Seneca Road West of Amargosa Road	7,930	< 50	58	115	63.0	8,090	< 50	59	117	63.1	0.1
Seneca Road Between Amargosa Road and Project Driveway 1	3,670	< 50	< 50	72	59.7	4,160	< 50	< 50	77	60.2	0.5
Seneca Road Between Project Driveway 1 and Civic Drive	3,780	< 50	< 50	73	59.8	4,210	< 50	< 50	78	60.3	0.5
Seneca Road East of Civic Drive	1,520	< 50	< 50	< 50	56.4	1,520	< 50	< 50	< 50	56.4	0.0
Civic Drive North of Roy Rogers Drive	5,250	< 50	< 50	107	62.6	5,250	< 50	< 50	107	62.6	0.0
Civic Drive South of Roy Rogers Drive	11,440	< 50	85	176	66.0	11,760	< 50	86	180	66.1	0.1
Civic Drive North of Project Driveway 2	7,440	< 50	65	133	64.1	7,760	< 50	67	137	64.3	0.2
Civic Drive Between Project Driveway 2 and Project Driveway 3	7,265	< 50	65	131	64.0	7,695	< 50	67	136	64.2	0.2
Civic Drive Between Project Driveway 3 and Seneca Road	7,090	< 50	64	129	63.9	7,480	< 50	66	134	64.1	0.2
Civic Drive South of Seneca Road	3,510	< 50	< 50	83	60.8	3,790	< 50	< 50	87	61.2	0.4

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Table 4.13.M: Opening Year Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Seneca Road West of Amargosa Road	8,660	< 50	61	122	63.4	8,820	< 50	61	123	63.5	0.1
Seneca Road Between Amargosa Road and Project Driveway 1	4,005	< 50	< 50	76	60.1	4,495	< 50	< 50	81	60.6	0.5
Seneca Road Between Project Driveway 1 and Civic Drive	4,120	< 50	< 50	77	60.2	4,550	< 50	< 50	82	60.6	0.4
Seneca Road East of Civic Drive	1,650	< 50	< 50	< 50	56.7	1,650	< 50	< 50	< 50	56.7	0.0
Civic Drive North of Roy Rogers Drive	6,190	< 50	59	119	63.3	6,190	< 50	59	119	63.3	0.0
Civic Drive South of Roy Rogers Drive	12,960	< 50	91	191	66.5	13,280	< 50	93	195	66.6	0.1
Civic Drive North of Project Driveway 2	8,150	< 50	69	141	64.5	8,470	< 50	71	145	64.7	0.2
Civic Drive Between Project Driveway 2 and Project Driveway 3	7,960	< 50	68	139	64.4	8,390	< 50	70	144	64.6	0.2
Civic Drive Between Project Driveway 3 and Seneca Road	7,770	< 50	67	137	64.3	8,160	< 50	69	142	64.5	0.2
Civic Drive South of Seneca Road	3,860	< 50	< 50	88	61.2	4,140	< 50	< 50	92	61.6	0.4

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Table 4.13.N: Horizon Year Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Seneca Road West of Amargosa Road	9,970	< 50	66	134	64.0	10,130	< 50	66	135	64.1	0.1
Seneca Road Between Amargosa Road and Project Driveway 1	4,620	< 50	< 50	82	60.7	5,110	< 50	< 50	88	61.1	0.4
Seneca Road Between Project Driveway 1 and Civic Drive	4,320	< 50	< 50	79	60.4	4,750	< 50	< 50	84	60.8	0.4
Seneca Road East of Civic Drive	1,740	< 50	< 50	< 50	56.9	1,740	< 50	< 50	< 50	56.9	0.0
Civic Drive North of Roy Rogers Drive	8,940	< 50	73	150	64.9	8,940	< 50	73	150	64.9	0.0
Civic Drive South of Roy Rogers Drive	13,450	< 50	94	196	66.7	13,770	< 50	95	199	66.8	0.1
Civic Drive North of Project Driveway 2	8,560	< 50	71	146	64.7	8,880	< 50	73	150	64.9	0.2
Civic Drive Between Project Driveway 2 and Project Driveway 3	8,240	< 50	69	142	64.5	8,670	< 50	72	147	64.8	0.3
Civic Drive Between Project Driveway 3 and Seneca Road	8,030	< 50	68	140	64.4	8,420	< 50	70	145	64.6	0.2
Civic Drive South of Seneca Road	4,050	< 50	< 50	91	61.5	4,330	< 50	< 50	95	61.7	0.2

Source: Compiled by LSA (2026).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Long-Term Stationary Noise Impacts. The proposed project would include stationary noise sources generated from mechanical equipment such as rooftop heating, ventilation, and air conditioning (HVAC) units, emergency generator, playground, parking, and pickleball activities. These sources of noise are typical and would occur on a regular basis. Below is a discussion of each stationary noise source.

- **HVAC Noise.** The proposed project would include rooftop HVAC equipment for the proposed police station and the single-story plaza buildings on the project site. The HVAC equipment could operate 24 hours a day. Noise levels generated from each individual unit associated with the police station would range between a sound power level of 62 and 90, which would be equivalent to 30.4 to 58.4 dBA L_{eq} at a distance of 50 ft while noise levels generated from each individual unit associated with the single-story plaza building would range between a sound power level of 56 and 60, which would be equivalent to 24.4 to 28.4 dBA L_{eq} at a distance of 50 ft.

- **Emergency Generator:** The proposed project would include an emergency generator for the police department. The emergency generator would be used in the event of an emergency power outage and would include weekly testing of the generator. Testing would occur for approximately 15 minutes and would be undertaken on a weekday during daytime hours (between 7:00 a.m. and 10:00 p.m.). The emergency generator would generate a noise level of 76 to 78 dBA L_{eq} at a distance of 23 ft with a sound enclosure under regular maintenance/exercise mode (no load) depending on the side of the generator. The reference noise level of 78 dBA L_{eq} at 23 ft was used for a conservative analysis. The noise level of 78 dBA L_{eq} at a distance of 23 ft for a cumulative of 15 minutes in an hour would be 72 dBA L_{eq} at a distance of 23 ft.

- **Playground Noise.** The proposed project would include a playground near the northern boundary of the civic park. It is estimated that there would be approximately 50 children at the pool at any given time. Of the 50 children, approximately 25 children would be talking, and 25 children would be shouting. Noise generated from one person talking would be 65 dBA L_{eq} at three feet and one person shouting would be 90 dBA at three feet. The combined noise level of 25 children talking and 25 children shouting would be 107.0 dBA L_{eq} at three feet.

- **Parking Activities:** The proposed project would include new surface parking lots for both the police department and civic park at various locations on the project site. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Car door slams would have a sound power level of 98.1 based on the SoundPLAN model. This noise level would be equivalent to 66.5 dBA L_{eq} at a distance of 50 ft and would be the representative noise level for a busy parking lot when parking noise occur continuously for 60 minutes.

- **Pickleball Noise:** The proposed project would include four pickleball courts located near the western boundary of the civic park. Noise generated from pickleball activities are associated with a loud “pop” when the paddle strikes the ball and occurs frequently during continuous rallies. Pickleball activities consisting of two courts in use would generate a noise level of 65.9

dBA L_{eq} at a distance of 33 feet based on measurements conducted by LSA.[72] The analysis assumes that all four pickleball courts would be in use and noise occur continuously for 60 minutes for a conservative analysis.

- **Operational Noise Analysis Summary.** SoundPLAN was used to calculate operational noise levels from stationary noise sources associated with the proposed project, as described above, at receptors adjacent to the project site. **Table 4.13.O** shows the calculated operational noise levels using SoundPLAN. As shown in **Table 4.13.O**, noise levels at all 6 receptors (Receptor Nos. R-1 through R-6) would not exceed the City's exterior noise standards of 65 dBA 55 dBA at residential properties. Also, operational noise levels would not exceed the City's exterior noise standard of 70 dBA at commercial properties. In addition, the SoundPLAN printout shows that the 65 and 55 dBA noise contour lines does not cross the residential property line and the 70 dBA noise contour line does not cross commercial property lines of adjacent land uses surrounding the project site. Therefore, noise generated from HVAC equipment, the emergency generator, playground, parking, and pickleball would be less than significant.

Table 4.13.O: Operational Noise Levels

Receptor No.	Land Use	Direction	Project Operational Noise Level (dBA L_{eq})	Noise Standard (dBA)	Exceed?
R-1	Residential	West	45.4	65/55[1]	No/No
R-2	Commercial	South	60.3	70	No
R-3	Commercial	South	65.4	70	No
R-4	Commercial	East	65.7	70	No
R-5	Commercial	East	57.1	70	No
R-6	Commercial	North	47.2	70	No

Source: Compiled by LSA (2026).
[1] Daytime/nighttime noise standard.
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level

Other stationary noise sources associated with the proposed project include the amphitheater and drone operations. These sources of noise are not typical, and noise generated from the amphitheater would occur primarily during special events. Noise generated from the amphitheater and drone operations are further discussed below.

- **Amphitheater Noise.** The proposed civic park would include an amphitheater and would generate noise from outdoor events at the Amphitheatre and would consist of amplified sound from a variety of speakers along with people talking and raised voices. Speakers would be used for announcements, speech, music, and entertainment. Noise generated from operation of the speakers would be heavily dependent on the volume setting and directionality of each speaker. Based on the City exterior noise standards of 65 dBA and 70 dBA for residence and commercial uses, respectively, shown in Table 4.13.F, the distance from the speakers to the property lines of

[72] LSA Associates, Inc. 2023. *Noise Assessment Addendum for the Pickleball Courts at Lang Park*. August 28

off-site land uses surrounding the project site, and noise attenuation from shielding factors, the highest noise level the amphitheater with amplified sound can generate is 84.5 dBA L_{eq} at a distance of 50 ft. Limiting noise generated from the amphitheater with amplified sound to 84.5 dBA L_{eq} at a distance of 50 ft would ensure compliance with the City's exterior noise standards and a less than significant noise impact.

- **Drone Operation.** The proposed police station would utilize drones as part of its operations which could occur during both daytime and nighttime hours on an as needed basis. Noise generated from drone operations depends on factors such as rotor size, number of propellers, and flight path. Drone use would occur in support of police and emergency activities. Therefore, noise generated from these operations would be exempt from the City exterior noise standards pursuant to Section 13.01.060(1) of the City's Municipal Code.

As previously stated, short-term construction traffic would increase roadway noise levels by up to approximately 0.1 dBA, which is well below the 3 dBA threshold of perceptibility, while construction equipment noise would be temporary and would attenuate to approximately 56.0 dBA $_{Leq}$ at the nearest residential receptors and 70.1 dBA $_{Leq}$ at commercial receptors, remaining below applicable standards. In addition, pursuant to Section 13.01.060(2) and Section 13.01.060(9) of the VMC, construction activities associated with public works projects are exempt from noise limits. Long term operational traffic would result in increases of up to 0.5 dBA, which would not be perceptible. Stationary operational sources, including HVAC systems, emergency generator testing, parking activities, playground use, and pickleball courts, would comply with the City's exterior noise standards of 65/55 dBA (day/night) for residential uses and 70 dBA for commercial uses, and emergency operations (e.g., drone use) would be exempt pursuant to Section 13.01.060(1) of the VMC. Therefore, the project would not result in a substantial temporary or permanent increase in ambient noise levels, and impacts would be less than significant. No mitigation is required.

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

Less Than Significant Impact.

Short-Term Construction Vibration Impacts. The construction vibration impact analysis below evaluates potential human annoyance and building damage using vibration levels expressed in peak particle velocity (PPV), measured in inches per second (in/sec). Vibration levels calculated as Root Mean Square (RMS) velocity are most appropriate for characterizing human response to vibration, whereas PPV is the appropriate metric for evaluating potential structural damage.

Table 4.13.P shows the reference vibration levels at a distance of 25 feet for each type of standard construction equipment from the *Transportation and Construction Vibration Guidance Manual*.[73] Outdoor site preparation and grading for the proposed project is expected to require the use of a large bulldozer and loaded trucks, which would generate ground-borne vibration of up to 0.089 in/sec PPV (0.062 in/sec RMS) and 0.076 in/sec PPV (0.053 in/sec RMS when measured at 25 feet, respectively.

Table 4.13.P: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	Maximum PPV (in/sec)	MS PPV (in/sec)[1]
Pile Driver (Impact), Typical	0.644	0.451
Pile Driver (Sonic), Typical	0.170	0.119
Vibratory Roller	0.210	0.147
Hoe Ram	0.089	0.062
Large Bulldozer[2]	**0.089**	**0.062**
Caisson Drilling	0.089	0.062
Loaded Trucks[2]	**0.076**	**0.053**
Jackhammer	0.035	0.025
Small Bulldozer	0.003	0.002

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020b).
[1] RMS vibration velocity is 70 percent of the maximum PPV.
[2] Equipment shown in bold is expected to be used on site.

µin/sec = microinches per second
Caltrans = California Department of Transportation
ft = foot/feet
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The greatest vibration levels are anticipated to occur during the site preparation and grading phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$$

Projected vibration levels from construction equipment were evaluated based on distances from the center of the project site to the nearest buildings in the surrounding area. Consistent with construction noise analysis, the site center is an appropriate reference point for assessing typical hourly vibration conditions and potential annoyance, as equipment associated with intensive

[73] Caltrans. 2020b. *Transportation and Construction Vibration Guidance Manual*. April. Website: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf (accessed March 2026).

construction phases (e.g., demolition and grading) would move throughout the site rather than remain stationary.

Projected vibration levels from various construction equipment expected to be used from the center of the project site to the nearest buildings in the project vicinity was evaluated. Similar to construction noise, the center of site is the appropriate location to predict a typical construction vibration condition over the period of an hour to assess annoyance potential because equipment during the most intense phases of construction, such as demolition and grading, will transverse the site and not remain stationary.

As shown in **Table 4.13.Q**, the closest building structure is approximately 565 feet from the center of the project site and would experience a vibration level of up to 0.002 in/sec RMS. This vibration level would not have the potential to result in annoyance because vibration levels would not exceed the Caltrans annoyance threshold of 0.04 in/sec RMS. Other building structures that surround the project site would experience lower vibration levels because they are farther away.

Table 4.13.Q: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance to Structure (ft)[1]	Vibration Level (in/sec RMS)
Commercial	North	Large Bulldozers	0.062	1,090	0.002
		Loaded Trucks	0.053	1,090	0.002
Commercial	East	Large Bulldozers	0.062	565	0.006
		Loaded Trucks	0.053	565	0.005
Office	South	Large Bulldozers	0.062	580	0.002
		Loaded Trucks	0.053	580	0.002

Source: Compiled by LSA (2026).
Note: The Caltrans annoyance threshold is 0.04 in/sec RMS.
[1] Distance from the center of the project site to the building structure.
Caltrans = California Department of Transportation VdB = vibration velocity decibels
ft = foot/feet

Projected vibration levels from construction equipment were evaluated at the project construction boundary relative to the nearest buildings in the project vicinity. The construction boundary represents the appropriate location for assessing potential vibration impacts because PPV reflects worst-case conditions at the closest point of exposure.

As shown in **Table 4.13.R**, The closest building is located approximately 180 feet from the construction boundary and would experience vibration levels of up to 0.010 PPV (in/sec). This level would not result in structural damage, as the building is a modern commercial structure and the anticipated project-related vibration levels would not exceed the Caltrans vibration damage threshold of 0.50 PPV (in/sec). Additionally, other building structures that surround the project site would experience lower vibration levels as they are farther away and are also modern structures. Accordingly, construction-related vibration impacts would be less than significant, and no mitigation is required.

Table 4.13.R: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance to Structure (ft)[1]	Vibration Level
			PPV (in/sec)		PPV (in/sec)
Commercial	North	Large Bulldozers	0.089	740	0.002
		Loaded Trucks	0.076	740	0.002
Commercial	East	Large Bulldozers	0.089	275	0.006
		Loaded Trucks	0.076	275	0.005
Office	South	Large Bulldozers	0.089	180	0.010
		Loaded Trucks	0.076	180	0.009

Source: Compiled by LSA (2026).
Note: The Caltrans building damage threshold for modern industrial/commercial structures is 0.50 PPV (in/sec).
[1] Distance from the project construction boundary to the building structure.
Caltrans = California Department of Transportation
ft = foot/feet
in/sec = inches per second
PPV = peak particle velocity

Long-Term Operational Vibration Impacts. Once operational, the proposed project would not generate vibration. Furthermore, vibration levels generated from project-related traffic on the adjacent roadways (i.e., Seneca Road, Civic Drive, and other roadways) would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant and no mitigation is required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airports to the project site are the SCLA, Adelanto Airport, and the Apple Valley Airport, are located approximately 5.2 miles northwest, 8.5, and nine miles northeast of the project site, respectively. There are no private airstrips located within the immediate vicinity of the project site. Exposure to excessive airport generated noise levels is typically associated with placement of noise sensitive uses within the airport's 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) noise contour.

According to the Southern California Logistics Airport Comprehensive Land Use Plan[74] and Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan, [75] the project site is outside the both the 60 and 65 dBA CNEL noise contour of Southern California Logistics Airport and Apple Valley Airports. Therefore, the proposed project would not expose people residing or working in the

[74] Coffman Associates, Inc. 2008. *Southern California Logistics Airport Comprehensive Land Use Plan*. September. Website: https://lus.sbcounty.gov/wp-content/uploads/sites/48/Airports/SCLA.pdf (accessed March 2026).
[75] Town of Apple Valley. 1995. *Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan*. March. Website: https://lus.sbcounty.gov/wp-content/uploads/sites/48/Airports/AppleValley.pdf (accessed March 2026).

project area to excessive noise levels generated from nearby airport operations. No impact would occur, and no mitigation is required.

4.14 POPULATION AND HOUSING

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

4.14.1 Impact Analysis

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

Less Than Significant Impact. Although construction of the proposed project would provide short-term construction jobs over an approximately 18-month period, many of the construction jobs would be temporary and would be unique to specific construction activities. The workforce would include a variety of skilled tradespeople, such as cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the period of time during which their specific skills are needed to complete that phase of construction. Although the proposed project would temporarily increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project's construction needs.

Project-related construction workers would not be expected to relocate their household's place of residence as a consequence of working on the proposed project: therefore, the proposed project would result in a less than significant impact associated with inducing substantial population growth or demand for housing through increased construction employment, and no mitigation would be required.

Operation of the proposed project would not directly induce population growth, as the project does not involve the construction or removal of housing. At full occupancy, the new police station is expected to employ approximately 168 personnel, including administrative staff, detectives, patrol officers, and support personnel. The facility would operate 24 hours per day, seven days a week, with shift-based staffing and standard office hours for administrative roles. Given the size and urban location of Victorville, it is expected that the majority of personnel would be drawn from the local or regional labor market. While the project would result in a net increase in the number of employed police officers in the City, this increase would not be substantial enough to induce notable population growth or demand for new housing.

Additionally, the proposed 3.3-acre civic Park would be developed on an existing vacant site within an already urbanized area. The park would serve the existing community and would not induce growth or expansion into previously undeveloped areas.

Therefore, the proposed project would not induce substantial population growth, either directly or indirectly, and impacts related to population and housing would be less than significant, and no mitigation is required.

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

No Impact. The project site is currently vacant and does not contain any housing. Accordingly, development of the proposed project would not displace any existing people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur and no mitigation is required.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

4.15.1 Impact Analysis

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. The VFD operates a fleet of four Medic Engines, one Medic Truck, and one Medic Squad. The VFD continuously operates five fire stations and is currently staffed with 60 personnel.[76] Service to the project site would be primarily provided by Fire Station 311, located at 16200 Desert Knoll Drive, approximately 0.8 mile to the east of the project site. Secondary fire protection services would be provided by VFD Fire Station 312, located at 15182 El Evado Road, approximately 1.4 miles to the northwest of the project site. Per the 2021 – 2029 Safety Element of the City's General Plan, as of 2021, the VFD total response time was 11:11.

Construction of the proposed project is not expected to have any substantial adverse impacts on existing fire protection services, as construction workers would occupy a temporary position and would only incrementally increase the demand for police protection services, if at all. Construction of the proposed project would be temporary in nature and would not result in the need for new or physically altered governmental facilities related to fire protection and would not result in an increased demand for fire services.

[76] City of Victorville. 2019. *Victorville Fire Department Personnel Sworn Into Service.* Website: https://www.victorvilleca.gov/Home/Components/News/News/178/16 (accessed January 22, 2026).

Operation of the proposed civic park would result in an increase in the daytime population at the project site and a potential incremental increase in the demand for emergency fire and medical services compared to existing conditions; however, because users of the civic park and police station are all assumed to be Victorville residents, the proposed project would not increase demand to such a degree that the City would need to hire additional firefighters. In addition, the potential incremental increase in demand for service associated with the proposed project would not elicit the need for new or altered VFD facilities. Therefore, with project implementation, the response profile for the project area would remain largely the same in terms of service delivery, staffing requirements, facilities, and equipment. The project would not prevent VFD from maintaining acceptable service ratios, response times, or other performance objectives for police protection. Therefore, the impact of the proposed project's operations on police protection would be less than significant, and no mitigation is required.

ii. Police protection?

No Impact. Police protection services are currently provided by the City of Victorville Police Department (VPD), headquartered at 14200 Amargosa Road, approximately 0.5 mile southwest of the project site. The VPD currently employs 103 sworn officers serving a population of approximately 140,721[77], with a staffing ratio of about 0.74 officers per 1,000 residents. As noted in Section 2.0, Project Description, the proposed project includes the construction of a new 54,892 square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 1,183-square foot, single-story plaza building, a 1,832 stage, and 3.3-acre civic park on a 9.18-acre site located at the northwest corner of Seneca Road and Civic Drive in the City of Victorville. The proposed project is intended to address existing space and operational deficiencies due to the City's population growth and increased demand for police services. The new police station would enhance response capabilities, accommodate additional staff, and improve operational efficiency as the existing police station at 14200 Amargosa Road is experiencing space constraints and operational limitations.

Accordingly, the development of the proposed project would reduce response times and enhance emergency response capabilities by providing a new police facility designed to accommodate increased staffing and operational needs. Additionally, the existing police station located at 14200 Amargosa Road would be retained, expanding the City's overall law enforcement infrastructure. Therefore, the proposed project would improve police protection services and response times within the City of Victorville. No impact would occur, and no mitigation is required.

iii. Schools?

No Impact. The project site is within the boundaries of the Victor Valley Union High School District (VVUHSD) and the Victor Elementary School District (VESD). VVUHSD is comprised of seven high

[77] US Census Bureau. 2024. *Quick Facts. Victorville city, California.* Website: https://www.census.gov/quickfacts/fact/table/victorvillecitycalifornia/PST045223 (accessed January 23, 2026).

schools and one middle school, [78] and VESD is comprised of 18 elementary schools serving grades K-6.[79] The closest school to the project site is Hook Junior High School, located approximately 3,223 feet (0.6 mile) to the east. Other nearby schools include Victor Valley High School and Village STEAM School. The proposed project does not include any residential uses that would increase population growth, generate an increased demand for school facilities, or require the construction of school facilities. As described above in Response 4.14(b), the proposed project would not increase the City's number of employed police officers or indirectly increase the City's population. Accordingly, the operation of the proposed project would not result in an increase in demand for schools and would not trigger the need for new or altered school facilities. No new facilities would be required to be constructed to accommodate the proposed project. Therefore, the project would have no impact to schools, and no mitigation would be required.

v. Parks?

No Impact. The proposed project would include the construction of a new 54,892 square-foot police station and a new 3.3-acre civic park with associated improvements. Parks within the vicinity of the project site include Hook Park, approximately 0.8-mile northwest of the project site; Doris Davies Park, 0.94-mile southeast of the project site; and Avalon Park located 1.8 miles northeast of the project site. As a result, the proposed project would serve existing demand from residents of Victorville, and implementation of the proposed project is not anticipated to increase the use of other existing neighborhoods and regional parks or other recreational facilities. Therefore, the proposed project would have no impact on parks and no mitigation is required.

v. Other public facilities?

No Impact. As noted above, the proposed project does not include the construction of any new residential uses and would not substantially induce housing or population growth, either directly or indirectly, within the City. Therefore, the proposed project would not result in increased demand for other public facilities (e.g., libraries or community centers), and no impact would occur. No mitigation is required.

78 Predictive Enrollment Analytics. n.d. *Victorville Unified High School District (VVUSD) Website:* https://locator.pea.powerschool.com/?StudyID=206282 (accessed January 26, 2026).

79 Victor Elementary School District. (VESD). *About. Website:* https://www.vesd.net/about (accessed January 26, 2026).

4.16 RECREATION

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

4.16.1 Impact Analysis

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

Less Than Significant Impact. The proposed project would include the construction of a new 54,892 square-foot police station and a 3.3-acre civic park with associated amenities. As stated above in Section 4.15.1 (v), Public Services, the proposed project would help meet existing demand from Victorville residents. By adding to the City's park system, implementation of the proposed project would likely reduce the demand for parks within the vicinity of project site. This would help balance park use, reducing physical demands to park facilities and physical deterioration of the surrounding parks and facilities. Therefore, implementation of the proposed project is not anticipated to increase the use of existing neighborhood and regional parks, or other recreational facilities and impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. As stated above in section 4.16.1(a) Recreation, the proposed project would develop a new police station and civic park with associated amenities. Potential adverse effects on the environment related to the development of the police and park facilities associated with the proposed project have been evaluated in this IS/MND. Implementation of the mitigation measures described in this IS/MND would ensure that proposed improvements would not have an adverse physical effect on the environment. With implementation of the mitigation measures described herein, environmental impacts associated with the construction of proposed recreational facilities would be less than significant mitigation measures described herein, environmental impacts associated with the construction of proposed recreational facilities would be less than significant and no mitigation is required.

4.17 TRANSPORTATION

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

The analysis presented in this section is based upon information presented in the Traffic Study (included as **Appendix G** within this IS/MND) prepared by LSA Associates, Inc for the proposed project in February 2026.

4.17.1 Impact Analysis

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

Less than Significant with Mitigation. As provided for in the Circulation Element of the City's General Plan, there are several policies addressing maintenance of traffic flow, roadway improvements, developing "complete streets," and providing adequate transportation infrastructure. For purposes of analyzing potential conflicts with a program plan, ordinance or policy addressing the City's circulation system, the discussion is focused on potential impacts associated with project trip generation, pedestrian and bicycle network, and transit. Specific General Plan policies applicable to the proposed project include the following:

Policy 1.1.3: Require new development and redevelopment projects to bear responsibility for traffic system improvements necessary to mitigate the project's significant impacts at affected intersections, concurrently with construction of such projects.

Policy 2.2.1: Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTA).

Policy 3.3.1: Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project.

The Circulation Element of the City's General Plan includes policies addressing Level of Service (LOS); however, while an LOS analysis was prepared for the proposed project and included in the Traffic Study included in **Appendix G**, LOS is no longer considered in evaluating transportation impacts in CEQA documents. Please see **Appendix G** for further discussion of LOS.

Exiting Circulation Network. The project site is bound to the east by Civic Drive and to the south by Seneca Road; however, direct automobile access is not available as the project site is currently undeveloped. Regional access to the project site is provided via I-15. Additionally, the Traffic Study's project study area included the following major roadways as provided below:

- **Amargosa Road:** Within the study area, Amargosa Road is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. According to the City's General Plan, Amargosa Road is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Amargosa Road within the study area.

- **Roy Rogers Drive:** Within the study area, Roy Rogers Drive is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. According to the City's General Plan, Roy Rogers Drive is designated as a Super Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Roy Rogers Drive within the study area.

- **Seneca Road:** Within the study area, Seneca Road is a four-lane local street with a two-way left-turn lane and a posted speed limit of 40. According to the City's General Plan, Seneca Road is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Seneca Road within the study area.

- **Civic Drive:** Within the study area, Civic Drive is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. According to the City's General Plan, Civic Drive is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Civic Drive within the study area.

Project Trip Generation. Given the unique land uses of the proposed project, trip generation for the proposed project was developed using a combination of trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition) and surveys conducted by Counts Unlimited. The rates for Land Use 495 – "Recreational Community Center" were used to develop the trip generation for the proposed civic park. For the police station, the project trip generation was developed using survey data taken at the existing police station located at 14200 Amargosa Road. For the pickleball, the project trip generation was developed using survey data taken at three facilities**. Table 4.17.A** presents the trip generation for the project. As shown below in **Table 4.17.A**, the proposed project would generate 1,225 net daily trips, including 102 trips in the AM peak hour and 108 trips in the PM peak hour.

Table 4.17.A: Project Trip Generation

Land Use	Unit		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Existing									
Existing Victorville Police Station (14200 Amargosa Rd)	133	Staff[1]	5.50	0.23	0.20	0.42	0.18	0.27	0.45
Proposed									
Police Department	150	Staff	5.50	0.23	0.20	0.42	0.18	0.27	0.45
Public Park[4]	4.23	tsf[2]	28.82	1.33	0.69	2.02	1.39	1.50	2.89
Pickleball Courts	4	Court[3]	63.34	4.67	2.75	7.42	3.75	3.33	7.08
Project Trip Generation									
Police Station	150	Staff	826	34	29	63	27	41	68
Public Park	4.23	tsf	122	6	3	9	6	6	12
Pickleball Courts	4	Court	399	25	14	39	21	19	40
Total Gross Trip Generation for Proposed Project			**1,225**	**59**	**43**	**102**	**48**	**60**	**108**
Total Net Trip Generation for Proposed Project			**1,225**	**59**	**43**	**102**	**48**	**60**	**108**

[1] Staff = Sworn Officers and Non-Sworn Staff.
[2] tsf = thousand square feet
[3] Court= Pickleball Court
[4] Public Park = civic park

A queuing analysis was conducted at the existing study intersections to evaluate whether existing turn-pocket storage lengths are sufficient to accommodate peak-hour vehicle queues. As shown in **Table 4.17.B**, under 95th percentile conditions, the northbound left-turn at the intersection of Amargosa Drive and Seneca Road during the PM peak hour, the northbound left-turn at the intersection of Civic Drive and Roy Rogers Drive during the PM peak hour, and the southbound left-turn at the intersection of Civic Drive and Roy Rogers Drive during both the AM and PM peak hours exceed available storage.

A queuing analysis was conducted at the study intersections for the opening year (2028) to evaluate whether turn-pocket storage lengths would be sufficient to accommodate peak-hour vehicle queues under the Plus Project scenario, as shown in **Table 4.17.C**. As detailed in **Table 4.17.C**, under 95th percentile conditions for the Opening Year Plus Project, the northbound left-turn at the intersection of Amargosa Drive and Seneca Road during the PM peak hour, the northbound left-turn at the intersection of Civic Drive and Roy Rogers Drive during both the AM and PM peak hours, and the southbound left-turn at the intersection of the Civic Drive and Roy Rogers Drive signal during both the AM and PM peak hours would exceed available storage.

Due to the existing and Plus Project queuing deficiencies, it is recommended that extending the eastbound left-turn lane at the intersection of Amargosa Drive and Seneca Road from 100 feet to 200 feet and optimizing signal timing, and extending the southbound left-turn lane at the intersection of Civic Drive and Roy Rogers Drive from 145 feet to 215 feet and optimizing signal timing, as specified in **Mitigation Measure TRA-1**, to reduce potential impacts from queuing deficiencies.

Table 4.17.B: Existing Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length (ft/ln)[1]	Existing	
			Without Project[2]	
			AM	PM
Amargosa Drive/Seneca Road	**NBL**	100	70	**160**
Signal	**SBL**	85	40	15
	EBL	100	95	85
	WBL	125	30	40
Civic Drive/Roy Rogers Drive	**NBL**	205	95	**260**
Signal	**NBRx2**	205	35	100
	SBL	145	**160**	**170**
	EBL	235	165	170
	WBLx2	290	150	145
	WBR	205	25	25
Civic Drive/Seneca Road	**NBL**	100	20	15
Signal	**SBL**	135	45	20
	EBL	120	50	85
	WBL	95	15	15

Source: Compiled by LSA (2026).

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

ft/ln = feet per lane
N/A = Not Applicable
L = Left
T = Through
R = Right
EB = Eastbound
WB = Westbound
NB = Northbound
SB = Southbound
Bold = Queue exceeds available storage.

Table 4.17.C: Opening Year Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length (ft/ln)[1]	Opening Year			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
Amargosa Drive/Seneca Road	**NBL**	100	75	**190**	80	**190**
Signal	**SBL**	85	45	20	50	25
	EBL	100	**110**	95	**110**	95
	WBL	125	30	45	40	50
Civic Drive/Roy Rogers Drive	**NBL**	205	110	**285**	120	**300**
Signal	**NBRx2**	205	40	120	40	125
	SBL	145	**180**	**235**	**180**	**235**
	EBL	235	180	205	180	205
	WBLx2	290	170	180	175	190
	WBR	205	25	30	25	30
Project Driveway 1/Seneca Road	**SBLR**	N/A	N/A	N/A	45	50
Signal	**EBL**	50	N/A	N/A	25	15
Civic Drive/Project Driveway 2	**NBL**	50	N/A	N/A	30	20
OWSC						
Civic Drive/Project Driveway 3	**NBL**	50	N/A	N/A	10	0
OWSC	**EBLR**	N/A	N/A	N/A	25	30
Civic Drive/Seneca Road	**NBL**	100	20	15	20	20
Signal	**SBL**	135	50	20	50	20
	EBL	120	55	95	65	120
	WBL	95	15	15	15	15

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

ft/ln = feet per lane
N/A = Not Applicable
L = Left
T = Through
R = Right
EB = Eastbound
WB = Westbound
NB = Northbound
SB = Southbound
Bold = Queue exceeds available storage.

As shown in Table **4.17.D,** these improvements would reduce 95th-percentile queues under both the Plus Project and Plus Project with Improvements scenarios. For example, the northbound left-turn queue at the intersection of Amargosa Drive and Seneca Road would decrease from 190 feet to 160 feet, and the southbound left-turn queue at the intersection of Civic Drive and Roy Rogers Drive would decrease from 235 feet to 210 feet.

Table 4.17.D: Opening Year Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length (ft/ln)[1]	Plus Project Recommend Length (ft/ln)[1]	Opening			
				Plus Project[2]		Plus Project With Improvements [2]	
				AM	PM	AM	PM
Amargosa Drive/Seneca Road	**NBL**	100	100	80	**190**	80	**160**
Signal	**SBL**	85	85	50	25	55	30
	EBL	100	200	**110**	95	110	105
	WBL	125	125	40	50	40	55
Civic Drive/Roy Rogers Drive	**NBL**	205	205	120	**300**	115	**250**
Signal	**NBRx2**	205	205	40	125	35	115
	SBL	145	215	**180**	**235**	170	210
	EBL	235	235	180	205	125	195
	WBLx2	290	290	175	190	190	190
	WBR	205	205	25	30		

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.
[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

ft/ln = feet per lane
N/A = Not Applicable
L = Left
T = Through
R = Right
EB = Eastbound
WB = Westbound
NB = Northbound
SB = Southbound
Bold = Queue exceeds available storage.

Although some movements would continue to exceed available storage even after implementation of **Mitigation Measure TRAN-1**, these exceedances occur under both Opening Year Without-Project and Opening Year Plus-Project conditions. While the proposed project would incrementally increase queue lengths at specific movements, these exceedances are already present under existing and Opening Year Without-Project conditions. Accordingly, the proposed project would not result in additional movements that exceed available storage. With implementation of **Mitigation Measure TRAN-1**, the project's incremental contribution to queuing would be reduced, and queuing impacts would be less than significant with mitigation.

Mitigation Measure TRAN-1 **Implementation of Traffic Study Recommendations**. The City's construction contractor shall implement the recommendations of the Traffic Study prepared for the proposed project, as applicable, to the satisfaction of the City of Victorville's (City) Building Official, or designee. The City's Building Official, or designee, shall confirm recommendations have been implemented into the design and construction of the proposed project prior to the issuance of a building permit.

Existing Pedestrian and Bicycle Facilities. According to the City's General Plan, the majority of the non-motorized facilities include both shared-use and exclusive bicycle use facilities. Shared-use

facilities include shared paths for pedestrians and bicycles, and shared right of ways with bicycles and automobiles.

The City's bikeway network consists of the following types of facilities:

- **Class I Bikeway.** Class I bikeways (bike paths) are facilities located within a separate right-of-way that are set aside for non-motorized travel and are physically separated from motor vehicle traffic. These paths are shared use paths that may be used by pedestrians, skaters, wheelchair users, joggers and other non- motorized users.

- **Class II Bikeways.** Class II bikeways (bike lanes) are facilities located within the roadway and are identified by pavement markings and signage to designate space intended for bicycle travel. Bike lanes are designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited.

- **Class III Bikeway.** Class III bikeways (bike routes) are routes that operate within a shared right-of-way and are identified through signage or permanent markings to indicate a preferred route for bicyclists.

There are currently no existing bikeways in the vicinity of the project site. While the proposed project does not include the construction of new Class I, II, or III bikeways, it would provide bicycle racks for users of the civic park. In addition, several Class III bike lanes are proposed along Roy Rogers Drive, Amargosa Road, Seneca Road, and Civic Drive (south of Roy Rogers Drive), which would provide bicycle access to the project site.

In addition, sidewalks are located intermittently within the City. Within the vicinity of the project site, there are paved sidewalks along Roy Rogers Drive, and eastern portion of Civic Drive. The proposed project would include frontage improvements along the south side of the site on Seneca Road, including new sidewalks, curb and gutter infrastructure, and a 10-foot sidewalk along both Civic Drive and Seneca Road. Therefore, the proposed project would be consistent with the applicable goals and objectives of the City's General Plan related to bicycle and pedestrian facilities.

Transit Facilities. The Victor Valley Transit Authority (VVTA) provides bus services throughout the High Desert regions of the County including the project site. Currently the VVTA operates 31 fixed routes in or through the County and six fixed routes within the City. Transit service is provided from 6:00 AM to 9:00 PM Monday through Friday, and from 7:00 Am to 8:00 PM on Saturdays. [80]

The nearest VVTA bus route serving the project is Route 31, with stops at Civic Drive and Seneca Road (southbound), approximately 190 feet south of the project site, and at Seneca Road and Amargosa Road (westbound), approximately 1,000 feet east of the project site. Additionally, the proposed project would include frontage improvements along the south side of the site on Seneca Road, including new sidewalks, curb and gutter infrastructure, and a 10-foot sidewalk along both Civic Drive and Seneca Road. These improvements would not impede VVTA service and would

[80] Victor Valley Transit Authority. 2026. VVTA Schedules. Website: https://vvta.org/routes/route-31/ (accessed March 21, 2026).

enhance access to the existing transit stops. Due to the project's proximity to existing VVTA stops, the proposed project would support transit access for both police station staff and civic park users and would therefore be consistent with the applicable goals and objectives of the City's General Plan related to transit facilities.

As described above, implementation of the proposed project would not generate a substantial number of daily or peak-hour vehicle trips to warrant modifications to any transportation facilities (e.g., vehicular, transit, bicycle, or pedestrian). Implementation of **Mitigation Measure TRA-1** would reduce the project's incremental contribution to queuing, and queuing impacts would be less than significant with mitigation. This would help ensure that proposed project is consistent with General Plan policies addressing traffic system improvements. The project would also not preclude alternative modes of transportation or facilities (e.g., transit, bicycle, or pedestrian). Therefore, the project would not conflict with the City's General Plan policies pertaining to pedestrian, bicycle, or transit systems. Accordingly with implementation of Mitigation Measure TRA-1, impacts would be less than significant with mitigation.

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

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which directed the Governor's Office of Planning and Research (OPR) (now known as the Office of Land Use and Climate Innovation [LCI]) to establish new CEQA guidance that removes the LOS method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, VMT, or other measures that promote "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," are now used as the basis for determining significant transportation impacts in the State.

As part of a January 2018 update to the *State CEQA Guidelines*, Section 15064.3 codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact.

The City's VMT Guidelines, approved and adopted in June 2020, provide criteria for project VMT screening, analysis methodology, and impact thresholds. Accordingly, these guidelines were applied in evaluating the project's VMT.

The City's VMT Guidelines include screening criteria for land use projects. The proposed project was compared against the "Project Screening Criteria" to determine whether a detailed VMT analysis is necessary. According to the guidelines, projects may be screened out based on either daily vehicle trips generated or the project's land use type. Because the proposed project consists of a police station and civic park, classified as a community institution and/or social services, it may be screened out of a detailed VMT analysis. Therefore, the project is presumed to have a less than significant VMT impact, and no mitigation is required.

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

While the proposed project would introduce surface parking lots and three new access points (i.e., driveways) for police operations, public use, and emergency services, the project would not include any sharp curves or turns that would result in a hazardous condition. In addition, as detailed in the Traffic Study (Appendix G), a site analysis was conducted at the proposed project driveways along Civic Drive and Seneca Road. According to the California Department of Transportation (Caltrans) Highway Design Manual (HDM),[81] stopping sight distance is the minimum distance x along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway. Further, sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of the analysis, both the stopping sight distance and corner sight distance have been evaluated because both sight distance lengths affect whether safe maneuvers of ingress and egress could be provided at the project driveways.

Corner sight distance was also evaluated based on design speed, required time gaps, and the type of vehicles entering from the project driveways onto the major roadways. In accordance with the Caltrans HDM, Project Driveway 1 requires a minimum corner sight distance of 445 feet for left-turn movements and 385 feet for right-turn movements onto Seneca Road, and Project Driveway 3 requires 500 feet for left-turn movements and 430 feet for right-turn movements onto Civic Drive. Because the available corner sight distances at both driveways exceed the required stopping sight distances, adequate visibility is provided for safe ingress and egress movements.

Stopping sight distance was evaluated along Civic Drive and Seneca Road. The posted speed limit on Civic Drive is 45 miles per hour (mph), and the posted speed limit on Seneca Road is 40 mph. As detailed in the Traffic Study, the minimum stopping sight distance is 360 feet for a design speed of 45 mph and 300 feet for a design speed of 40 mph.

Therefore, the proposed project would not substantially increase hazards due to a geometric design feature, such as sharp curves or dangerous intersections, and impacts would be less than significant. No mitigation is required.

d. Would the project result in inadequate emergency access?

The project site is currently vacant and does not include any access roadways or driveways. As part of the proposed project, three new access points would be constructed to provide access for police operations, public use, and emergency services. Primary access for police vehicles and authorized personnel would be provided via a secured fleet access driveway on Civic Drive, which would be entry-only and lead directly to the secured fleet parking area. Public access would be provided via a separate visitor driveway on Civic Drive, located south of the fleet access driveway. This driveway would also be entry-only, leading to the visitor parking area near the public entrance on the south side of the police station. All vehicles, including police vehicles, would exit the project site using a dedicated

[81] Caltrans. 2020a. Highway Design Manual. July.

emergency route that connects to Seneca Road, cutting through the western portion of the civic park. The emergency access road would comply with the requirements of the 2022 California Fire Code (CFC) and would not exceed 150 feet in length.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☒	☐	☐
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.	☐	☒	☐	☐

4.18.1 Impact Analysis

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

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)? Or

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 with Mitigation Incorporated. Effective July 1, 2015, Assembly Bill (AB) 52 requires meaningful consultation with California Native American Tribes on potential impacts to Tribal Cultural Resources, as defined in Public Resources Code (PRC) Section 21074. Per PRC Section 21080.3.1, a tribe must submit a written request to the relevant lead agency if it wishes to be notified of proposed projects in its traditionally and culturally affiliated area. The lead agency must provide written formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in

consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per PRC Section 21082.3(c).

In addition, California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a General or Specific Plan. Under SB 18, the tribe must respond to the lead agency within 90 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must engage in consultation with the tribe prior to approval of the planning action.

Tribal Outreach and Consultation. LSA contacted the Native American Heritage Commission (NAHC) on June 9, 2025, to request a review of their Sacred Lands File (SLF) for any tribal cultural resources that might be present within the project site. The NAHC is a State agency that maintains the SLF, an official list of sites that are of cultural and religious importance to California Native American tribes. Also requested were the names of Native American individuals and organizations that may have knowledge of cultural resources within the project site. Mathew Lin, NAHC Cultural Resources Analyst, responded to the SLF search request on June 30, 2025, stating that the results were positive for Native American cultural resources on the project site.

In compliance with AB 52 and SB 18, letters were distributed to local Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and have previously requested to be notified of future projects proposed by the City. The letters, which were sent on July 25, 2025, via certified mail, provided each tribe with an opportunity to request consultation with the City regarding the proposed project. The purpose of this effort was to provide Native American tribes with the opportunity for meaningful participation and to identify known tribal cultural resources on or near the project site. The record of tribal consultation efforts is included as **Appendix C** of this IS/MND. The following tribes received letters pursuant to AB 52 and SB 18:

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Chemehuevi Indian Tribe
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Kern Valley Indian Community
- Morongo Band of Mission Indians
- Quechan Indian Tribe of the Fort Yima Reservation
- San Fernando Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians
- San Manuel Band of Mission Indians
- Twenty-Nine Palms Band of Mission Indians

In compliance with AB 52, tribes had 30 days from the date of receipt of notification to request consultation on the proposed project. Information provided through the AB 52 tribal consultation process typically informs the assessment as to whether tribal cultural resources are present within the project site and the significance of any potential impacts to such resources. Additionally, in compliance with SB 18, tribes had 90 days from the date of receipt of notification to request consultation on the proposed project.

A response was received during the tribal consultation period from a representative of the Twenty-Nine Palms Band of Mission Indians on September 12, 2025. The representative indicated that the project site is located within the Chemehuevi Traditional Use Area (TUA). Although no known cultural resources have been identified within the project area, the Tribe noted the potential for surface or buried archaeological materials. The Tribe requested that the lead agency follow specific conditions for the treatment of cultural resources in connection with any development plans or entitlement applications associated with the project. However, the Tribe did not request formal consultation in their request; therefore, formal consultation was not initiated and consultation was concluded.

On December 8, 2025, after the AB 52 and SB 18 consultation window had closed, a representative of the Morongo Band of Mission Indians contacted the City requesting consultation. The City sent a follow-up on December 9, 2025, and received a response via email on December 10, 2025. However, after several attempts via email to coordinate consultation on February 6, 2026, February 17, 2026, and March 17, 2026, the City has received no further response, and consultation is considered closed.

Additionally, on August 12, 2015, a representative of the Yuhaaviatam of San Manuel Nation, also known as the San Manuel Band of Mission Indians, contacted the City requesting additional information. On November 21, 2025, the Yuhaaviatam of San Manuel Nation sent a follow-up email requesting updates on the project and the requested information. On December 5, 2025, the City responded and provided project information to the Yuhaaviatam of San Manuel Nation. On May 12, 2026, the Yuhaaviatam of San Manuel Nation sent a follow-up request for additional project-related information, and on May 13, 2026, the Yuhaaviatam of San Manuel Nation sent another email stating that they had received the project-related information and, after review, “does not have any concerns with the project’s implementation…” However, they requested that specific mitigation measures for cultural and tribal cultural resources be included as part of the proposed project.

Tribal Cultural Resources. As discussed in Section 4.5, Cultural Resources, no known cultural resources have been documented within the project site boundaries based on archival research and field surveys. However, two resources were recorded within one mile of the project site. The two resources consisted of a historic refuse scatter and a prehistoric lithic scatter. There exists limited potential for the proposed project to impact tribal cultural resources due to significant prior disturbance from past grading and development activities on the project site and in the surrounding area.

Regulatory Compliance Measure CUL-1, as identified in Section 4.5, Cultural Resources, sets forth procedures for handling inadvertent discoveries of human remains, including those determined to be Native American. In addition, the proposed project would incorporate **Mitigation Measure CUL-1**, as also identified in Section 4.5, Cultural Resources. **Mitigation Measure CUL-1** sets forth procedures for handling inadvertent archaeological discoveries, which includes tribal cultural resources. Pursuant to **Mitigation Measure CUL-1**, any tribal cultural resources encountered during construction of the proposed project would be evaluated in accordance with federal, State, and local guidelines to assess their significance and identify avoidance or other measures as appropriate. In addition, **Mitigation Measures CUL-2** through **CUL-4**, along with **TCR-1** and **TCR-2**, which establish procedures for work stoppage, tribal consultation, monitoring and treatment planning, and response protocols for inadvertent discoveries of archaeological resources, tribal cultural resources, human remains, or funerary objects, including required notification of the County Coroner and implementation of appropriate buffer areas pursuant to State Health and Safety Code Section 7050.5. For these reasons, adherence to **Regulatory Compliance Measure CUL-1** and **Mitigation Measures CUL-1** through **CUL-4**, as well as **TCR-1** and **TCR-2**, would ensure that impacts related to the inadvertent discovery of Native American resources would be less than significant.

Mitigation Measure TCR-1 **Tribal Notification and Monitoring Plan.** The cultural resources offices of the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians) shall be contacted, as detailed in **Mitigation Measure CUL-2**, 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 the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians), and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians) for the remainder of the project, should they elect to place a monitor on-site.

Mitigation Measure TCR-2 **Cultural Resources Documentation and Consultation.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the

Morongo Band of Mission Indians). The Lead Agency and/or applicant shall, in good faith, consult with the consulting tribes (Yuhaaviatam of San Manuel Nation, Twenty-Nine Palms Band of Mission Indians, and the Morongo Band of Mission Indians) throughout the life of the project.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

4.19.1 Impact Analysis

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

Less Than Significant Impact. The project site is located in an urban area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure as shown below.

- **Water**: Victorville Water District (VWD)
- **Sewer:** City of Victorville – Public Works
- **Electricity:** Southern California Edison (SCE)
- **Natural Gas**: Southwest Gas
- **Telecommunication:** City of Victorville Technology Division

Water. The VWD would provide potable water services to the project site and would connect the proposed project to the existing 8-inch or 12-inch water mains in Seneca Road and Civic Drive.

Currently VWD provides water services to approximately 36,000 customer connections, serving a population of approximately 154,831 residents within the VWD's 85-square-mile service area.[82]

According to the 2020 UWMP, VWD currently pumps potable water supplies from groundwater in the Mojave Groundwater Basin and purchases water from the Mojave Water Agency (MWA) Regional Recharge Recovery Project, when available. The Mojave River Groundwater Basin encompasses approximately 4,900 square miles square miles of eastern San Bernardino County. Water supply for MWA's service area is sourced almost entirely from pumped groundwater from the various basins, subbasins, and aquifers in the area. Groundwater is recharged by natural storm water flows, infiltration of the Mojave River and tributaries, the State Water Project (SWP) imports to recharge basins, wastewater imports, and irrigation and wastewater return flow. Additionally, the Amethyst Basin facility, which was completed in 2019, delivers State Water Project (SWP) water to recharge the Oro Grande Wash in Victorville just east of Sycamore Street and Amethyst Road in Victorville. Based on the UWMP, the total water usage in the service area was approximately 129,192-acre feet in 2020. Of this, VWD used approximately 21,865 acre-feet of water or 17 percent.[83] Accordingly, the proposed project is not anticipated to substantially increase demand for water and would therefore not exceed the capacity of existing water treatment facilities. The proposed project would not require the construction of new water treatment facilities, or the expansion of existing facilities. Therefore, the impact of the proposed project on water infrastructure would be less than significant. No mitigation is required.

Wastewater. Wastewater that is generated within the service boundary of VWD is collected through a gravity sewer system owned and operated by the City of Victorville. A portion of the collection system conveys wastewater to the Industrial Wastewater Treatment Plant (IWTP) that is owned and operated by VWD. A portion of the collection system discharges to a regional interceptor, which conveys the wastewater flows to a regional wastewater treatment plant (WWTP) owned and operated by the Victor Valley Wastewater Regional Authority (VVWRA). VWD began operation of the IWTP, a domestic and industrial wastewater treatment plant at the Southern California Logistics Airport (SCLA) with a design capacity of 2.5 million gallons per day (mgd). VVWRA is a Joint Powers Authority consisting of the Town of Apple Valley, City of Hesperia, City of Victorville, and County Service Areas of Oro Grande (Number 42) and Spring Valley Lake (Number 64). The regional plant has a current capacity of 14 mgd and is located approximately seven miles north of the City, between SCLA and the Mojave River. The proposed project would connect to existing wastewater lines in Civic Drive and Seneca Road and would not require the construction of new waste water lines beyond the project site, new wastewater treatment facilities, or the expansion of existing facilities. Therefore, the impact of the proposed project on wastewater infrastructure would be less than significant. No mitigation is required.

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82 Mojave Water Agency. 2021. *2020 Urban Water Management Plan.* May 27. Website: https://www.mojavewater.org/wp-content/uploads/2022/06/MWA2020UWMPFinal061621.pdf (accessed January 26, 2026).

83 Mojave Water Agency. 2021. 2020 Urban Water Management Plan. May 27. Page 4-2. Website: https://www.mojavewater.org/wp-content/uploads/2022/06/MWA2020UWMPFinal061621.pdf (accessed January 26, 2026)

Stormwater. Refer to Section 4.10, Hydrology and Water Quality, of this IS/MND for further discussion related to the project site's drainage characteristics. Under existing conditions water sheet-flows across the site from the east to the southwest following the general topography of the property. Although some surface water infiltrates into the soil, most sheet flow is expected to drain toward the existing stormwater facilities at the northwest corner of Civic Drive and Seneca Road. upon development of the proposed project, on-site drainage would be collected and conveyed through a new storm drain system that would include two underground detention tanks with associated modular wetland treatment units, as well as new storm drain inlets, manholes, and pipe laterals. All stormwater runoff generated within the project site would ultimately be conveyed to the existing storm drain infrastructure located within Civic Drive and Seneca Road. The on-site stormwater collection system would manage the rate and volume of storm water runoff before discharging flows into existing storm drain infrastructure located within the northwest corner of Civic Drive and Seneca Road so as not to exceed the capacity of the storm drain system in compliance with the requirements of the Small Phase II MS4 Permit and the City's Storm Drain Design Standards Section DS 4, as specified in **Regulatory Compliance Measure HYD-3** and **HYD-4**. In addition, the proposed project would also include frontage improvements along the south side of the project site on Seneca Road, consisting of new sidewalk, curb, and gutter infrastructure, as well as construction of a 10-foot sidewalk along Civic Drive and Seneca Road which would assist stormwater drainage off-site. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site and impacts would be less than significant. No mitigation is required.

Electric Power. Electric power is provided to the project site by SCE. SCE services approximately 15 million people across its 50,000-square mile service area.[84] According to the CEC, total electricity consumption in the County in 2024 was approximately 16,206 GWh or approximately 16,206,000,000 kWh.[85] According to CalEEMod Version 2022.1, which was used to calculate the approximate annual electricity demand of the proposed project, the estimated electricity demand associated with the operation of the proposed project is 1,088,471 kWh per year. This would represent approximately 0.01 percent of the total electricity consumption in the County. Refer to Section 4.6, Energy, of this IS/MND for further discussion related to the project's impacts with respect to existing and projected supplies of electricity.

In addition, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or efficiency. The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. Because the proposed project would represent a small fraction of electricity demand within the region and service area, and would meet Title 24 requirements, the proposed project would not necessitate the construction of new or expanded electric power facilities that could cause a significant environmental impact. Furthermore,

[84] Southern California Edison. n.d. About Us. Website: https://www.sce.com/about-us (accessed January 25, 2025).

[85] CEC. n.d-a. "Electricity Consumption." Website: https://www.energy.ca.gov/ data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0 (accessed January 2026).

although the proposed project would relocate existing power poles in the right-of-way along Seneca Road and Civic Drive, this relocation would not necessitate the construction of new or expanded electric power facilities. Impacts would be less than significant and no mitigation is required.

Natural Gas. Southwest Gas is the natural gas service provider for the project site. Southwest Gas provides natural gas to approximately two million customers in Arizona, Nevada, and California. According to the CEC, total natural gas consumption in the County was 547.2 million therms.[86] Natural gas consumption within the Southwest Gas service area in 2024 was 149.31 million therms (99.17 million therms for the residential sector and 50.14 million therms for the non-residential sectors).[87]

According to CalEEMod (Version 2022.1) modeling used to calculate the approximate annual natural gas demand of the proposed project, the estimated natural demand associated with project operation is 15,062.4 therms per year. This would represent approximately 0.01 percent of the total electricity consumption in the County. Refer to Section 4.6, Energy, of this IS/MND for further discussion related to the project's impacts with respect to existing and projected supplies of electricity. Because the proposed project would represent a small fraction of natural gas demand within the county, the proposed project would not necessitate the construction of substantial new or expanded natural gas facilities that could cause a significant environmental impact. Impacts would be less than significant and no mitigation is required.

Telecommunications. There are a number of service providers in the city that provide telecommunications services (i.e., landline phone service, internet service, and cable television service), including Frontier Communications, AT&T, Spectrum, Verizon, and Viasat. These companies are private companies that provide connections to their communication systems on an as needed basis and maintain existing infrastructure in the vicinity of the project site. The project site is currently vacant and undeveloped. No telecommunications services are currently used at the site.

The City would be responsible for constructing adequate onsite telecommunication facility extensions for the proposed project. The reconfiguration of these facilities would occur on site during the site preparation and earthwork phase and are not expected to impact any telephone, cable, or internet services off site that serve the surrounding areas. Additionally, telecommunication facilities are generally installed concurrently with utility expansions and impacts associated with the expansion of telecommunications facilities are already considered in the air quality, noise, and construction traffic analysis. Therefore, the project impacts associated with the relocation or construction of new or expanded telecommunication facilities and impacts would be less than significant. No mitigation is required.

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86 CEC. 2026. *California Natural Gas Consumption, Consumption by County (Millions of Therms) - 2024.* Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed February 5, 2026).

87 CEC. 2026. *California Natural Gas Consumption, Consumption Summary (Millions of Therms) - 2024.* Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed February 5, 2026).

The proposed project would not require or result in the construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. With adherence to **Regulatory Compliance Measures HYD-2** and **HYD-3**, in Section 4.10, Hydrology and Water Quality, existing facilities would have the capacity to serve the anticipated uses, and the proposed project would not substantially increase demand upon these facilities as compared to historic and existing conditions at the project site. Therefore, impacts to these utility facilities would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As previously discussed in Response 4.19(a), the 2020 UWMP projected that water supplies are expected to meet demand through 2045. According to the UWMP, in 2020, the total gross water use was estimated at 23,452 acre-feet per year, with a project increase to 32,699 acre-feet per year by 2045. The increase in water use from the proposed project would be accounted for in the anticipated growth rates for the City in the UWMP. The proposed project would not necessitate new or expanded water entitlements, and VWD would be able to accommodate the increased demand for potable water under a worst-case scenario as forecasted in the 2020 UWMP. Accounting for projected population growth, VWD is able to meet demand in the multiple dry year scenario for years 2025, 2030, 2035, 2040, and 2045. As described above, the proposed project is anticipated to use approximately 29,931 gallons per day for indoor uses associated with the police station (33.5 acre-feet per year) and approximately 5,540 gallons per day for outdoor uses associated with the proposed civic park (6.2 acre-feet per year). The total amount of anticipated water usage by the proposed project would represents less than 0.2 percent of the VWD's current annual water demand. Additionally, the proposed project would be required to comply with the 2022 California Building Standards Code (Title 24, Part 11 – CALGreen)[88] which include mandatory water efficiency standards for indoor and outdoor plumbing fixtures, irrigation systems, and landscape design. Therefore, water demand from the proposed project would be within VWD's current and projected water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. Refer to Response 4.19(a). Although the proposed project would increase wastewater generation on site, the increased wastewater flows from the proposed project could be accommodated within the existing design capacity of VWD, which would serve the project site. Therefore, the City's Public Works Maintenance Division and VWD would have adequate capacity to serve the projected demand of the proposed project in addition to its existing

[88] California Building Standards Commission. 2024. *2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) with July 2024 Supplement: Chapter 5 Nonresidential mandatory measures. Website:* https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures (accessed January 23, 2026).

commitments. Therefore, impacts related to wastewater treatment would be less than significant, and no mitigation would be required.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The collection, transport, and disposal of solid waste and recyclables for residential and commercial uses in the City of Victorville is managed by Burrtec Waste Industries, under contract with the City, and regulated by the San Bernardino County Public Works Department, Solid Waste Management Division.[89] After collection, recyclable materials are delivered to the Victor Valley Materials Recovery Facility (MRF), located at 17000 Abbey Lane, approximately 3.5 miles northeast of the project site. This facility is co-owned and operated by the City of Victorville and the Town of Apple Valley, and serves as the region's primary processing center for recyclables such as paper, glass, metal, and plastics. Additionally, the MRF processes approximately 100 to 150 tons of recyclables per day. [90]

Non-recyclable waste and residuals from the Victor Valley MRF, along with general municipal solid waste, are hauled to the Victorville Sanitary Landfill, located at 18660 Stoddard Wells Road, approximately 5.6 miles northeast of the project site. This Class III public landfill is owned and operated by the San Bernardino County Public Works Department.[91] The landfill has a maximum permitted daily capacity of 3,000 tons, a total capacity of 93.4 million cubic yards, and a remaining capacity of approximately 79.4 million cubic yards as of 2020. The landfill is expected to remain operational until 2047.[92] In addition, the landfill is permitted to accept a wide range of non-hazardous waste types, including construction and demolition debris, wood, sludge (biosolids), mixed municipal, industrial, green materials, dead animals, ash, and agricultural waste.[93]

Non-hazardous waste from construction activities associated with the proposed project would be recycled to the extent feasible, and where necessary, would be disposed of at the Victorville Sanitary Landfill. Construction waste is anticipated to be minimal compared to waste generated throughout the lifetime of the project during operation. The proposed project is not anticipated to result in a significant production of solid waste that would exceed the daily available capacity, 1,000

89 Burrtec Waste Industries. 2025. *SBC Victorville Summer 2025 Newsletter*. Website: https://www.burrtec.com/wp-content/uploads/2022/04/SBC-Victorville-Summer-2025-5V9a-FLAT.pdf (accessed January 23, 2026).

90 City of Victorville. 2025. *Victor Valley Materials Recovery Facility.* Website: https://www.victorvilleca.gov/government/city-departments/community-services/trash-recycling/recycling/victor-valley-material-recovery-center 1 (accessed January 23, 2026).

91 San Bernardino County Department of Public Works. 2025. Victorville Sanitary Landfill – Facility Information and Expansion Notice. Website: https://ehs.sbcounty.gov/wp-content/uploads/sites/97/Programs/WaterAndWaste/PublicNotices/victorville-sanitary-landfill-public-notice.pdf (accessed January 23, 2026).

92 California Department of Resources Recycling and Recovery (CalRecycle). 2026. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652 (accessed January 23, 2026).

93 Ibid.

tons per year (tpd), at the landfill. The proposed project would generate approximately 0.14 tpd (280 pounds per day) of solid waste during operation. This would, represent an insignificant amount of solid waste per day when compared to the remaining daily capacity at the Victorville Sanitary Landfill (approximately 0.005 percent). Accordingly, the proposed 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. Therefore, impacts would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. All land uses within the city are required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development within the city, including the proposed project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (California Department of Resources Recycling and Recovery [CalRecycle]), AB 341, and other local, State, and federal solid waste disposal standards. Both AB 1327, Chapter 18, and AB 939 require the diversion of 50 percent of solid waste, including solid waste generated from residential, commercial, industrial, and public facility uses. AB 341 requires mandatory commercial recycling and focuses on increasing commercial waste diversion as a method of reducing GHG emissions. AB 341 is designed to achieve a reduction of 5 million metric tons of carbon dioxide equivalent (MT CO_2e), which would require an additional 2 to 3 million tons of solid waste materials to be recycled from the commercial section by 2020 and beyond. Consistent with these requirements, at least 50 percent of solid waste from the proposed project would be diverted and the proposed project would recycle solid waste in accordance with AB 341.

With compliance with AB 1327, AB 939, AB 341, and all other applicable local, State, and federal solid waste disposal standards, implementation of the proposed project would not otherwise impair the attainment of California's solid waste reduction goals. In addition, as noted above, the Victorville Sanitary Landfill has adequate capacity to serve the proposed project through 2047. Therefore, impacts related to solid waste regulations would be less than significant. No mitigation is required.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.20.1 Impact Analysis

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

No Impact. CAL FIRE has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZs), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated, and they are classified as State Responsibility Areas (SRAs). In areas where local fire protection agencies (e.g., VFD) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ. The project site is not located within a VHFHSZ or a SRA.

As mentioned in Section 4.9, Hazards and Hazardous Waste, the nearest evacuation routes, as identified in the City's Evacuation Analysis, to the project site are I-15, located approximately 0.15 mile east of the site and about a five-minute drive to the nearest I-15 interchange, and Bear Valley Road, located approximately six miles south of the site and about a 16-minute drive.[94] Additionally, construction of the proposed project would not result in permanent road closures or long-term blocking of road access that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. The proposed project is not anticipated to

[94] Google Earth Pro. 2025. Version 7.3.6.10441. (accessed January 22, 2026).

substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact, and no mitigation is required.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project site is not within a VHFHSZ or SRA as designated by CAL FIRE. The project site is located in an urbanized area and is surrounded by existing development. Therefore, the project site faces little to no wildfire risk. Additionally, as discussed in Section 4.7, Geology and Soils, the site is relatively flat and lacks topographical conditions that would contribute to wildfire spread. Therefore, the project would not exacerbate wildfire risks or expose occupants to pollutant concentrations from a wildfire, and no mitigation is required.

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

No Impact. As previously discussed, the project site is located within an urbanized area of Victorville and is not located in a VHFHSZ or SRA as designated by CAL FIRE. The project site is currently undeveloped, except for several existing utilities and a concrete enclosure for a pad-mounted transformer but is otherwise unpaved and occupied by vegetation. The proposed project would establish new utility connections to serve the proposed police station and associated buildings and structures within civic park; however, the proposed project would not result in any large-scale infrastructure installation or maintenance that would place the project site at greater risk of wildfire. Therefore, the proposed project would have no impacts associated with exacerbated wildfire risks, and no mitigation is required.

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

No Impact. As previously discussed, the project site is located within an urbanized area and is not located in a VHFHSZ or an SRA as designated by CAL FIRE. In addition, as discussed in Section 4.7, Geology and Soils, the site is relatively flat and lacks topographical conditions that would contribute to downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or changs to drainage. Therefore, the project site has little to no wildfire risk, and post-fire conditions are not concern for the project site. The proposed project does not propose any land use changes within the project site that would include any features that would increase the exposure of people or structures to post-fire risks. Accordingly, the proposed project would have no impact related to post-fire risk conditions, and no mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.21.1 Impact Analysis

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

Less Than Significant with Mitigation Incorporated. The proposed project includes the construction of a new 54,892-square-foot, single-story police station with associated landscaping, surface parking, and utility improvements, as well as a new 3.3-acre civic park, with associated landscaping and amenities on a 9.18-acre site located at the northwest corner of Seneca Road and Civic Drive in the City of Victorville. Implementation of the proposed project would have the potential to adversely impact sensitive natural communities, special-status animals, and previously undiscovered cultural resources, and/or human remains. However, with implementation of the mitigation measures recommended in this Initial Study, including **Mitigation Measures BIO-1** through **BIO-3**, **CUL-1** through **CUL-4**, **GEO-1**, **TCR-1**, and **TCR-2**, as well as adherence to **Regulatory Compliance Measures CUL-1** and **HYD-1** through **HYD-4**, and compliance with City requirements, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of fish or wildlife species; (3) cause a fish or wildlife population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal species; or (6) eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts." Section 15130 of the State CEQA Guidelines requires evaluation of potential environmental impacts when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of "reasonably foreseeable probable future" projects, per State CEQA Guidelines Section 15355. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment. Cumulative impacts can result from individually minor but collectively significant projects taking place over time. When future development proposals are considered by the City, these proposals would undergo environmental review pursuant to CEQA and, when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval, relevant policies and mitigation measures, and the City General Plan and compliance with applicable regulations would ensure that significant impacts would be avoided or otherwise mitigated to less than significant levels. For all topics discussed in this Initial Study, excluding transportation, the proposed project's impacts would be individually limited and not cumulatively considerable, because the impacts are either temporary in nature (i.e., limited to the construction period) or limited to the project site (i.e., accidental discovery). The potentially significant impacts that can be reduced to a less than significant level with implementation of recommended mitigation measures include the topics of biological resources, cultural resources, geology and soils, and tribal cultural resources, and transportation and traffic. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics. For the topic of biological resources, implementation of **Mitigation Measures BIO-1** through **BIO-3** would ensure that impacts related to special-status-species and local ordinances are reduced to a less than significant level. For the topic of cultural resources, potentially significant impacts to archaeological resources would be reduced to less than significant levels with implementation of **Mitigation Measure CUL-1** through **CUL-4** and adherence to **Regulatory Compliance Measure CUL-1**. For the topic of geology and soils, potentially significant impacts related to paleontological resources would be reduced to less than significant levels with implementation of **Mitigation Measure GEO-1**. For the topic of transportation and traffic, potentially significant impacts related to conflicts with the circulation system would be reduced to less than significant levels with implementation of **Mitigation Measure TRAN-1**. For the topic of tribal cultural resources, potentially significant impacts related to the construction-period discovery of previously unidentified human remains, which may be of tribal origin, would be reduced to less than significant levels with implementation of **Mitigation Measures CUL-1** through **CUL-4** and **TCR-1** and **TCR-2**, as well as adherence to **Regulatory Compliance Measure CUL-1**. Environmental impacts that could occur related to biological resources, geology and soils, tribal cultural resources, and transportation and traffic would be reduced to a less than significant level through the

implementation of the mitigation measures recommended in this document. Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development.

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

Less Than Significant with Mitigation Incorporated. Previous sections of this IS/MND reviewed the proposed project's potential impacts, and regulatory compliance measures, and mitigation measures related to Biological Resources (**BIO-1** through **BIO-3**), Cultural Resources (**Mitigation Measure CUL-1** through **CUL-4** and **Regulatory Compliance Measure CUL-1**), Geology and Soils (**Mitigation Measure GEO-1**), Hydrology and Water Quality (**Regulatory Compliance Measure HYD-1** through **HYD-4)**, Transportation and Traffic (**Mitigation Measure TRAN-1**), and Tribal Cultural Resources (**Mitigation Measures CUL-1** through **CUL-4** and **TCR-1** and **TCR-2**, and **Regulatory Compliance Measure CUL-1**). As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with adherence to these regulatory compliance measures, standard conditions, and mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

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APPENDIX A-1

AIR QUALITY, GREENHOUSE GAS, AND ENERGY CALEEMOD WORKSHEET

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APPENDIX A-2

CONSTRUCTION HEALTH RISK ASSESSMENT

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APPENDIX B

BIOLOGICAL RESOURCES ASSESSMENT

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APPENDIX C

CULTURAL RESOURCES REPORT

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APPENDIX D-1

GEOTECHNICAL EVALUATION

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APPENDIX D-2

PALEONTOLOGICAL RESOURCES ASSESSMENT

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APPENDIX E

PHASE I ENVIRONMENTAL SITE ASSESSMENT

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APPENDIX F

NOISE MEASUREMENTS

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APPENDIX G

TRAFFIC STUDY

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