TTM NO. 20341 PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for:

City of Victorville

Prepared by:

Michael Baker International, Inc.

Michael Baker

INTERNATIONAL

February 2022

TABLE OF CONTENTS

APPENDICES (provided on CD at the end of the Table of Contents)

A. 1. Air Quality Study
   2. Energy Study
B. Habitat Assessment Report and Jurisdictional Delineation
C. Cultural Assessment
D. Geotechnical Investigation Report
E. Phase I ESA
F. Noise Report
G. Traffic Study

LIST OF EXHIBITS

LIST OF TABLES

1.0 INTRODUCTION

The Victorville TTM No. 20341 Project (herein referenced as the "project") involves the development of 298-unit single-family residences distributed over 76.65 acres of land in Victorville, California; refer to Section 2.0, *Project Description*. Following a preliminary review of the proposed project, the City of Victorville (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Victorville, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. The City will consider the comments received as a part of the project's environmental review and will include them as part of the Initial Study/Mitigated Negative Declaration documentation for adoption.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as a Lead Agency (in this case, the City of Victorville) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated herein by reference. The documents are available for review at the City of Victorville, Community Development Department – Planning Division, 14343 Civic Drive, Victorville California 92392.

- *Victorville General Plan* (September 24, 2008). The Victorville General Plan (General Plan) provides guidance to City decision-makers to evaluate land use changes, determine funding and budget recommendations and decisions, and evaluate specific development proposals. The General Plan allows City staff to regulate building and development and to make recommendations on projects, as well as allowing residents, neighborhood groups, and the community to better understand the long-range plans and vision of the City. The General Plan includes the following elements: Land Use, Circulation, Housing, Noise, Safety, and Resources, including Open Space and Conservation.

  Available here: https://www.victorvilleca.gov/home/showpublisheddocument/1730/636727985816700000

- *Victorville General Plan Environmental Impact Report* (October 23, 2008). The Victorville General Plan EIR (General Plan EIR) evaluates the comprehensive update to the City of Victorville General Plan which includes but is not limited to the following aspects: 1) land use changes to provide larger commercial corners at major intersections and a circulation plan to implement it; 2) deletion of the Old Town and Southern California Logistics Airport (SCLA) Elements; prezoning of the unincorporated County islands and prezoning of the City's existing northern Sphere of Influence are to include 2,049 acres of land adjacent to the existing Sphere of Influence; 3) extension of the City Sphere of Influence to include the northern Expansion Area of approximately 30,000+ acres and the Victorville Water District Sphere of Influence to be coterminous with the proposed City Sphere of Influence; 4) expansion of the Victorville Water District boundary to be coterminous with the northern Sphere of Influence; and 5) deletion of the Midtown and Southdown Industrial Specific Plans.

  Available here: http://www.sbcounty.gov/uploads/lafco/proposals/3082/3082_ede_draft_eir.pdf

- *City of Victorville Municipal Code* (Current through Ordinance No. 2421, passed September 7, 2021). The Victorville Municipal Code (Municipal Code) provides regulations for government administrative operations, construction, development, infrastructure, public safety, and business operations within the City. The Development Code (Title 16 of the Municipal Code) is intended to serve the public health, safety, comfort, convenience, and general welfare by establishing land use districts designed to obtain the physical, environmental, economic, and social advantages resulting from planned use of land in accordance with the General Plan. The Zoning Ordinance provides a set of regulations which control the land uses; the density of population, the uses, and locations of structures the height of buildings and structures; the ground coverage and open spaces around structures; the appearance of certain uses and structures; the areas and dimensions of sites; the location, size and illumination of signs and displays; requirements for off-street parking and off-

street loading facilities; provisions for street dedications and improvements; standards for water efficient landscaping; and procedures for administering and amending such regulations and requirements.

Available here: https://library.municode.com/ca/victorville

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

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

The proposed Tentative Tract Map (TTM) No. 20341 (project) site totals approximately 76.65 acres and is located north of the California Aqueduct, south of Eucalyptus Street, and west of US-395 (Assessor's Parcel Numbers [APN] 3136-241-02, -03, -04, and -05); refer to Exhibit 2-2, *Site Vicinity*. Regional access to the project site is provided via US-395. Local access to the project site is provided via Eucalyptus Street, Solano Road, Mesa Street, and Cloverlawn Street.

2.2 ENVIRONMENTAL SETTING

The project is located in a geographic sub-region of the southwestern Mojave Desert known as Victor Valley. The region is commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Mojave Desert is bounded to the north by the Tehachapi Mountains and to the south by the San Gabriel and San Bernardino Mountains. The project site is currently vacant. Topographically, the project site and surrounding areas are relatively flat. The site contains minimal vegetation due to past grading activities; however, low bushes are scattered throughout.

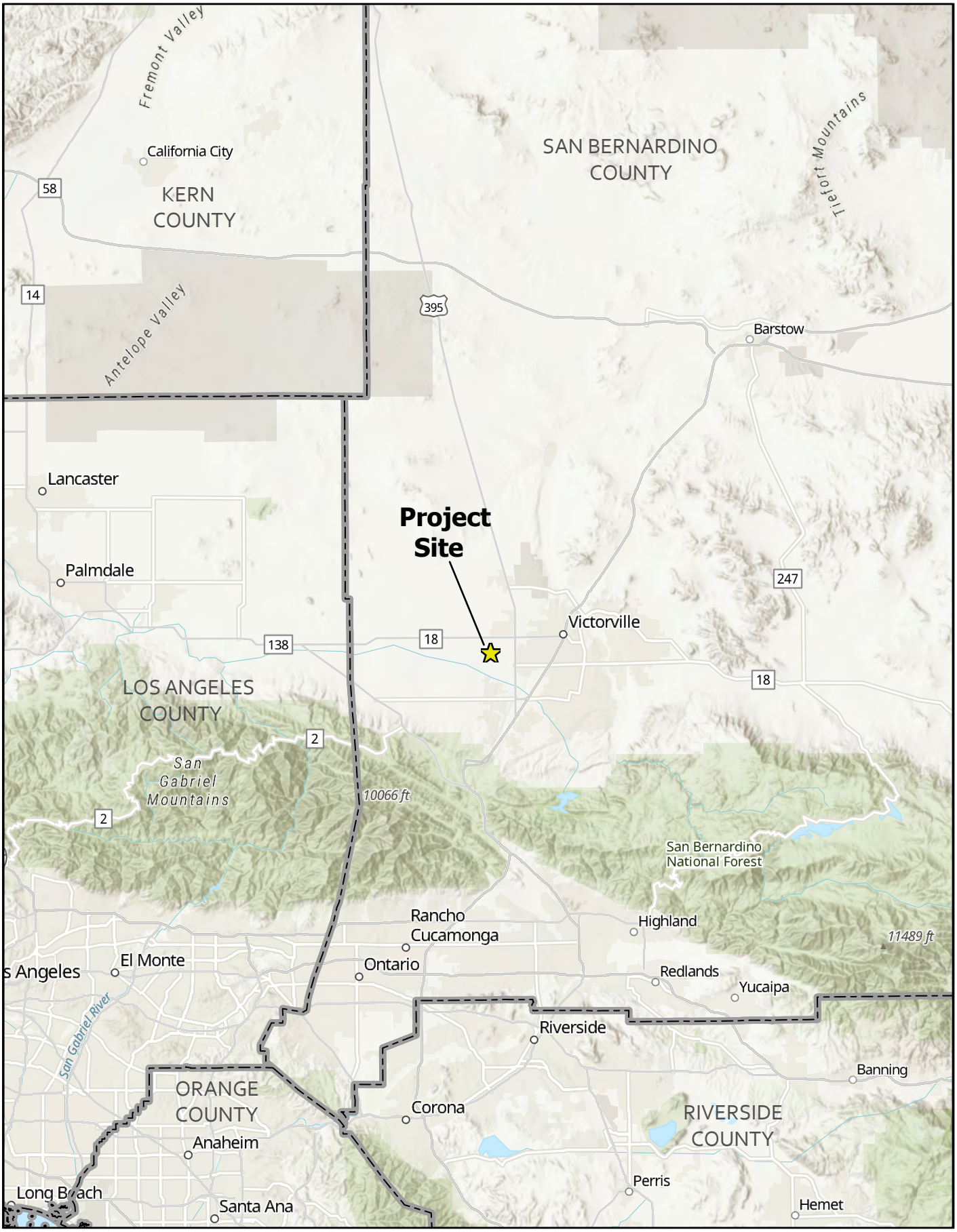
GENERAL PLAN LAND USE DESIGNATION AND ZONING

Based on the *City of Victorville General Plan Land Use Policy and Zoning Map* (Victorville Land Use and Zoning Map), dated August 19, 2013, the project site is designated/zoned Low Density Residential (R-1); refer to Exhibit 2-3, *Zoning and Land Use Map*.

SURROUNDING LAND USES

The project site is surrounded by vacant uses with the exception of limited residential uses to the north/northwest; single-family development at a higher density occurs further to the northeast/east. Specifically, land uses surrounding the project site are as follows:

- *North:* Eucalyptus Street bounds the project site to the north with vacant uses designated/zoned Single-Family Residential (R-1) located north of Eucalyptus Street;



TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Baker INTERNATIONAL

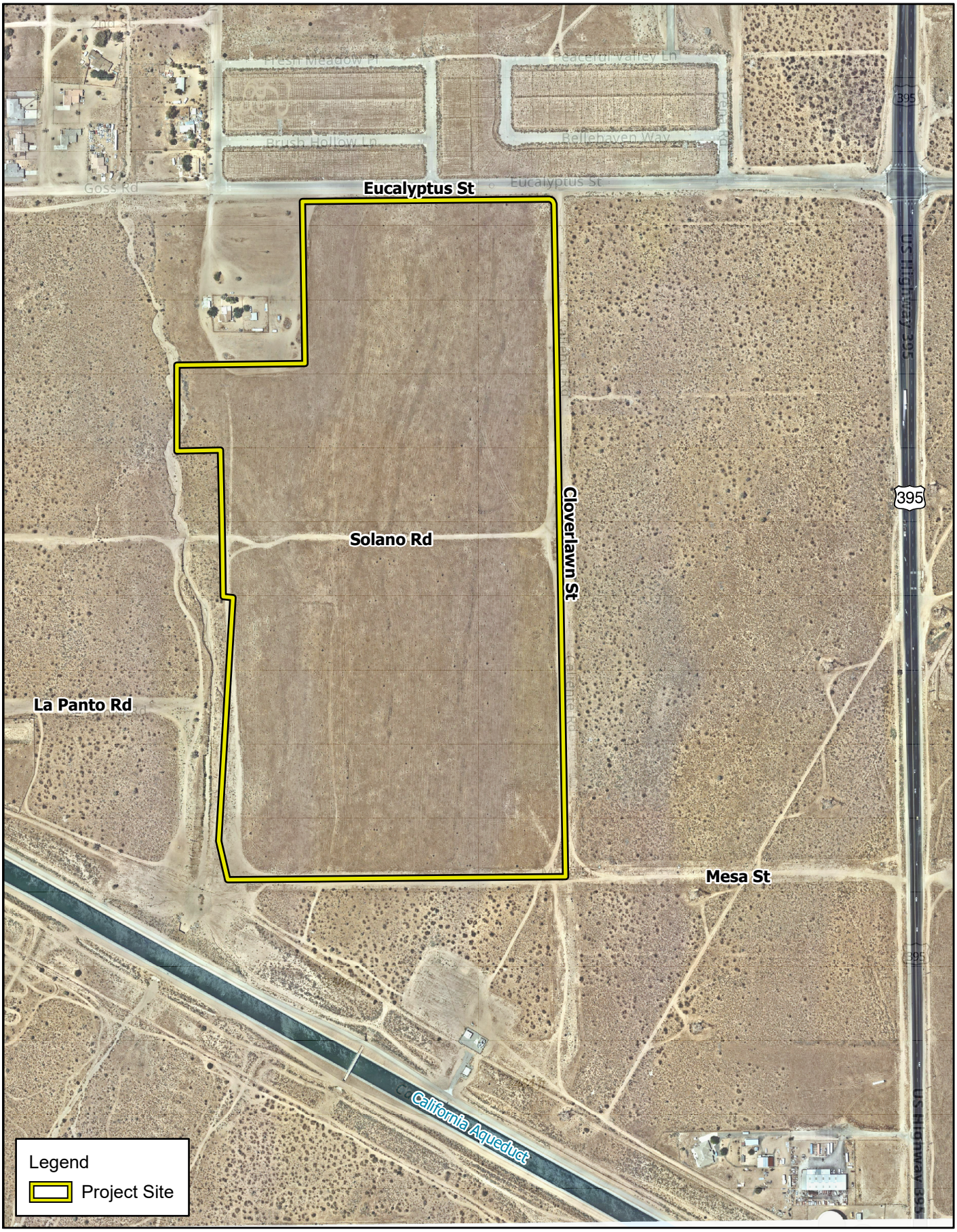
0 10 20 Miles

Source: ESRI, City of Victorville

Regional Vicinity

Exhibit 2-1

This page intentionally left blank.



Michael Baker INTERNATIONAL

0 250 500 Feet

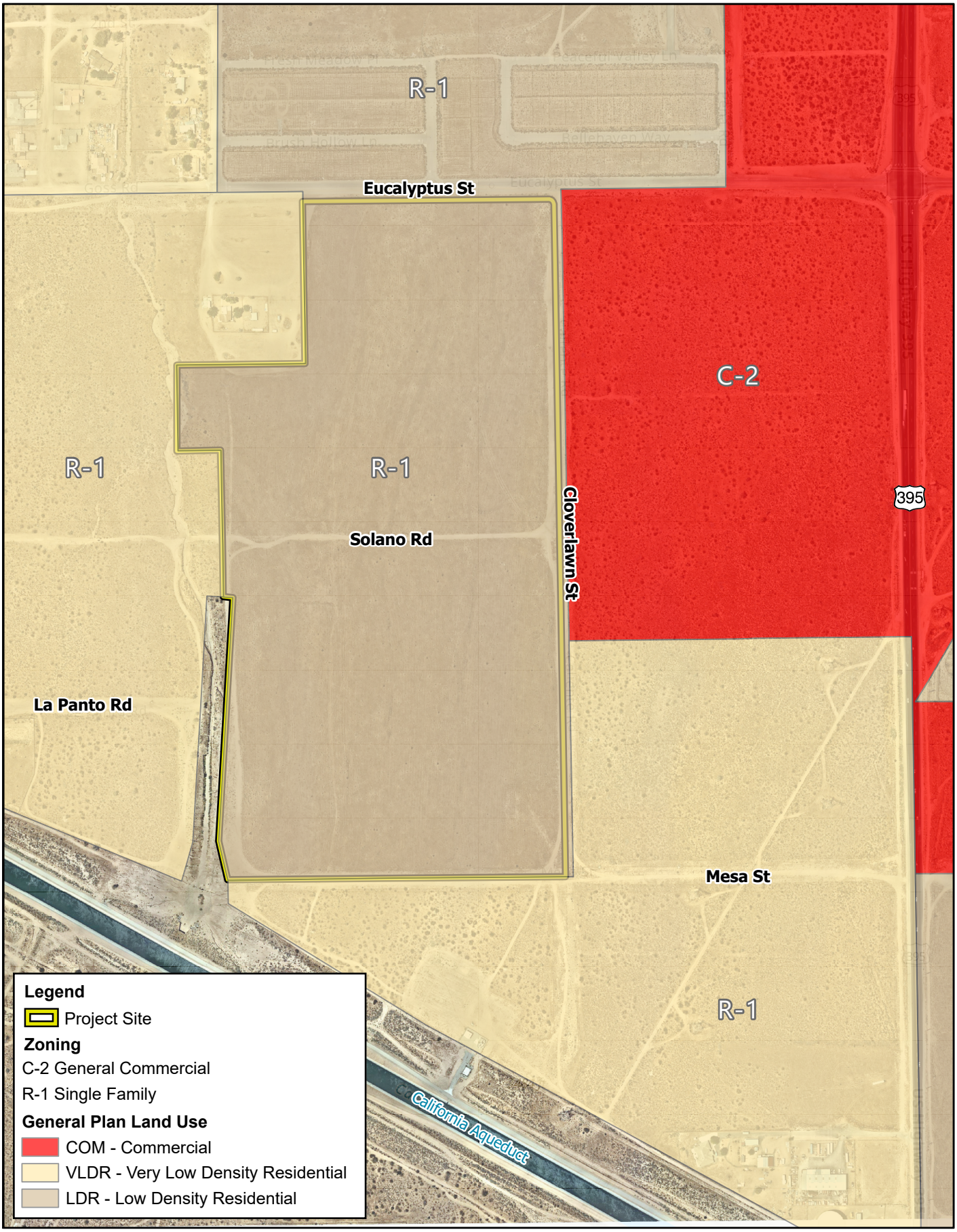
Source: ESRI, City of Victorville

TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Vicinity

Exhibit 2-2

This page intentionally left blank.



Michael Baker INTERNATIONAL

0 250 500 Feet

Source: ESRI, City of Victorville

TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Zoning & Land Use Map

Exhibit 2-3

This page intentionally left blank.

- *East:* Cloverlawn Street bounds the project site to the east. Vacant uses designated/zoned Very Low Density Residential (R-1TB1/2) and Commercial (C-2) are located to the east of the project site;

- *South:* Mesa Street bounds the project site to the south with vacant uses designated/zoned R-1TB1/2 located south of Mesa Street; and

- *West:* The eastern boundary of the project site is intersected by Solano Road. Vacant lands designated/zoned R-1TB1/2 are located to the west of the project site. In addition, a single-family residential dwelling designated/zoned R-1TB1/2 is located adjacent to the northwest of the project site.

2.3 BACKGROUND AND HISTORY

The project site has been considered for single family residential development since the early 2000s. The original design proposed by Tanamera Homes involved the development of a 317-lot single-family residential subdivision on 76.65 gross acres with an overall density of 4.1 dwelling units per gross acre in three phases (referred to as "original TTM No. 15297 Project"). On January 12, 2005, the City of Victorville adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the original TTM No. 15297 Project. The entitlement rights for development of the original TTM 15297 Project have since expired.

As discussed, the project site consists of undeveloped vacant land with limited vegetation due to past grading activities; however, low bushes are scattered throughout.

2.4 PROJECT CHARACTERISTICS

The project proposes a 298-lot single-family residential subdivision with lots ranging from 7,200 square feet to 19,708 square feet; refer to Exhibit 2-4, *Conceptual Site Plan*. Project characteristics are described in further detail below.

SITE ACCESS

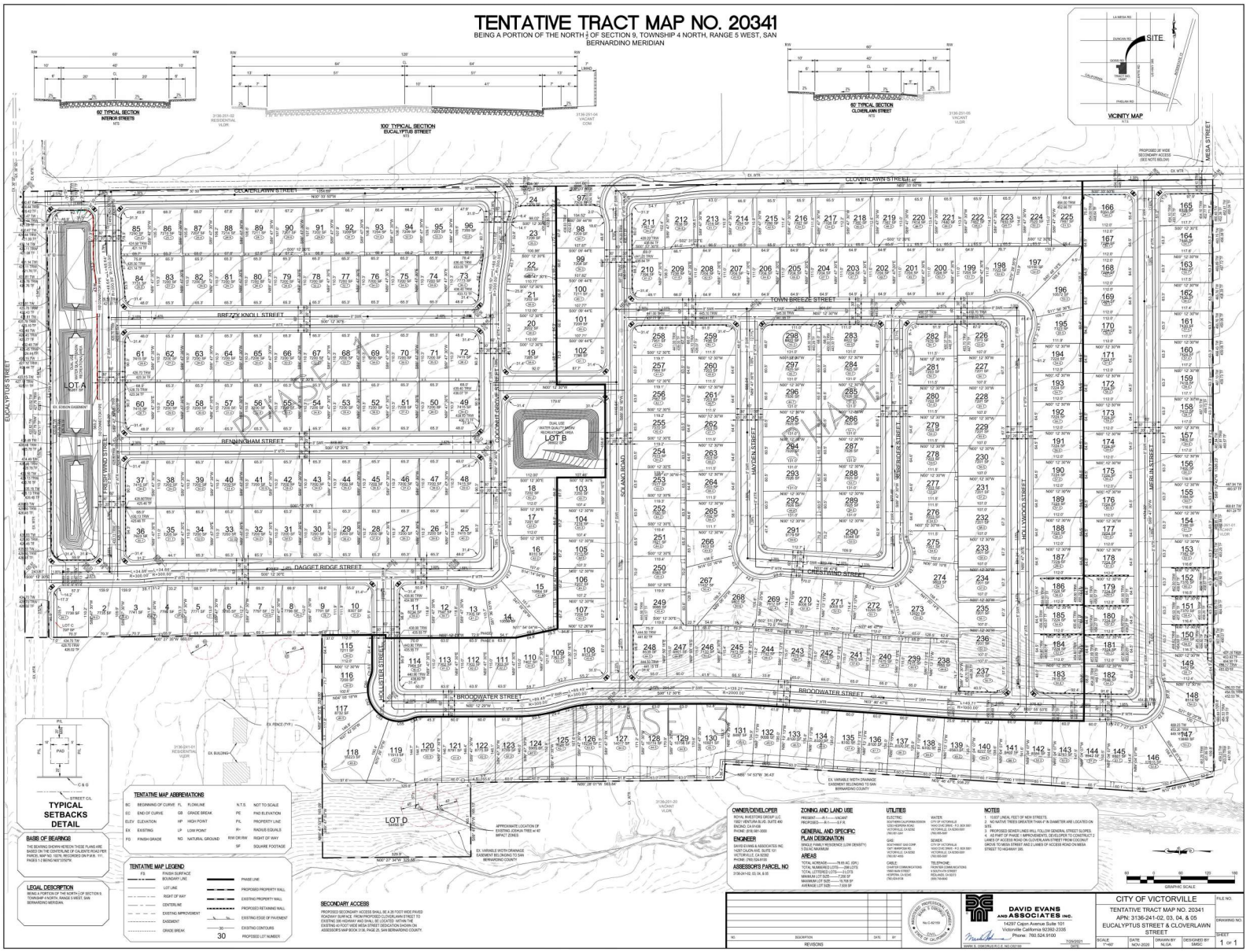
The project would be accessed by developer-installed street improvements in accordance with the City of Victorville Standards, including two lanes of access road on Cloverlawn Street from Coconut Grove to Mesa Street and two lanes of access road on Mesa Street to Highway 395.

OPEN SPACE

The project proposes approximately 125,000 square feet of public open space that would also function as the project's detention basins.

LANDSCAPING AND TREE REMOVAL

Ornamental water-efficient landscaping would be installed throughout the project site. Planting materials would be selected in accordance with the City's Water Wise Plant list and Victorville Municipal Code Section 16-3.24.030, *Landscape Standards*, and Section 13.60.060, *Limitations on Rehabilitated or New Model Homes and New Residential Development Landscaping*.



TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: David Evans & Associates

Conceptual Site Plan

Exhibit 2-4

This page intentionally left blank.

UTILITIES AND SERVICES

The following utilities and services would serve the project site:

- *Water*. The Victorville Water District would provide water services to the project site.
- *Sewer*. The City of Victorville Public Works Department would provide sanitary sewer services to the project site.
- *Drainage*. The drainage system that would serve the project site is under the jurisdiction of the San Bernardino County Flood Control District.
- *Dry Utilities*. Electricity and natural gas services would be provided by Southern California Edison and Southwest Gas Corporation, respectively. Project implementation would not impact the existing Southern California Edison easement located along the northern boundary of the project site.

2.5 PHASING/CONSTRUCTION

Project construction would occur over three phases lasting approximately five years in total; refer to Exhibit 2-4. Construction is anticipated to begin in June 2022 and cease in June 2027. Project construction would occur within the City's allowable construction hours and no nighttime construction is proposed.

2.6 AGREEMENTS, PERMITS, AND APPROVALS

The proposed project would require agreements, permits, and approvals from the City of Victorville and other agencies prior to construction. These agreements, permits, and approvals are described below and may change as the project entitlement process proceeds.

City of Victorville

- California Environmental Quality Act Clearance

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. **Project Title:**
   Victorville TTM No. 20341 Project (PLAN21-00006)

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

3. **Contact Person and Phone Number:**
   Travis Clark, Associate Planner
   City of Victorville Development Department
   760.955.5135

4. **Project Location:**
   The proposed project is located north of the California Aqueduct, south of Eucalyptus Street, and west of US-395 (Assessor's Parcel Numbers [APN] 3136-241-02, -03, -04, and -05).

5. **Project Sponsor's Name and Address:**
   Kris Pinero, Project Manager
   Royal Investors Group, LLC
   9595 Wilshire Blvd., Suite 708
   Beverly Hills, CA 90212

6. **General Plan Designation:**
   Low Density Residential (R-1)

7. **Zoning:**
   Low Density Residential (R-1)

8. **Description of Project:**
   Refer to Section 2.4, *Project Characteristics*.

9. **Surrounding Land Uses and Setting:**

The project site is surrounded by vacant uses with the exception of limited residential uses to the north/northwest; single-family development at a higher density occurs further to the northeast/east. Specifically, land uses surrounding the project site are as follows:

- *North:* Eucalyptus Street bounds the project site to the north with vacant uses designated/zoned Single-Family Residential (R-1) located north of Eucalyptus Street;
- *East:* Cloverlawn Street bounds the project site to the east. Vacant uses designated/zoned Very Low Density Residential (R-1TB1/2) and General Commercial (C-2) are located to the east of the project site;

- *South:* Mesa Street bounds the project site to the south with vacant uses designated/zoned R-1TB1/2 located south of Mesa Street; and
- *West*: The eastern boundary of the project site is intersected by Solano Road. Vacant uses designated/zoned R-1TB1/2 are located to the west of the project site. In addition, a single-family residential dwelling designated/zoned R-1TB1/2 is located to the northwest of the project site.

10. Other public agencies whose approval is required:

- Mojave Water Agency
- Lahontan Regional Water Quality Control Board
- California Department of Fish and Wildlife
- Victor Valley Wastewater Reclamation Authority
- Mojave Desert Air Quality Management District
- Snowline Unified School District

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

In compliance with Assembly Bill 52 (AB 52), the City distributed letters to applicable Native American tribes informing them of the project on March 17, 2021. Response was received from San Manuel Band of Mission Indians. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 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" or "Less Than Significant Impact with Mitigation Incorporated," as indicated by the checklist on the following pages.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Victorville in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required so that impacts may be avoided or reduced to insignificant levels.

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?			✓	

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

Less Than Significant Impact. The project site is relatively flat and is surrounded in all directions by vacant uses with the exception of residential uses located approximately 0.25-mile to the northwest and 0.5-mile to the east. However, the City's General Plan does not designate any scenic resources within the City of Victorville. As such, development of the project site would not have a substantial adverse effect on scenic vistas. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no officially-designated State scenic highways in the City of Victorville.[1] Further, the General Plan does not identify any scenic highways, roadways, or corridors within the City. The nearest scenic highway is State Route 138 (SR-138) (designated as eligible for listing), which is located approximately 9 miles to the south of the project site. As stated previously, the site is currently vacant and supports limited vegetation. No rock outcroppings or historic buildings are present on-site. Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible

vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is bordered in all directions by vacant lands with exception of a single-family residential use located adjacent to the northwest. Based on the *City of Victorville General Plan Land Use Policy and Zoning Map* (Victorville Land Use and Zoning Map), dated August 19, 2013, the project site is designated/zoned Low Density Residential (R-1). In addition, the project site is surrounded by low- and very low-residential zoning to the north (R-1), east (R-1TB1/2), south (R-1TB1/2), and west (R-1TB1/2) (with exception of additional lands zoned C-2, General Commercial, to the east), and as such, would conform to future planned residential development in the surrounding area. The site and surrounding lands do not support any designated scenic resources or public scenic views that would be affected as a result of the proposed development. Project implementation would therefore not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

The type of land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses where excessive light may disrupt sleep. The closest light sensitive receptors to the project site include residential uses located approximately 0.25-mile to the northwest of the project site.

The proposed project is generally surrounded by vacant land or lands supporting low-density residential development and is not located within an urbanized area of the City. The only existing sources of light and glare in the project vicinity are currently produced by street lighting and vehicle headlights traveling on the roadways adjacent to the project site, including Eucalyptus Street to the north, Cloverlawn Street to the east, and Mesa Street to the south, as well as La Panto Road to the west.

Short-Term Impacts

Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities, these sources of glare would not be substantial. Project construction would be limited to the daytime hours, and nighttime lighting would be limited to temporary security lighting during construction. Although there may be some material on construction equipment that may produce limited and minimal amounts of glare, such as side mirrors or unpainted metal surfaces, any potential glare would be short-term in duration because of the movement of either the equipment or angle of the sun. Therefore, no adverse light or glare impacts to adjacent properties are anticipated to result from temporary construction activities.

Long-Term Impacts

Project implementation would increase nighttime lighting at the project site compared to existing conditions. The project would be required to comply with all exterior lighting requirements included in the Victorville Municipal Code Title 16, *Development Code,* Chapter 3, *Zoning and Land Use Requirements,* Article 8, *Residential Districts,* Section 16-3.08.090, *Single-family Design Guidelines*, which requires exterior lighting to be directed away from all adjoining and nearby residential property to minimize light spillover and/or adverse nighttime lighting effects on adjacent uses. Conformance with the provisions of the Victorville Municipal Code would reduce the project's operational lighting impacts to less than significant.

Vehicle headlights entering and exiting the project's entrances would also generate nighttime lighting in the area. However, vehicle headlight glare resulting from vehicles entering and exiting the project site would be screened from surrounding areas by concrete block walls that would be constructed along the project's northern and eastern boundaries. As a result, vehicle headlights from project-related vehicles are not anticipated to result in a significant increase in nighttime lighting conditions in the immediate project vicinity.

Interior lighting associated with the project may be visible from surrounding uses. However, such lighting conditions would appear similar in character to those emitted from existing residential uses to the north/northwest and northeast/east of the project site and would not be considered a new source of substantial light that would adversely affect nighttime views in the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
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?				✓

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?

Less than Significant Impact. The project site is currently vacant and has been previously graded. The subject property is designated as grazing land, as are adjoining lands; no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are present on-site.[2] Thus, project implementation would not result in the conversion of designated Farmland to a non-agricultural use. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 25, 2021.

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

No Impact. The project site has a land use/zoning of Low Density Residential (R-1) and is not covered under an existing Williamson Act contract.[3] Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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))?

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.2(c). No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Responses 4.2(a) through 4.2(d). No impact would occur.

Mitigation Measures: No mitigation measures are required.

[3] San Bernardino County, July 2020, Parcels Under Open Space Contract Report, https://sbcountyarc.org/wp-content/uploads/arcforms/NPP874-WilliamsonActParcels.pdf, accessed March 25, 2021.

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. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?			✓	

The analysis and findings throughout this section are based on the *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development –Eucalyptus Street and Oak Hill Road, Victorville, CA*, prepared by M. S. Hatch Consulting, LLC, dated October 15, 2021. This document is included as Appendix A-1 of this IS/MND and is incorporated herein by reference.

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

Less Than Significant Impact. The proposed project is located within the Mojave District Air Basin (MDAB or Basin), which is governed by the Mojave Desert Air Quality Management District (MDAQMD or District). A project is consistent with the MDAQMD's California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (*Guidelines*) when it is consistent with the goals, objectives, and assumptions set forth in the document that are designed to achieve Federal and State air quality standards. According to the *Guidelines*, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. In general, the emissions comparison (criteria number 1) is significant if a project development:

1) Generates total emissions (direct and indirect) in excess of the thresholds given in Table 4.3-1, *MDAQMD Significant Emissions Thresholds*;

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

3) Does not conform with the applicable attainment or maintenance plan(s);[4] and/or

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

Note that the emission thresholds are given as a daily value and an annual value, so that multi-phased project (such as project with a construction phase and a separate operational phase) with phases shorter than one year can be compared to the daily value.

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

Table 4.3-1
MDAQMD Significant Emissions Thresholds

Criteria Pollutant	Annual Threshold (tons)	Daily Threshold (pounds)
Greenhouse Gases (CO_2e)	100,000	548,000
Carbon Monoxide (CO_2)	100	548
Oxides of Nitrogen (NO_x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO_X)	25	137
Particulate Matter (PM_{10})	15	82
Fine Particulate Matter ($PM_{2.5}$)	12	65
Hydrogen Sulfide (H_2S)	10	54
Lead (Pb)	0.6	3

Source: Mojave Desert Air Quality Management District, *CEQA and Federal Conformity Guidelines*, page 9, August 2016.

Criteria:

1. *Would the project generate total emissions (direct and indirect) in excess of the thresholds given in Table 4.3-1, MDAQMD Significant Emissions Thresholds?*

The emissions associated with the proposed project consist of construction and operational emissions. Construction emissions are temporary and include emissions of criteria pollutants and greenhouse gases from construction activities during site preparation, grading, building construction, paving, and the application of architectural coatings. Operational emissions consist of area sources (i.e., reapplying architectural coatings, consumer products, and landscaping equipment), energy use (i.e., electricity and natural gas), mobile sources (e.g., commuting), solid waste disposal, and water and wastewater use (i.e., supplying and treating water and wastewater). The project is not considered one of the project types that the MDAQMD CEQA Guidelines require to be evaluated for potentially exposing sensitive receptors to substantial pollutant concentrations.

As shown in Table 4.3-2, the estimated emissions of criteria pollutants and greenhouse gases for each year of construction and the total operational emissions are well below the applicable MDAQMD Significant Emissions Thresholds; therefore, the project does not have a significant air quality impact on the environment. In addition, the project is not expected to expose sensitive receptors to substantial pollutant concentrations. Since the construction and operational emissions are below the significance thresholds, emissions mitigation measures are not required. Impacts would be less than significant in this regard.

Table 4.3-2
Project Related Emissions

Emissions	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
Construction						
Year 1	4.18	56.58	34.22	0.15	9.43	5.46
Year 2	3.81	49.67	34.61	0.15	8.08	3.71
Year 3	3.55	20.95	33.30	0.10	6.38	2.19
Year 4	49.04	19.81	32.12	0.10	6.29	2.11
Year 5	49.02	1.29	4.21	0.01	0.93	0.29
MDAQMD Thresholds	**137**	**137**	**548**	**137**	**82**	**65**
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***
Operational						
Area Sources	18.43	0.28	24.56	< 0.01	0.14	0.14
Energy	0.25	2.13	0.91	0.01	0.17	0.17
Mobile	8.55	9.74	71.24	0.16	17.16	4.66
Waste	N/A	N/A	N/A	N/A	N/A	N/A
Water	N/A	N/A	N/A	N/A	N/A	N/A
Total Operational Emissions	***27.23***	***12.15***	***96.71***	***0.17***	***17.47***	***4.97***
Significant Emissions Threshold	***137***	***137***	***548***	***137***	***82***	***65***
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur dioxide; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns

Notes:
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the MDAQMD. 2.

Source: M.S. Hatch Consulting LLC, *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development –Eucalyptus Street and Oak Hill Road, Victorville, CA*, October 15, 2021, Table 1 and Table 2, page 2.

2. *Would the project generate a violation of any ambient air quality standard when added to the local background?*

Local Ambient Air Quality

The MDAQMD monitors air quality at six monitoring stations throughout the Basin. Additionally, the MDAQMD is contracted to the Antelope Valley AQMD to maintain an air monitoring station in Lancaster. The monitoring station representative of the project area is the Victorville – Park Avenue Monitoring Station, which is located approximately 3.5 miles northeast of the project at 14306 Park Avenue. The Victorville – Park Avenue Monitoring Station monitors ozone (O_3), nitrogen dioxide (NO_x), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The air quality data from 2016 to 2020 monitored at the Victorville – Park Avenue Monitoring Station is presented in Table 4.3-3, *Local Air Quality Levels*.

Table 4.3-3
Local Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Ozone (O_3)[2] (1-Hour)	0.09 ppm for 1 hour	NA	2016 2017 2018 2019 2020	0.100 ppm 0.88 0.107 0.104 0.112	4/0 0/0 5/0 3/0 4/0
Ozone (O_3) [2] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2016 2017 2018 2019 2020	0.085 ppm 0.081 0.096 0.082 0.085	NM/33 NM/17 NM/55 NM/34 NM/38
Nitrogen Dioxide[2] (NO_x)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2016 2017 2018 2019 2020	97 57 51 56 59	0/0 0/0 0/0 0/0 0/0
Particulate Matter[2, 3, 4] (PM_{10})	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2016 2017 2018 2019 2020	226.5 µg/m^3 182.5 165.2 170.0 261.4	NA/2 NA/1 NA/1 NA/2 NA/2
Fine Particulate Matter[2, 4] ($PM_{2.5}$)	No Separate State Standard	35 µg/m^3 for 24 hours	2016 2017 2018 2019 2020	41.5 µg/m^3 29.3 33.2 20.7 48.7	NA/1 NA/0 NA/0 NA/0 NA4

NA = Not Applicable; NM = Not Measured; ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less;

Notes:

1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the Victorville – Park Avenue Monitoring Station (14306 Park Avenue, Victorville, California).
3. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, *ADAM Air Quality Data Statistics*, https://www.arb.ca.gov/adam, accessed October 19, 2021.

Areas with air quality that exceed Federal and State standards are designated as non-attainment for the respective pollutants. As indicated in Table 4.3-3, the project area is designated as a nonattainment area for Federal ozone (8-hour), PM_{10}, and $PM_{2.5}$ standards and nonattainment for State ozone (1-hour) standards.

As indicated in Table 4.3-2, the proposed project would result in emissions that would be below the MDAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards when added to the local background.

3. *Does the project conform with the applicable attainment or maintenance plan(s)?*

According to the Guidelines, a non-confirming project conflicts with or delays implementation of any applicable attainment or maintenance plan; a conforming project complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. Based on the Victorville Land Use and Zoning Map, dated August 19, 2013, the project site is designated/zoned Low Density Residential (R-1); refer to Exhibit 2-3, *Zoning and Land Use Map*. As a single-family residential tentative tract map, the proposed development is consistent with the adopted land use and zoning for the project site. In addition, as discussed in Section 4.14, *Population and Housing*, the proposed project would not induce substantial unplanned population growth exceeding existing local conditions and/or regional population projections Therefore, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site and thus would conform with the applicable attainment or maintenance plans for the project area.

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

According to the MDAQMD's Guidelines, residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using significance threshold criteria number 4 (refer to the significance threshold discussion): any industrial project within 1000 feet; a distribution center (40 or more trucks per day) within 1000 feet; a major transportation project (50,000 or more vehicles per day) within 1000 feet; a dry cleaner using perchloroethylene within 500 feet; or a gasoline dispensing facility within 300 feet. Based on the Air Quality Study, the proposed project is not considered one of the project types that the MDAQMD CEQA Guidelines require to be evaluated for potentially exposing sensitive receptors to substantial pollutant concentrations. As such, hazardous air pollutants (HAP) emissions were not calculated, and the project was not evaluated for potential health risks to sensitive receptors.

In conclusion, the determination of *Guidelines* consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the *Guidelines* and is, therefore, considered consistent with the MDAQMD's *Guidelines.*

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

Less Than Significant Impact. The U.S. Environmental Protection Agency (EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 4.3-4, *State and National Ambient Air Quality Standards and Attainment Status*.

California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 4.3-4, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and

sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS.

Mitigation Measures: No mitigation measures are required.

Table 4.3-4
State and National Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	**Nonattainment**	N/A	N/A[5]
	8 Hours	0.070 ppm (137 µg/m³)	**Nonattainment**	0.070 ppm (137 µg/m³)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 µg/m³	**Nonattainment**	150 µg/m³	Attainment/Maintenance
	Annual Arithmetic Mean	20 µg/m³	**Nonattainment**	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 µg/m³	**Nonattainment**
	Annual Arithmetic Mean	12 µg/m³	**Nonattainment**	12.0 µg/m³	**Nonattainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment/Maintenance
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment/Maintenance
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	N/A	53 ppb (100 µg/m³)	Attainment/Maintenance
	1 Hour	0.18 ppm (339 µg/m³)	Attainment	100 ppb (188 µg/m³)	Attainment/Maintenance
Lead (Pb)[7,8]	30 days Average	1.5 µg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m³	**Nonattainment**
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m³	**Nonattainment**
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 µg/m³)	Attainment	0.14 ppm (for certain areas)	Unclassified/Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m³)	Attainment	75 ppb (196 µg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 µg/m³)	N/A		

µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: California Air Resources Board and U.S. Environmental Protection Agency, *Ambient Air Quality Standards chart,* http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2016.

As indicated in Table 4.3-4, the project area is designated as a nonattainment area for Federal ozone (8-hour), PM_{10}, and $PM_{2.5}$ standards and nonattainment for State ozone (1-hour) standards. However, the estimated emissions of criteria pollutants and greenhouse gases for each year of construction and the total operational emissions are well below the applicable MDAQMD Significant Emissions Thresholds; therefore, the project does not have a significant air quality impact on the environment. In addition, the project is not expected to expose sensitive receptors to substantial pollutant concentrations. Since the construction and operational emissions are below the significance thresholds, emissions mitigation measures are not required.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. Refer to Response 4.3(a). No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding operations. The proposed project does not include any uses identified as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and would cease upon project completion. Any impacts to existing adjacent land uses would be temporary and are considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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?				✓

The analysis and findings throughout this section are based on the *Revised Updated Habitat Assessment and Inventory of Regulated Desert Plants, TTM 20341, City of Victorville, San Bernardino County, California*, prepared by L&L Environmental Inc. July 28, 2021) and the *Revised Preliminary Jurisdictional Delineation for TTM 20341, City of Victorville, San Bernardino County, California*, prepared by L&L Environmental Inc. July 28, 2021). These documents are provided as Appendix B of this IS/MND and is incorporated herein by reference.

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

Less Than Significant With Mitigation Incorporated. A habitat survey was performed by L&L Environmental, Inc. November 2020 to examine and determine for the presence/absence of biological resources and for the potential for sensitive species to occur; refer to Appendix B of this IS/MND.

According to the Habitat Assessment, the project site was previously vegetated with creosote bush scrub and Joshua tree woodland but was cleared sometime between 2006 and 2009. Native vegetation is re-establishing and the site now supports rubber rabbitbrush scrub, a common vegetation community.

Plant Species

A total of 18 plant species were observed onsite during surveys conducted in 2017 and 2020; refer to Appendix B. The 2020 survey was conducted outside the flowering season and additional native and/or non-native annuals may occur onsite but were not detected. No special-status plant species were observed on the site during surveys, with the exception of western Joshua tree, described below.

On September 22, 2020, the California Fish and Game Commission made the western Joshua tree a candidate for listing as threatened or endangered under the California Endangered Species Act (CESA). The California Department of Fish and Wildlife (CDFW) has one year (with an optional 6-month extension) from that date to conduct an evaluation and provide a recommendation on listing. Under CESA, a candidate species is provided the same protections as a listed species. As such, impacts to western Joshua tree would require preparation of an Incidental Take Permit (2081 permit) from CDFW. Based on the California Fish and Game Commission *Statement Of Proposed Emergency Regulatory Action Regarding Take of Joshua Tree* (dated September 25, 2020), project impact area means all areas in which there will be permanent or temporary impacts within 40 feet of an individual live western Joshua tree five meters or greater in height or within 12 feet for western Joshua trees one meter or greater but less than five meters in height.[5]

A total of four western Joshua trees were observed on the project site or on the boundary of the site during the 2020 field survey; refer to Figure 5, *Regulated Desert Plants*, of the Habitat Assessment. Two additional Joshua trees are close to the northwestern boundary of the site but were determined to be located outside of the project boundaries. All but one of the Joshua trees were determined to be in good health.

The project plans have been redesigned to avoid direct impacts to the six Joshua trees; refer to Exhibit 2-4, *Conceptual Site Plan* and Exhibit 4.4-1, *Existing Joshua Trees*. As depicted on Exhibit 4.4-1, Lots 119 and 120 along the project's western boundary would be between 57 and 58 feet from the two Joshua trees located on Lot D and thus would exceed California Fish and Game Commission guidance to maintain a 40 foot buffer to trees greater than five meters in height. No improvements are proposed to Lot D, which currently contains a drainage easement belonging to San Bernardino County. However, as depicted on Exhibit 2-4, Lot 5 would be located within 40 feet of a viable Joshua tree. Based on the Habitat Assessment, the Joshua tree west of Lot 5 is four feet in height. As such, the project would exceed California Fish and Game Commission guidance to maintain a 12 foot buffer for western Joshua trees one meter or greater but less than five meters in height. In addition, Lot 8 would be located over 40 feet from the Joshua tree located west of the project boundary; refer to Exhibit 2-4. As such, no direct or indirect impacts to Joshua tree would occur, and an Incidental Take Permit would not be required in this regard.

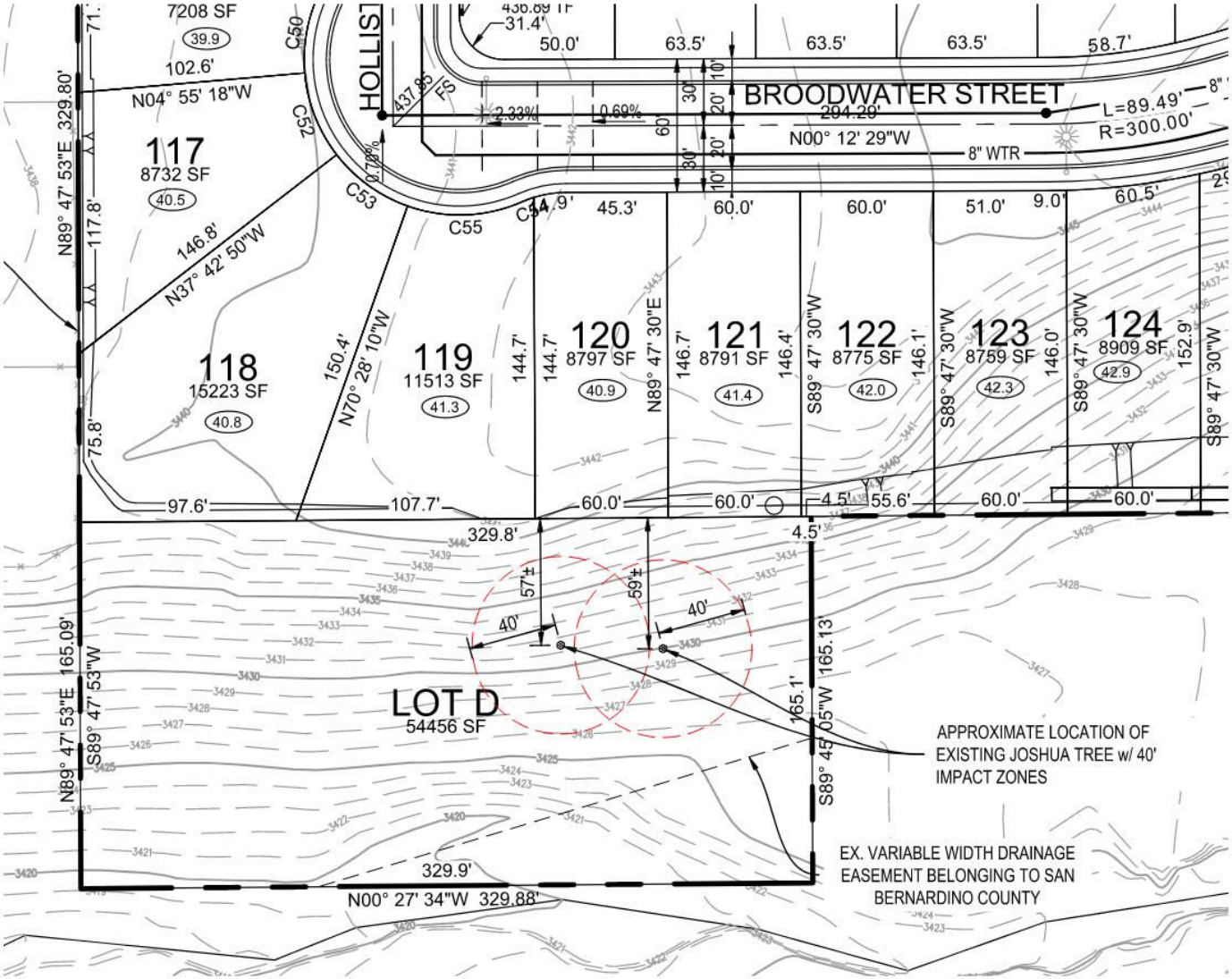
Other than Joshua tree, the only regulated desert native plant found on the site was one silver cholla cactus (*Cylindropuntia echinocarpa*) in the south-central portion of the site. Section 88.01.060 of the San Bernardino County Development Code provides regulations for the removal or harvesting of specified desert native plants intended to augment and coordinate with the California Desert Native Plants Act and State efforts to implement and enforce the Act. Pursuant to San Bernardino County Development Code Section 88.01.060, removal of the silver cholla cactus would require approval of a Plant Removal Permit. Following issuance of a Plant Removal Permit, impacts to silver cholla cactus would be less than significant.

Mammals

Mohave Ground Squirrel

Mohave ground squirrel (sp. *Xerospermophilus mohavensis*) is a state listed threatened species. The surveys performed did not locate any sign of active burrows onsite; however, due to the presence of potential habitat and historic observation of one (1) individual of the species on-site in 2005, Mitigation Measure **BIO-1** would require a preconstruction clearance survey to verify that Mohave ground squirrel would not be impacted by project construction activities. In the event Mohave ground squirrel are identified as part of the preconstruction clearance survey, Mitigation

[5] California Fish and Game Commission, *Statement Of Proposed Emergency Regulatory Action Regarding Take of Joshua Tree, Emergency Action to add Section 749.10, Title 14, California Code of Regulations*, September 25, 2020.



NOT TO SCALE

Source: David Evans & Associates

TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Existing Joshua Trees

Exhibit 4.4-1

Measure **BIO-1** would require additional trapping, avoidance measures, and/or permitting as required. With implementation of Mitigation Measure **BIO-1**, impacts to Mohave ground squirrel would be less than significant.

Birds

California Horned Lark

California horned lark (*Eremophila alpestris actia*) is a CDFW Watch List Species and was observed on-site during the 2020 survey. As a result, Mitigation Measure **BIO-2** would require a qualified biologist shall conduct a protocol survey to determine the presence/absence of California horned lark. In addition, Mitigation Measure **BIO-3** would require that a qualified biologist conducts a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. In the event nesting California horned lark or other special status birds are identified as part of the preconstruction clearance survey, Mitigation Measure **BIO-3** would require a suitable buffer (distance to be determined by the biologist or overriding agencies) be established around such active nests, and no construction within the buffer would be allowed until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest). With implementation of Mitigation Measure **BIO-2** and **BIO-3**, impacts to California horned lark would be less than significant.

Loggerhead Shrike

Loggerhead shrike (*Lanius ludovicianus*) is not a state or federal listed species, but it is considered a Species of Concern in California. Potential habitat is present on-site or nearby, but no evidence of occupation or site use was identified during the 2020 survey. Based on the site's potential to support loggerhead shrike, Mitigation Measure **BIO-4** would require a qualified biologist shall conduct a protocol survey to determine the presence/absence of California horned lark. In addition, Mitigation Measure **BIO-3** would require that a qualified biologist conducts a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. In the event nesting loggerhead shrike or other special status birds are identified as part of the preconstruction clearance survey, Mitigation Measure **BIO-3** would require a suitable buffer be established around such active nests, and no construction within the buffer would be allowed until the biologist has determined that the nest(s) is no longer active. With implementation of Mitigation Measure **BIO-4** and **BIO-3**, impacts to loggerhead shrike would be less than significant.

Burrowing Owl

Burrowing owl (*Athena cunicularia*) is not a state or federal listed species, but it is considered a Species of Concern in California. No burrowing owls were observed during the habitat surveys and no signs (tracks, feathers, scat, etc.) indicating recent or active presence were observed during this study. Small mammal burrows are present throughout the site, some of which are potentially suitable for use by burrowing owl; however, they showed no sign of recent occupation. Based on the site's potential to support burrowing owl, a preconstruction clearance survey is recommended prior to vegetation clearing/surface disturbance on the parcel (Mitigation Measure **BIO-5**). If an occupied burrow is found within the development footprint during pre-construction clearance surveys, Mitigation Measure **BIO-5** would require preparation of a burrowing owl exclusion plan to be submitted to California Department of Fish and Wildlife for approval prior to initiating project activities that includes proposed mitigation for direct and permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are replaced as consistent with the Staff Report on Burrowing Owl Mitigation. With implementation of Mitigation Measure **BIO-5**, impacts to burrowing owl would be less than significant.

Reptiles

Desert Tortoise

Desert tortoise (*Gopherus agassizii*) is listed as threatened by both state and federal wildlife agencies. The habitat survey did not find any sign of tortoise presence or burrows onsite; however, based upon presence of suitable habitat

and record search results, a preconstruction clearance survey is recommended prior to vegetation clearing or surface disturbance on the parcel (Mitigation Measure **BIO-6**). With implementation of Mitigation Measure **BIO-6**, impacts to desert tortoise would be less than significant.

Mitigation Measures:

BIO-1 Prior to ground disturbance, a qualified biologist shall conduct a protocol survey for Mohave ground squirrel following the *Mohave Ground Squirrel Survey Guidelines* (CDFW, 2010) to determine the presence/absence for the Mohave ground squirrel. Studies that include trapping for the Mohave ground squirrel shall be conducted by a biologist that holds a current authorized by a Memorandum of Understanding (MOU) issued by the Wildlife Branch of the California Department of Fish and Wildlife, or by another permit as determined by the California Department of Fish and Wildlife. Visual surveys to determine Mohave ground squirrel activity and habitat quality shall be undertaken during the period of 15 March through 15 April. Following completion of the presence/absence surveys, the biologist shall prepare a letter report with supporting Geographic Information Systems (GIS) figures to document the methods and results of the presence/absence survey, as well as identify any additional surveys, avoidance measures, and/or permitting requirements that may be required prior to ground disturbing activities.

BIO-2 Prior to construction, a City-approved qualified biologist shall conduct a Protocol Survey to determine the presence/absence of California horned lark for review and approval by the Development Department. If no California horned lark are observed during the field survey and the regulatory agencies agree with those findings, then no further mitigation would be required. If California horned lark or their habitat is documented on the project site, the project applicant shall comply with the applicable requirements of the regulatory agencies and shall apply mitigation determined through the agency permitting process.

BIO-3 Proposed project activities shall avoid the bird breeding season (typically January through July for raptors and February through August for other avian species), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. The extent of the survey buffer area surrounding the nest shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, nesting bird surveys shall be performed twice per week during the three weeks prior to the scheduled project activities. The second survey of the third week shall occur no more than three days before the start of construction.

In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist or overriding agencies) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest). The biologist shall monitor the nest, adjust the buffer area as needed, and shall have the authority to stop construction activities to prevent take.

Nesting bird surveys are typically not required for construction activities occurring September through December; however, hummingbirds (Family Trochilidae), for example, are known to nest year-round; therefore, a pre-construction nesting bird survey for activities outside of the breeding season shall be conducted within 24 hours of construction to ensure full compliance with the regulations.

BIO-4 Prior to construction, a City-approved qualified biologist shall conduct a Protocol Survey to determine the presence/absence of loggerhead shrike for review and approval by the Development Department. If no loggerhead shrike are observed during the field survey and the regulatory agencies agree with those findings, then no further mitigation would be required. If loggerhead shrike or their habitat is documented on the project

site, the project applicant shall comply with the applicable requirements of the regulatory agencies and shall apply mitigation determined through the agency permitting process.

BIO-5 Prior to ground disturbing activities, a qualified biologist shall conduct a burrowing owl protocol survey to determine whether burrowing owl have established, expanded, and/or migrated onsite and ensure impacts to any occupied burrows do not occur. A complete burrowing owl survey in accordance with the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife, 2012), consists of four site visits. Surveys shall be conducted during the burrowing owl nesting season, which can begin as early as February 1 and continues through August 31. Further, two pre-construction clearance surveys shall be conducted 14 to 30 days and 24 hours prior to any vegetation removal or ground disturbing activities. If no burrowing owls or occupied burrows are detected, construction may begin.

If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion plan shall be prepared and submitted to California Department of Fish and Wildlife for approval prior to initiating project activities that includes proposed mitigation for direct and permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are replaced as consistent with the Staff Report on Burrowing Owl Mitigation. If an occupied burrow is found within adjacent habitat that may be indirectly impacted by project activities, the individual shall be buffered following the distances recommended in the Staff Report on Burrowing Owl Mitigation. The biologist shall monitor the burrow, adjust the buffer area as needed, and shall have the authority to stop construction activities to prevent take.

BIO-6 Prior to construction, a qualified biologist shall conduct a protocol survey to determine the presence/absence of desert tortoise in areas of the Priority Development Area with suitable habitat. In accordance with survey guidelines established by the U.S. Fish and Wildlife Service, the qualified biologist shall survey areas of suitable habitat located on and within 500 feet of the proposed development during the tortoise's most active periods (April through May or September through October) when air temperatures are below 95°F. Survey transects shall be oriented north to south and spaced at approximately 10-meter (33 feet) intervals throughout all areas containing suitable habitat to provide 100 percent visual coverage and increase the likelihood of detecting desert tortoise and/or sign. Following completion of the presence/absence survey, the biologist shall prepare a letter report with supporting Geographic Information Systems (GIS) figures to document the methods and results of the presence/absence survey, as well as identify any additional surveys, avoidance measures, and/or permitting requirements that may be required prior to implementation of a proposed project.

With implementation of Mitigation Measures **BIO-1** through **BIO-6**, the project will have a less than significant impact on special status species.

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?

No Impact. In order to determine if the project site supports to determine if drainages subject to local, state, and/or federal agencies, a Jurisdictional Delineation was conducted in July 2021. According to the Jurisdictional Delineation, a state streambed subject to Section 1600 of the California Fish and Game Code and Waters of the State subject to the control of Regional Water Quality Control Board under the Porter Cologne Act is present on-site. This ephemeral drainage is present along the western boundary where approximately 5,846 square feet (0.13 acre) falls within the boundary of the site. The project plans have been redesigned to avoid all impacts to the ephemeral drainage; refer to Exhibit 2-4. As such, no impacts to riparian habitat or other sensitive natural communities would occur, and permitting would not be required in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. According to the Jurisdictional Delineation, the project site does not support state or federally protected wetlands. Thus, the project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The project has been previously graded and does not generally support habitat that would support migratory species. No established migratory routes are identified on or adjacent to the project site. The only identified wildlife corridors of special concern as noted in the General Plan Resource Element are located within the area of the Mojave River, which is located approximately six miles from the project site. Therefore, the project is not anticipated to 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. Impacts would be less than significant in this regard.

However, the project would be subject to the requirements of the Migratory Bird Treaty Act (MBTA) which prohibits activities that would result in the direct take (i.e., killing or possession) of a migratory bird. This includes active nests of all bird species, including common species. Section 3503, Section 3502.5, and Section 3513 of the California Fish and Game Code also include measures aimed at the protection of nesting birds and avian species.

Vegetation on-site and in adjacent areas is generally limited and it is unlikely that nesting birds would be present. However, if project construction would result in the removal of on-site vegetation during the nesting season (approximately February 1 to August 31), such activities would be required to occur in conformance with the MBTA regulatory requirements to ensure that active nests are not disturbed. Conformance with the MBTA and applicable sections of the California Fish and Game Code would be made a condition of project approval to ensure compliance.

With conformance to the requirements of the MTBA and California Fish and Game Code, the project would not substantially interfere 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. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. Joshua trees are protected by Chapter 13.33.040 of the Victorville Municipal Code, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Community Services. As discussed, the project plans have been redesigned to avoid all impacts to the six Joshua trees that are present within and adjacent to the project site; refer to Exhibit 2-4. As such, no impacts to Joshua tree would occur, and the project would be consistent with Municipal Code Chapter 13.33.040 in this regard.

Other than Joshua tree, the only regulated desert native plant found on the site was one silver cholla cactus in the south-central portion of the site. As discussed above, compliance with Section 88.01.060 of the San Bernardino County Development Code (which requires issuance of a Plant Removal Permit for specified desert plants) would ensure impacts to silver cholla cactus are less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan that applies to the project area or local region. Therefore, the project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.5 CULTURAL RESOURCES

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

The analysis and findings throughout this section are based on the *Addendum Phase I Cultural Assessment for the Tentative Tract Map (TTM) 20341 (Previously TTM 15297) Project ±73.88 Acres in the City of Victorville, San Bernardino County, California*, prepared by L&L Environmental Inc. (March 1, 2021). The document is provided as Appendix C of this IS/MND and is incorporated herein by reference.

2017 Cultural Resources Assessment

A Cultural Resource Assessment was performed in 2017 (L & L Environmental) to identify, evaluate, and if necessary, assess the project's potential impact on historical resources. The investigation included a cultural resource records search at the South Central Coastal Information Center (SCCIC), historic records review, consultation with the Native American Heritage Commission (NAHC) and local Native American tribes and organizations, and an intensive pedestrian survey of the entire project area. Refer to Appendix C.

Records on file at the SCCIC indicated that portions of the project area were previously surveyed under two separate studies, but no cultural resources were identified. Eleven additional cultural resource studies were completed within a one-mile radius of the project area, which collectively accounted for approximately 20 percent of the total surface area within a one-mile radius of the project area. Ten previously recorded cultural resources were identified within the scope of the records search, none of which were reported within or adjacent to the project area; refer to Appendix C.

A search of the NAHC Sacred Land File found no Native American cultural resources in the immediate project area; however, the NAHC recommended contacting local Native American tribes, organizations, and individuals who may have information on cultural resources in the vicinity of the project. L&L contacted the 13 tribes, organizations, and individuals included on the NAHC list; responses were received from two tribes. The Gabrieleno Band of Mission Indians – Kizh Nation stated that the project was located outside of their tribal territory. The San Manuel Band of Mission Indians (SMBMI) indicated that the project area was within Serrano ancestral territory in an area considered culturally sensitive to the Serrano people. For this reason, SMBMI requested additional project-related information and consultation with the City of Victorville.

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

No Impact. The project would not cause a substantial adverse change in significance of a historical resource. As described in the 2017 *Cultural Resources Assessment*, a review of historical records identified two potential cultural resources[6], both consisting of north-south trending road alignments, that crossed through the western portion of the

[6] A review of the historic maps and aerials suggests this is one road constructed before 1901. The road is depicted on the 1901 and 1942 USGS topographic maps, is not shown on the 1956 USGS topographic map, but is present in the 1952-2005 aerial photos and the 1996 USGS map.

project area. One of the alignments is observable on topographic maps dating between 1902 and 1945. The other road alignment is within the western portion of the project area and is observable on maps between 1969 and 1999, as well as aerial photographs dating from 1952 to about 2005. No structures or any other historic developments were identified within the project area.

An updated record search of the California Historical Resources Information System (CHRIS) was completed by SCCIC staff on January 27, 2021. The record search results identified six additional cultural resource studies completed within portions of the project area (SB-01025, -01026, 01027, -07496, -07156, and -07971) that were not reported in the 2017 results; the 2017 survey of the project area completed by L&L was not included in the SCCIC's results. One additional study not included in the 2017 results was reported outside the project area but within a 0.25-mile radius (SB-06652). Collectively, the record search indicated approximately 80 percent of the total surface area within 0.25-mile radius of the project site was previously surveyed for cultural resources.

Two additional cultural resources were identified within the record search area, both of which are built environment linear resources. These include the California Aqueduct (36-021351), which was previously recommended eligible for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), and the Los Angeles Department of Water and Power Boulder Dam to Los Angeles Transmission Line (36-007694), which is listed in the NRHP and CRHR. Neither of these historical resources crosses through or runs adjacent to the project area. One previously recorded resource (36-004179; Toll Road/Lanes Crossing) identified during the 2017 record search was updated and a new segment of road was added. The segment appears on the 1901 USGS topographic map of southern California west of Lane's Crossing and its location corresponds with a dirt road identified as a potential cultural resource within the project area during the historic records review. All evidence of this road was obliterated between 2005 and 2009 when the surface of the project area was cleared of vegetation.

Therefore, no historic resources of significance would be affected by the proposed development. The project would not cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated.

As stated above, records on file at the SCCIC indicated that portions of the project area were previously surveyed under two separate studies, but no cultural resources were identified. Eleven additional cultural resource studies were completed within a one-mile radius of the project area, which collectively accounted for approximately 20 percent of the total surface area within a one-mile radius of the project area. Ten previously recorded cultural resources were identified within the scope of the records search, none of which were reported within or adjacent to the project area; refer to Appendix C.

Additionally, as stated previously, a search of the NAHC Sacred Land File in 2017 found no Native American cultural resources in the immediate project area; however, the NAHC recommended contacting local Native American tribes, organizations, and individuals who may have information on cultural resources in the vicinity of the project. L&L contacted the 13 tribes, organizations, and individuals included on the NAHC list; but only two responded. The Gabrieleno Band of Mission Indians – Kizh Nation stated that the project was located outside of their tribal territory. The San Manuel Band of Mission Indians (SMBMI) indicated that the project area was within Serrano ancestral territory in an area considered culturally sensitive to the Serrano people. For this reason, SMBMI requested additional project-related information and consultation with the City of Victorville.

Subsequently, L&L contacted the NAHC and requested a new Sacred Lands File database search on December 11, 2020. The NAHC responded on December 20, 2020, that the search of the Sacred Land File did not identify any Native American cultural resources in the immediate project area. The NAHC provided an updated list of local Native American tribes, organizations, and individuals all of which were contacted in a letter dated February 23, 2021. The letter described the proposed project and included locational data and maps of the project area. L&L also attempted to reach Native American contacts by telephone on February 25, 2021. As of the date of this report, only three tribes have responded: the SMBMI, the Serrano Nation of Mission Indians, and the Quechan Tribe of the Fort Yuma Reservation.

As a result of the investigation, L&L concluded that the potential for encountering historic and/or prehistoric cultural resources during project construction was considered moderate to low. However, as the SMBMI did state that the project area was within their ancestral territory and was sensitive for Native American resources, the potential for unknown cultural resources of significance does exist. As such, Mitigation Measure **CUL-1** is proposed to ensure that any undiscovered resources encountered during project-related ground disturbing activities are properly identified and evaluated for significance. Implementation of Mitigation Measure **CUL-1** would reduce potential impacts on unknown cultural resources to less than significant.

Mitigation Measures:

CUL-1 If previously unknown subsurface cultural resources are encountered during project construction, if evidence of an archaeological site are observed, or if other suspected historic resources are encountered, all ground-disturbing activity shall cease within 100 feet of the resource. A professional archaeologist shall be consulted to assess the find and to determine whether the resource requires further study. Qualified archeological personnel shall assist the Lead Agency by generating measures to protect the discovered resources. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the qualified archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. Potentially significant cultural resources could consist of, but are not limited to: stone, bone, fossils, wood, or shell artifacts or features, including structural remains, historic dumpsites, hearths, and middens. Midden features are characterized by darkened soil and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention shall be paid to uncharacteristic soil color changes. Any previously undiscovered resources encountered during project construction shall be recorded on appropriate California Department of Parks and Recreation forms and evaluated for significance under all applicable regulatory criteria.

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within Mitigation Measure TCR-1.

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

Less Than Significant Impact With Mitigation Incorporated.

The project site is not located on or near to an existing cemetery. Furthermore, due to the project site having been previously graded twice during 2006 and 2009, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during earth removal or disturbance activities. Nonetheless, if human remains are found, those remains would require proper treatment in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are

accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must cease in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been notified, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations (included as Mitigation Measure **CUL-2**), impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures:

CUL-2 If human remains, including disarticulated or cremated remains, are discovered during any phase of project construction, all ground-disturbing activities should cease within 100 feet of the find and the County Coroner and the Lead Agency (City of Victorville) shall be immediately notified.

California State Health and Safety Code 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Environmental Quality Act regulations and Public Resources Code Section 5097.98. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The Lead Agency shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the find and consult with the Most Likely Descendant, if any, identified by the Native American Heritage Commission. As necessary and appropriate, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The Lead Agency shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in California Environmental Quality Act Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, prior to resuming ground-disturbing activities within 100 feet of where the remains were discovered.

4.6 ENERGY

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

The energy calculations in this section are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) outputs within the *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development – Eucalyptus Street and Oak Hill Road, Victorville, CA* (Air Quality Study), prepared by M. S. Hatch Consulting, LLC, dated October 15, 2021. This document is included as Appendix A-1 of this IS/MND and is incorporated herein by reference. Refer to Appendix A-2 for the project's energy calculations.

REGULATORY FRAMEWORK

State

Senate Bill 100. Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and all other State agencies incorporate this policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve such renewable energy goals.

California Building Energy Efficiency Standards (Title 24). The *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings* (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy (mainly due to solar photovoltaic panels and lighting upgrades) when compared to those constructed under 2016 Title 24 standards, and nonresidential buildings use about 30 percent less energy (mainly due to lighting upgrades) when compared to those constructed under 2016 Title 24 standards.[7] The standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards. The California Green Building Standards (CALGreen) Code (California Code of Regulations Title 24, Part 11) is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five

[7] California Energy Commission, *2019 Building Energy Efficiency Standards Fact Sheet*, March 2018.

topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and became effective on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials, among others.

California Public Utilities Commission Energy Efficiency Strategic Plan. The CPUC prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and greenhouse gas (GHG) reductions. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State from 2009 to 2020 and beyond. The Strategic Plan contains the practical strategies and actions to attain significant Statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the following four strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report. In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2020 Integrated Energy Policy Report Update (2020 IEPR Update) Volume I and Volume III on March 17, 2021, and Volume II on April 14, 2021. The 2020 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The year of 2020 was unprecedented as the State continues to face the impacts and repercussions of several events including the COVID-19 pandemic, electricity outages, and Statewide wildfires. In response to these challenging events, the 2020 IEPR Update covers a broad range of topics, including transportation, microgrids, and the California Energy Demand Forecast. Volume I of the 2020 IEPR Update focuses on California's transportation future and the transition to zero-emission vehicles; Volume II examines microgrids, lessons learned from a decade of State-supported research, and stakeholder feedback on the potential of microgrids to contribute to a clean and resilient energy system; and Volume III reports on California's energy demand outlook, updated to reflect the global pandemic and help plan for a growth in zero-emission plug in electric vehicles. Overall, the 2020 IEPR Update identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that cause climate change, improve air quality, and contribute to a more equitable future.

Executive Order N-79-20. Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

Local

City of Victorville

Victorville General Plan 2030. City policies and implementation measures pertaining to energy are contained in the Resource Element of the *Victorville General Plan* 2030 (General Plan). These policies and implementation measures include the following:

> **Policy 7.2.1**: Support energy conservation by requiring sustainable building design and development for new residential, commercial and industrial projects.
>
> > *Implementation Measure 7.2.1.1*: Incorporate green building principles and practices, to the extent practicable and financially feasible, into the design, development and operation of all City owned facilities.
> >
> > *Implementation Measure 7.2.1.2*: Minimize energy use of new residential, commercial and industrial projects by requiring high efficiency heating, lighting and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NO_x water heaters.
> >
> > *Implementation Measure 7.2.1.3*: Require drought tolerant landscaping in all new private developments.

METHODOLOGY

The impact analysis focuses on the three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with project operations as well as the fuel necessary for project construction. The analysis of electricity/natural gas usage is based on the CalEEMod modeling within the Air Quality Study, which quantifies energy use for occupancy. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for San Bernardino County, and consumption factors provided by Southern California Edison (SCE) and Southwest Gas Corporation, the electricity and natural gas provider for the project site, respectively. The results of the CalEEMod modeling are included in Appendix A-2, *Energy Data*. The amount of operational fuel use was estimated using the California Air Resources Board (CARB) Emissions Factor 2017 (EMFAC2017) computer program, which provides projections for typical daily fuel (i.e., diesel and gasoline) usage in the County, and the project's trip generation from the *Tentative Tract Map 20341 Proposed Single-Family Residential Development City of Victorville* (Traffic Study) prepared by Ruettgers and Schuler Civil Engineers (dated March 2021). The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The results of EMFAC2017 modeling and construction fuel estimates are included in Appendix A-2.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis under Response 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.

- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

IMPACT ANALYSIS

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

PROJECT-RELATED SOURCES OF ENERGY CONSUMPTION

The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's energy usage would constitute an approximate 0.0149 percent increase over San Bernardino County's typical annual electricity consumption and an approximate 0.0160 percent increase over the County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase the County's consumption by 0.0502 percent and 0.0720 percent, respectively (Criterion 1).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Bernardino County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	2,373 MWh	15,968,515 MWh	0.0149%
Natural Gas Consumption	84,295 therms	527,236,428 therms	0.0160%
Fuel Consumption			
• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption[3]	127,092 gallons	253,015,853 gallons	0.0502%
• Operational Automotive Fuel Consumption[3]	556,935 gallons	773,841,435 gallons	0.0720%

Notes:
1. As modeled in CalEEMod version 2020.4.0; refer to Appendix A-1.
2. The project increases in electricity and natural gas consumption are compared to the total consumption in San Bernardino County in 2020. The project increases in fuel consumption are compared with the projected Countywide fuel consumption in 2027.

   San Bernardino County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed November 10, 2021.

   San Bernardino County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 10, 2021.

3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.

Refer to Appendix A-2 for assumptions used in this analysis.

Construction-Related Energy

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during grading, building construction, paving, and architectural coating. As indicated in Table 4.6-1, the annual average fuel consumption during project construction would be 127,092 gallons, which would result in a nominal increase (0.0502 percent) in fuel use in the County. As such, project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (Criterion 2).

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off (i.e., Title 13, California Code of Regulations Section 2485). Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Criterion 4).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.[8] It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment, or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (Criterion 5) and a less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the annual fuel consumed by vehicles traveling to and from the project site. As indicated in Table 4.6-1, project operations are estimated to consume approximately 556,935 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0720 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (Criterion 2).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the project. However, the project would include on-site electric vehicle (EV) charging stations and bicycle parking spaces in compliance with the CALGreen Code. This project design feature would encourage and support the use of electric

[8] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials, accessed November 11, 2021.

vehicles and alternative transportation modes by residents, workers, and visitors of the project and thus reduce petroleum fuel consumption (Criterion 4 and Criterion 6).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2020 to 2030 forecasts for energy consumption and peak demand in support of the 2019 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[9] CEC forecasts that the Statewide annual average growth rates of energy demand between 2019 and 2030 would be up to 1.10 percent for electricity and 0.16 percent for natural gas.[10] As shown in Table 4.6-1, the project's increase in operational electricity and natural gas consumption over the current Countywide usage would represent approximately 0.0149 and 0.0160 percent, respectively, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (Criterion 2). Additionally, the project would consume energy during the same time periods as other residential and commercial developments. As a result, the project would not result in unique or more intensive peak or base period electricity demand (Criterion 3).

The proposed project would be required to comply with 2019 (or most recent) Title 24, which provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update, therefore, complying with the latest Title 24 standards would make the proposed project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards (Criterion 4).

The electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS) reflected in SB 100. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent of total procurement by 2030. In addition, in compliance with 2019 Title 24, the project would be required to install rooftop solar panels and generate renewable energy on-site. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that the project would not result in the waste of the finite energy resources (Criterion 5).

The project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, 2019 CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2020 IEPR Update. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24

[9] California Energy Commission, *California Energy Demand 2020-2030 Revised Forecast*, February 2020.
[10] Ibid.

standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient building features as well as water-efficient fixtures and EV charging infrastructure, all of which consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Policy 7.2.1. Further, per the RPS, the project would utilize electricity provided by SCE that would achieve at least 60 percent renewable energy by 2030. As such, the proposed project would be consistently associated with renewable energy or energy efficiency plans and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.			✓	
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?				✓
4) 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?		✓		

The analysis and findings throughout this section are based on the *Geotechnical Investigation Report Update*, prepared by Bruin Geotechnical Services, Inc. (December 14, 2020). The document is provided as Appendix D of this IS/MND and is incorporated herein by reference.

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

1) 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 project site, like the entire Southern California region, is located in an area of high seismic activity. According to the General Plan EIR, the San Andreas Fault is located approximately twenty-four miles south of the Planning Area (approximately 12 miles southwest of the project) and is considered most likely to produce a major earthquake within the area. The Helendale Fault located approximately nine miles northeast of the Planning Area (approximately 19 miles northeast of the project) could also be responsible for a moderate earthquake with a Richter magnitude of approximately 5.9. A third major fault system, the San Jacinto Fault, is located approximately twenty-six miles south of the Planning Area (approximately 14 miles southwest of the project) and runs parallel to the San Andreas Fault. The North Frontal fault zone of the San Bernardino Mountains is located approximately five and one-half miles southeast of the Planning Area (approximately 12 miles southeast of the project) along the base of the

Ord Mountains. This active fault has the potential to produce a moderate earthquake with a Richter magnitude of 6.2. The Landers fault is located approximately fifty miles southeast of the Planning Area (approximately 55 miles southeast of the project). The Landers Fault was discovered as a result of a 7.4 Richter magnitude sized earthquake on June 28, 1992. Although the epicenter (i.e., a surface point directly above the earthquake's focus) was approximately fifty miles from the Planning Area, intense local ground shaking occurred. However, no substantial damage to buildings or facilities in the Planning Area was reported.

As described in the *Geotechnical Investigation Report Update*, the project site is not located within an Alquist-Priolo special studies zone; see Appendix D. No new faults have been mapped across the project site, and as such, potential hazards due to active fault rupture are considered minimal. Impacts would be less than significant.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. According to the *Geotechnical Investigation Report Update*, the project site is located in a seismically active area typical of Southern California and likely to be subjected to a strong ground shaking due to earthquakes on nearby faults (i.e., Helendale Fault, San Andreas Fault). The project site is also located in an area in which active seismic occurrences are recorded on a yearly basis. Seismic studies conducted show a major break along the San Andreas Fault could be responsible for an event of approximately 8.4 on the Richter scale. A seismic event of this magnitude could cause bedrock accelerations as large as 0.5g.[11] Events of this magnitude are anticipated to occur approximately every 150 years. The last occurrence of this magnitude was in 1857 (Fort Tejon Earthquake; refer to Appendix D).

To reduce this potential impact, implementation of Mitigation Measure **GEO-1**, which would require incorporation of all recommendations identified in the *Geotechnical Investigation Report* Update into the project design including International Building Code (IBC) Seismic Design Parameters, would be implemented. With mitigation incorporated, potential impacts associated with strong seismic ground shaking would be reduced to less than significant.

Mitigation Measures

GEO-1 The project shall incorporate all recommendations identified in the Geotechnical Investigation Report Update (Bruin Geotechnical Services, Inc., December 14, 2020) into the construction and design of the project pertinent to International Building Code Seismic Design Parameters, Earthwork, Remedial Grading of Building Pads and Driveways, Concrete Flatwork, Fill Placement, Compaction, and Slabs on Grade.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid. According to the *Geotechnical Investigation Report Update*, the project site contains silty sand (SM) and poorly graded sands (SP) with occasional clayey sands (ML); see Appendix D. The report concluded that the project site is not located within an area susceptible to liquefaction and the likelihood of occurrence of liquefaction or seismically-induced dynamic settlement is considered negligible. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[11] Peak ground acceleration can be expressed in fractions of g (the standard acceleration due to Earth's gravity, equivalent to g force).

4) Landslides?

No Impact. The project site and surrounding area is generally flat with gentle downward sloping from a southerly to northerly direction and is not located near to any adjacent hillside topography. Therefore, the potential for landslides to occur is considered to be low. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As the project would disturb more than one acre of soil, the project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and would be obtained prior to the start of grading and construction. As part of the permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared to include Best Management Practices (BMPs) designed to prevent soil erosion and the discharge of turbidity sediments into the local storm drains during project construction. On a local scale, the project would also be required to comply with all regulatory provisions set forth in City of Victorville Municipal Code Chapter 10.30, *Storm Water and Urban Runoff Management and Discharge Control.* Therefore, project conformance with the NPDES Construction General Permit requirements and with the City's Municipal Code requirement would reduce potential impacts relative to substantial soil erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Refer to Responses 4.7(a)(3) and 4.7(a)(4) for the discussion concerning liquefaction, landslides, and expansive soils. The Geotechnical Investigation Report Update indicates that, according to prior studies performed on the site, the occurrence of subsidence is not anticipated to represent a significant design constraint; see Appendix D. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Investigation Report Update, soil sample reports were separately obtained and provided by LOR Geotechnical Group Inc. and Albus-Keefe and Associates; refer to Appendix D. The reports indicated that the project site contained colluvium (silty sand) and older alluvium (silty sand) material with a very low to low expansion potential. The reports also recommended recompaction of the upper 3 to 5 feet of soils and for over-excavation and re-compaction of upper soils and incorporation of foundation design criteria. In concurrence, recommendations from both reports are incorporated into Sections 9.2 thru 9.4 of Geotechnical Investigation Report Update in regard to remedial grading of building pads, driveways, concrete flatwork (i.e., sidewalks, patios, walkways, etc.). Therefore, with implementation of Mitigation Measure **GEO-1** which would require the project to incorporate remedial grading recommendations identified in the Geotechnical Investigation, impacts relative to expansive soils would be less than significant.

Mitigation Measures: Implement Mitigation Measure **GEO-1**.

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?

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The project site was previously graded in 2006 and 2009. As a result, it is not expected that paleontological resources would be encountered during project construction, as they would have likely been disturbed or destroyed by prior ground disturbing activities. Nonetheless, in the unlikely event that paleontological resources are encountered during project construction, Mitigation Measure **GEO-2** would require project construction activities to cease in the vicinity of the find until a qualified paleontologist identifies the paleontological significance of the find and recommends a course of action. With implementation of Mitigation Measure **GEO-2**, impacts resulting from potential indirect or direct destruction of a unique paleontological resource would be reduced less than significant.

Mitigation Measures:

GEO-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Victorville Community Development Director. With direction from the Community Development Director, a paleontologist certified by the County of San Bernardino shall evaluate the find prior to resuming ground disturbing activities in the immediate vicinity. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

4.8 GREENHOUSE GAS EMISSIONS

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

The analysis and findings throughout this section are based on the *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development – Eucalyptus Street and Oak Hill Road, Victorville, CA*, prepared by M. S. Hatch Consulting, LLC, dated October 15, 2021. This document is included as Appendix A-1 of this IS/MND and is incorporated herein by reference.

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

According to the Mojave Desert Air Quality Management District's (MDAQMD) *CEQA and Federal Conformity Guidelines*, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request which threshold is most appropriate for a given project; in general, for GHG emissions, the MDAQMD significance emission threshold of 100,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year is sufficient. A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation.

Project-related GHG emissions typically include emission from construction and operational activities. Construction emissions are temporary and include emissions of criteria pollutants and greenhouse gases from construction activities during site preparation, grading, building construction, paving, and the application of architectural coatings. Operational emissions consist of area sources (i.e., reapplying architectural coatings, consumer products, and landscaping equipment), energy use (i.e., electricity and natural gas), mobile sources (e.g., commuting), solid waste disposal, and water and wastewater use (i.e., supplying and treating water and wastewater).

As shown in Table 4.8-1, *Annual Construction and Operations GHG Emissions Summary*, the total amount of annual project-related emissions from direct and indirect sources combined would total 3,611 $MTCO_2eq/yr$, which is below the 100,000 $MTCO_2eq/yr$ threshold established by MDAQMD. As shown in Table 4.8-2, *Daily Construction and Operations GHG Emissions Summary*, the total amount of daily project-related emissions from direct and indirect sources combined would total 18,976 pounds per day of CO_2eq, which is below the 548,000 pounds per day of CO_2eq threshold. Therefore, the proposed project would result in a less than significant impact with regard to GHG emissions.

Table 4.8-1
Annual Construction and Operations GHG Emissions Summary

Emissions	Pollutant (tons/year)[1]
	CO_2eq
Construction	
Year 1	770
Year 2	1,374
Year 3	1,218
Year 4	795
Year 5	46
Operational	
Area Sources	4
Energy	876
Mobile	2,447
Waste	176
Water	109
Total Operational Emissions	***3,611***
Significant Emissions Threshold	***100,000***
Is Threshold Exceeded?	***No***

CO_2eq = carbon dioxide equivalent

Notes:
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the MDAQMD.

Source: M.S. Hatch Consulting LLC, *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development –Eucalyptus Street and Oak Hill Road, Victorville, CA*, October 15, 2021, Table 3, page 5.

Table 4.8-2
Daily Construction and Operations GHG Emissions Summary

Emissions	Pollutant (pounds/day)[1]
	CO_2eq
Construction	
Year 1	15,770
Year 2	15,444
Year 3	10,571
Year 4	10,352
Year 5	1,004
Operational	
Area Sources	45
Energy	2,733
Mobile	16,198
Waste	N/A
Water	N/A
Total Operational Emissions	***18,976***
Significant Emissions Threshold	***548,000***
Is Threshold Exceeded?	***No***

CO_2eq = carbon dioxide equivalent

Notes:
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the MDAQMD.

Source: M.S. Hatch Consulting LLC, *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development –Eucalyptus Street and Oak Hill Road, Victorville, CA*, October 15, 2021, Table 4, page 6.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As mandated by CEQA Guidelines Section 15064(h)(3), projects that are consistent with an adopted Climate Action Plan (CAP) may be found to cause a less than significant GHG impact under CEQA. Projects that are consistent with adopted CAPs are also considered to support, and not conflict with, an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

While the City adopted its CAP in 2015, the CAP looked at consistency with Assembly Bill 32 through the year 2020 (AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020). The City is in the process of adopting a Greenhouse Gas Reduction Plan (GGRP) to meet the intent of SB 32, which codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). However, the GGRP has not been formally adopted. Thus, the GHG plan consistency for the proposed project is based off the project's consistency with the *2020-2045 the Regional Transportation/Sustainable Communities Strategy* (2020-2045 RTP/SCS) and the California Air Resources Board (CARB) *Second Update to the Scoping Plan* (2017 Scoping Plan Update), which identifies the State's post-2020 reduction strategy. The 2020-2045 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020-2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2017 Scoping Plan Update describes the approach California will take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030.

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 4.8-3, *Consistency with the 2020-2045 RTP/SCS*, shows the project's consistency with the five reduction strategies found within the 2020-2045 RTP/SCS. As shown in Table 4.8-3, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The proposed project introduce a 298-lot single-family residential subdivision in an area surrounded on all sides by single-family residential land use and zoning designations. As noted in Section 4.11, *Land Use and Planning*, the project would be consistent with the City's anticipated land use and zoning for the project area and would not conflict with an applicable plan, policy, or regulation adopted for the

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)		purpose of avoiding or mitigating an environmental effect. As concluded in Section 4.17, *Transportation*, the project would be served by the VVTA Bus Route 21P (Victor Valley Mall – Pinon Hills). Currently, the nearest bus stop (Stop 21) is located at the northeast corner of US Highway 395 and Bear Valley Parkway, approximately 1.08 miles northeast of the project site. The project as proposed would not disrupt or conflict with current or future operations of the VVTA system, Although there are no bicycle lanes or facilities adjacent to or near the project site, the project as proposed would not result in a conflict with a program plan, ordinance, or policy addressing the City's bicycle network. In addition, Section 21100(h) of the California Vehicle Code allows bicyclists to ride on sidewalks and are also allowed ride on roadways. These amenities would promote alternative modes of transportation. The project would be consistent with this reduction goal in this regard.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** As a 298-lot single-family residential subdivision, the proposed project would uphold SCAG's reduction goal to promote diverse housing choices. As noted in Section 4.14, *Population and Housing*, the project site is currently vacant and no housing exists on-site. Therefore, project implementation would not displace any existing housing or people. The project would be consistent with applicable reduction strategies to promote diverse housing choices in this regard.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would be required to comply with all applicable CALGreen and Title 24 standards at the time of construction. Therefore, proposed development would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction goal.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As described above, the proposed project would support multiple transit options. The project would implement applicable sustainable design features in accordance with CALGreen and Title 24 standards. Sustainable design features include energy-efficient appliances, water and space heating/cooling equipment, building insulation and roofing, and lighting. Thus, the project would be consistent with this reduction goal.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project would be required to comply with all applicable Title 24 and CALGreen standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify ways to improve access to public park space		

Source: Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the 2017 CARB Scoping Plan Update

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Table 4.8-4, *Consistency with the 2017 Scoping Plan Update*, includes an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with actions/strategies outlined in the 2017 Scoping Plan Update.

Table 4.8-4
Consistency with the 2017 Scoping Plan Update

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The proposed project would not be an electrical provider or delay the goals of SB 350. Furthermore, the project's energy provider would be required to comply with SB 350. As such, the project would comply with SB 350.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**Consistent.** As a residential development, truck trips would be limited to project construction activities. Nonetheless, all motor vehicles driven within the project area would be required to use LCFS complaint fuels. Thus, the project would comply with this goal.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**Consistent.** As a residential development, truck trips would be limited to project construction activities. Construction vehicles would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The proposed project would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. Furthermore, the proposed project would be required to comply with the most current version of the Title 24 and CALGreen Code at the time of construction. Thus, the proposed project would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	**Not Applicable.** As a residential development, the project would not involve freight trips. As such, this goal would not be applicable to the proposed project.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	**Consistent.** The project does not involve would include sources that would emit large amounts of methane (refer to Appendix A-1). Furthermore, the project would comply with all CARB and MDAQMD hydrofluorocarbon regulations. As such, the proposed project would not conflict with the SLCP reduction strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	**Consistent.** As shown in Table 4.8-3, the project would be consistent with the 2020-2045 RTP/SCS and would not conflict with the goals of SB 375. As such, the proposed project would not conflict with the SCS reduction strategy.

Actions and Strategies	Project Consistency Analysis
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	**Not Applicable**. As a residential development, the proposed project is not subject to the Post-2020 Cap-and-Trade Program, which covers major GHG-emitting sources, such as electricity generation (including imports), and large stationary sources (e.g., refineries, cement production facilities, oil and gas production facilities, glass manufacturing facilities, and food processing plants) that emit more than 25,000 $MTCO_2e$ per year. The project would not conflict with this goal.
Source: California Air Resources Board, 2017 Scoping Plan, November 2017.	

As discussed above, the project has been substantiated to be consistent with applicable goals of the 2020-2045 RTP/SCS and the 2017 Scoping Plan Update. Thus, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			✓	
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?				✓

This section is based upon the *Phase I Environmental Site Assessment Tentative Tract Map 20341 Eucalyptus Street and Oak Hill Road Victorville, California 92392* (Phase I ESA), prepared by Partner Engineering and Science, Inc., dated October 20, 2020; refer to Appendix E.

The intent of the Phase I ESA is to identify conditions indicative of releases or threatened releases of hazardous substances as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) Section 101, and of petroleum products at the project site. The Phase I ESA included a search for recorded environmental cleanup liens; review of federal, tribal, State, and local government records; visual inspection of the property and of adjoining properties; and interviews with current owners, operators, and occupants.

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and/or maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). These activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable federal, State, and local laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction are considered to be less than significant.

Operations

Hazardous materials are not typically associated with residential uses. Compliance with applicable federal, State, and local laws and regulations governing the use, storage, and transportation of hazardous materials, as applicable, would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Historical Uses

Based on the Phase I ESA, the project site has been undeveloped since at least 1902. No operations are currently performed on the project site. No potential environmental concerns were identified in association with the current or former uses of the project site.

Site Reconnaissance

Based on the Phase I ESA, no evidence of recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) were observed; refer to Appendix E. Solid waste is not currently generated at the subject property. No evidence of illegal dumping of solid waste was observed. The project site is not currently serviced by a sanitary sewer system, and no wastewater treatment facilities or septic systems were observed or reported on the project site.

No paved surfaces are present on the project site and stormwater directly infiltrates on-site soils. No surface impoundments, wetlands, natural catch basins, pits, ponds, or lagoons were observed on the project site, nor were any drains, sumps, or clarifiers observed. No aboveground evidence of wells or cisterns was observed. No hazardous substances or petroleum products were observed on the project site, nor was any evidence of current or former aboveground storage tanks (ASTs) or underground storage tanks (USTs) found.

No potential Polychlorinated Biphenyl (PCB)-containing equipment (transformers, oil-filled switches, hoists, lifts, dock levelers, hydraulic elevators, etc.) was observed on the project site. No additional environmental hazards, including landfill activities or radiological hazards, were observed.

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by federal, State, and local regulations. Impacts in this regard would be less than significant.

Operations

Refer to Response 4.9(a), for a description of impacts related to project operations. Impacts in this regard would be less than significant.

Mitigation Measures:

No mitigation measures are required.

c) 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. The proposed project would not result in hazardous emissions or hazardous materials that would pose a potential health hazard. The only emissions that would occur are those resulting from the use of construction vehicles and/or equipment. However, these emissions would be primarily composed of particulates and criteria air pollutants that do not pose a significant health risk (refer to Section 4.3, *Air Quality*). The nearest school to the project site is Hollyvale Elementary School located approximately 1.1 miles to the northeast of the project site. In addition, as noted in Responses 4.9(a) and 4.9(b), above, the project would not result in significant hazardous materials impacts during the construction process or long-term operations. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.[12] Thus, no impact would result in this regard.

[12] California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed February 11, 2021.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The nearest airport to the project site is the privately-owned Adelanto Airport located approximately 6.5 miles to the northwest. The nearest publicly-owned airport is Southern California Logistics Airport (SCLA) located nearly 9 miles to the north, well outside of the Airport Influence Area for SCLA based on the *Southern California Logistics Airport Comprehensive Land Use Plan* (September 2008). Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels or safety hazards associated with aircraft. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would not cause any permanent alterations to vehicular circulation routes and/or patterns, or obstruct public access or travel. Additionally, all construction staging would occur within the boundaries of the project site and would not interfere with circulation along Eucalyptus Street, Solano Road, Mesa Street, and Cloverlawn Street, or any other nearby roadways. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No wildland areas are identified in the project vicinity. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone (FHSZ) Map for San Bernardino County, the project site is not located in a high fire hazard area for either local or State or Federal responsibility.[13] Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[13] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Map: San Bernardino County*, http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles, accessed February 11, 2021.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
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:			✓	
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) 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?			✓	
4) 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?			✓	

The information presented in this analysis is based on review of Tentative Tract Map 20341 prepared by David Evans an Associates Inc., dated July 28, 2021.

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

Less Than Significant Impact. Water quality impacts from short-term construction operations would consist of the discharge of pollutants, including primarily sediment from grading operations, as well as oil and grease from equipment, trash from worker and construction activities, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the United States and are regulated by the State Water Resources Control Board (SWRCB).

The SWRCB has adopted General Permit No. CAS000002 - Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit) for California that applies to most construction-related storm water discharges within California. The General Permit requires that projects disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters. As the project site is approximately 76.75 acres in size, the project would be subject to the provisions of the National Pollution Discharge Elimination System (NPDES) General Permit and would be required to submit a SWPPP to the SWQCB, Lahontan Region (Regional Board). Compliance with such measures would reduce construction-related impacts on water quality to less than significant.

Post-construction, development is not anticipated to result in significant impacts to water quality or waste discharge requirements. Project design would ensure that storm water discharges from the site are no greater in volume or velocity than under current undeveloped conditions and that runoff leaving the site complies with all applicable water quality standards.

The project would be required to obtain approval of a Water Quality Management Plan (WQMP) from the City's Public Works department. The WQMP would identify BMPs (including design criteria for treatment control) for the management of urban storm water runoff relative to the rate, amount, and quality of water leaving a property. By addressing site design, source control, and treatment control BMPs on a project-specific and/or sub-regional or regional basis, the WQMP is intended to ensure that the cumulative, regional impact of urban storm water runoff is properly managed. The WQMP would be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan. Further, the project would be required to comply with the mandatory NPDES requirements to control and reduce the potential for water quality impacts to occur. Project conformance with the requirements of the NPDES permit, SWPPP, and WQMP would be required prior to, during, and/or after construction. As such, potential impacts relative to water quality would be reduced to a less than significant level.

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

Less Than Significant Impact. The project site lies in the Mojave River Groundwater Basin. The Victorville Water District (VWD) would provide potable water to the project site. VWD has 36 active groundwater wells within its distribution system that are actively used to pump groundwater from the Mojave River Groundwater Basin, which encompasses 1,400 square miles and has an estimated total water storage capacity of nearly five million acre-feet.

VWD estimates that water demands in its service area for normal years would increase from approximately 27,156 acre-feet per year (afy) in 2020 to approximately 37,858 afy in 2040. VWD forecasts that it will have sufficient water supplies to meet water demands in its service area for normal, single-dry, and multiple dry years. Projected populations in VWD's service area were based on projections obtained from the California Department of Finance (DOF). DOF data incorporates demographic trends, existing land use, and General Plan land use policies. Therefore, project development would have been accounted for in the City's estimates of future water demands. Furthermore, the project applicant would be required to obtain a "will serve" letter from VWD prior to construction of the project. The provision of a "will serve" letter from VWD, as well as payment of water connection fees and ongoing user fees, would ensure that the project does not substantially interfere with the VWD's ability to provide water service within its service boundaries. Therefore, project water demands would not substantially deplete groundwater supplies and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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:

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

Less Than Significant Impact. During construction and with implementation of the SWPPP, the project would provide standard erosion sediment control measures that would protect against erosion, including installation of groundcover (e.g., landscaping as required) and other BMPs such as use of gravel bags and straw wattles to allow for sediment retention. The project would also be required to comply with the mandatory requirements of the NPDES to control and reduce the potential for siltation to occur. Any storm water runoff from lots within Phase 3 would be conveyed in an easterly direction away from the wash and directed toward proposed detention basins within the project. In general, post construction stormwater would flow in a southwesterly to northeasterly direction via curb and gutter toward two

water quality detention basins with Lot B (0.99-acre) detention basin situated at the central portion of the project and with Lot A (1.75-acre) situated at the northern portion of the project abutting Eucalyptus Avenue. Both detention basins would be engineered designed to handle a 50-year storm event. Any excess stormwater runoff reaching the eastern portion of the project along Cloverlawn Street would be captured and conveyed northward via a 30-inch storm drain (conceptually sized for a 50-year storm event) toward Lot A detention basin. Any excess flow from Lot A detention basin would then be discharged via 30-inch storm drain to a point of connection with an existing 36-inch storm drain on Eucalyptus Avenue. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project would not substantially alter the drainage pattern of the project site or surrounding area and would not alter the course of a stream or river [refer to Response 4.10(c)(1) above]. As indicated above, the project's on-site runoff would be conveyed via curb and gutter toward a 30-inch storm drain (conceptually sized for a 50-year storm event) and to direct flow toward two water quality detention basins to accommodate and treat runoff flow from a 50-year storm event. Runoff from the site is expected to be minimal and controlled in compliance with the City's grading regulations and the project's administered WQMP. As stated above, the project would not increase the rate or volume of runoff from the site over that which occurs under existing conditions and would therefore not contribute to flooding on- or offsite. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(1) and 4.10(c)(2) above.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Responses 4.10(c)(1) and 4.10(c)(2).

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Flood Insurance Rate Map (FIRM) No. 06037C0700F, Panel 9815[14], the project site is located outside of the 100-year flood hazard area (refer to Exhibit 4.10-1, *Project FEMA Map*) As a result, no impact would occur in this regard.

[14] Federal Emergency Management Agency, Flood Insurance Rate Map No., 06071C5815H, Panel 9815 https://msc.fema.gov/portal/search, accessed April 20, 2021.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is not located within proximity to the Pacific Ocean or any other large body of water. No impact would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impact would occur in this regard.

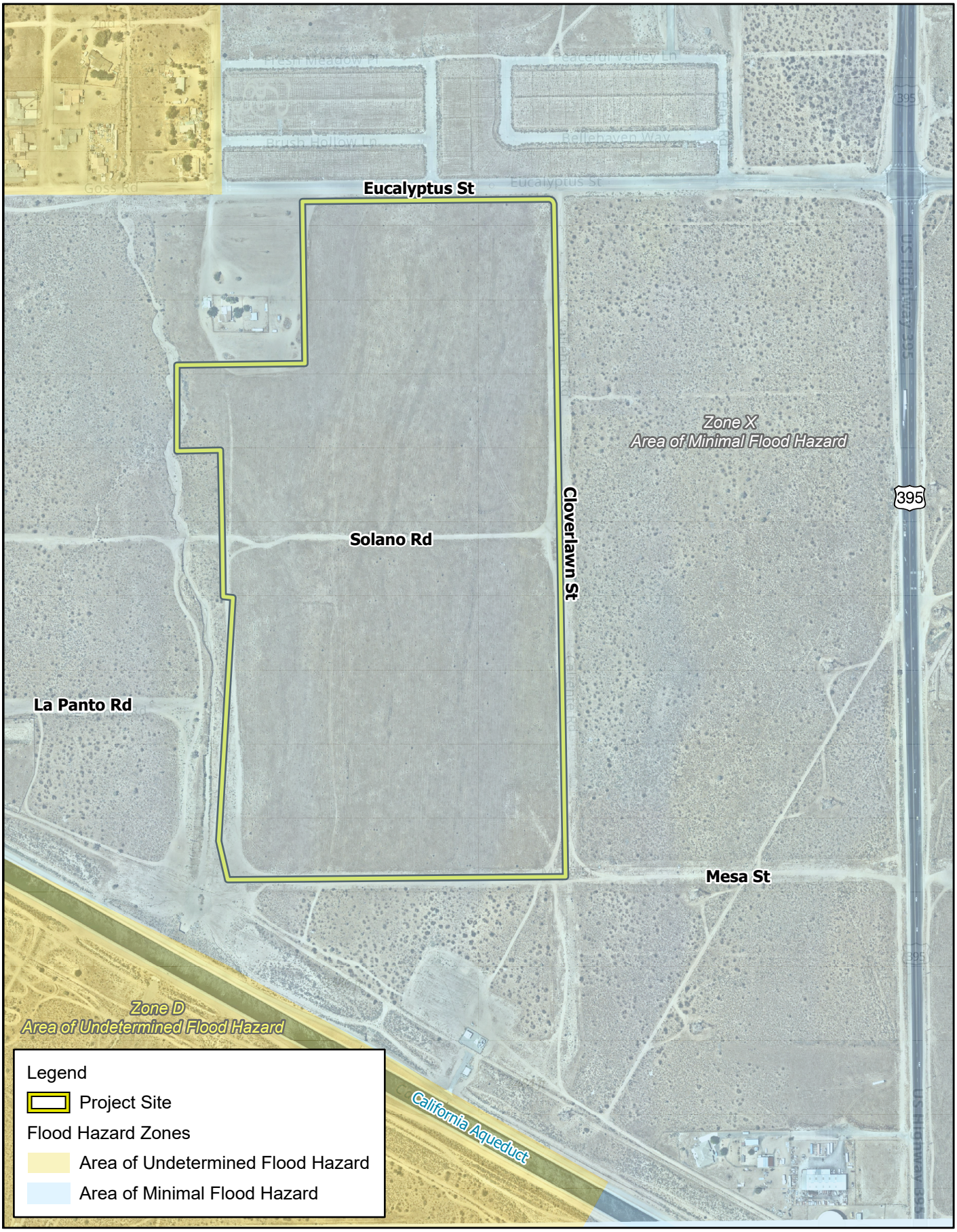
Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(b), above. The project would be subject to the provisions of the NPDES General Permit and would be required to submit a SWPPP to the SWQCB, Lahontan Region (Regional Board) to reduce project-related impacts on water quality. Further, the project would be required to obtain approval of a WQMP from the City for the management of urban storm water runoff relative to the rate, amount, and quality of water leaving the property. By addressing BMPs on a project-specific and/or sub-regional or regional basis, the WQMP would ensure that potential impacts related to urban storm water runoff are properly managed. Additionally, the provision of a "will serve" letter from VWD, as well as payment of water connection fees and ongoing user fees, would ensure that the project does not substantially interfere with the VWD's ability to provide water service within its service boundaries and that impacts on water supplies are not significant.

Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



Michael Baker INTERNATIONAL

0 250 500 Feet

Source: ESRI, City of Victorville, FEMA

TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project FEMA Map

Exhibit 4-10

This page intentionally left blank.

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

a) Physically divide an established community?

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community as the project site does not provide access to established communities under current conditions and would not isolate any established communities or residences from neighboring communities. As indicated in Section 2.0, *Project Description*, the project site is designated/zoned Low Density Residential (R-1) and is surrounded by low- and very low-residential zoning to the north (R-1), east (R-1TB1/2), south (R-1TB1/2), and west (R-1TB1/2), in addition to general commercial (C-2) zoning to the east. As such, the project would conform to anticipated planned residential development in the surrounding area. Additionally, the project does not propose the construction of new major roadways, storm channels, road or bridge closures, or construction of major utility transmission lines to serve the project site that would have the potential to divide an established community. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

General Plan Consistency

Based on the General Plan Land Use Map, the project site is designated Low Density Residential (R-1). Low Density Residential areas are characterized by single-family detached residential development. The Low Density Residential designation has a maximum permitted density of 5 dwelling units per acre. As proposed, the 76.65-acre 298-lot single-family residential subdivision would result in an average density of 3.9 dwelling units per acre under the site's existing R-1 land use designation.

Table 4.11-1, *General Plan Consistency Analysis*, analyzes the project's consistency with relevant General Plan Land Use Element goals and policies. As demonstrated in Table 4.11-1, the project is consistent with the General Plan Land Use Element.

Table 4.11-1
General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal #1: Balanced Land Uses Provide for a Balanced Community with Residential, Commercial and Industrial Development	
Policy 1.1.1: Encourage development that does not conflict with or adversely affect other existing or potential development.	Consistent. The proposed project would introduce a 298-lot single-family residential subdivision in the western portion of the City. The project area is currently mostly vacant with some limited single-family residential development to the north. The project site is surrounded on all sides by single-family residential land use and zoning designations. As such, the project would not conflict with or adversely affect other existing or potential development.
Policy 1.2.3: Ensure that new development is compatible with existing developments and public infrastructure.	Consistent. The proposed project would develop single-family residential uses that would be compatible with existing adjacent residential development. In addition, the project would connect to existing utility and transportation infrastructure in the project area, including existing water, sewer, drainage, and dry utilities. The project would be accessed by developer-installed street improvements in accordance with the City of Victorville Standards.
Goal 3: Ample City Services – Ensure Provision of Adequate City Services and Infrastructure	
Policy 3.1.1: Provide mechanisms through which development can pay the cost of its infrastructure and services needs.	Consistent. The proposed project would be required to pay fair share development impact fees as a mechanism to contribute to the costs of public facilities and services needed to serve the development, as determined by the City of Victorville Development Department.
Goal 4: Beautify Victorville – Provide for an Aesthetically Pleasing Community	
Policy 4.1.1: Promote high quality development.	Consistent. The proposed project would comply with the City's design guidelines for residential uses to ensure high quality development is maintained, in accordance with Victorville Municipal Code Title 16, *Development Code*, Chapter 3, *Zoning and Land Use Requirements*, Article 24, *General Development Requirements and Exceptions*. Additionally, new community entry monuments would be installed at the project's entrances at Eucalyptus Street and Cloverlawn Street. The project's landscaping and signage improvements would unify the proposed development with future residential development in neighboring communities.

Zoning Code Consistency

According to the City's *General Plan Land Use Policy and Zoning Map* (Zoning Map), the project site is zoned Low Density Residential (R-1), which is consistent with the proposed residential development. The project site does not fall within the boundaries of a specific plan. As such, the proposed project would be consistent with the existing zoning.

Based on the analysis above and upon approval of the requested entitlements, the proposed project would not conflict with applicable goals and policies in the General Plan or applicable regulations under the Zoning Code. As such, the project would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
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?				✓

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

No Impact. According to the General Plan EIR, the project is within an area designated MRZ-3a, which may contain significant aggregate deposits. However, the areas of the City within the MRZ-3a designation are primarily zoned for future development, and known deposits of significant aggregate mineral deposits are located along the Mojave River. As such, development under the General Plan was not expected to result in the loss of a locally important mineral resource recovery site, pursuant to the associated EIR. There would be no impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation measures are required.

4.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

This section in based upon the *Updated Noise Report for Eucalyptus Street Residential Development, Victorville, CA* (Noise Report), prepared by ATS Consulting on March 1, 2021; Refer to Appendix F, *Noise Report*.

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY SETTING

State of California

The State Office of Planning and Research *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). A noise environment of 50 CNEL to 60 CNEL is considered to be of "normally acceptable" for residential uses. The Office of Planning and Research recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate.

County of San Bernardino

The County of San Bernardino sets two separate residential noise limits for two different sources: stationary and mobile. Residential noise from stationary sources from 7:00 a.m. to 10:00 p.m. has an allowable Leq of 55 dBA, while 10:00 p.m. to 7:00 a.m. has an allowable Leq of 45 dBA. Since there are no stationary noise sources near the project site, the noise limits are set by the mobile noise limit, which includes traffic noise. Residential noise from these sources are allowed to be 45 dBA for interior settings and 60 dBA for exterior settings.

City of Victorville

Municipal Code

Chapter 13.01, *Noise Control*, of the Victorville Municipal Code establishes criteria and standards for the regulation of noise levels within the City. As outlined in Chapter 13.01 and as indicated in Table 4-13.1, *Ambient Noise Limits*, maximum ambient noise levels are based on zoning.

Table 4-13.1
Ambient Noise Limits

Zone	Time Period	Sound Level Decibels (Dba)[1]
All Residential Zones	10 p.m. – 7 a.m.	55
	7 a.m. – 10 p.m.	65
All Commercial Zones	Anytime	70
All Industrial Zones	Anytime	75
Notes: 1. If ambient noise level exceeds the applicable limit noted, the ambient noise level shall be the standard.		
Source: Victorville Municipal Code, Section 13.01.040, *Base Ambient Noise Levels.*		

Victorville Municipal Code Section 13.01.050, *Noise Levels Prohibited*, states that noise levels shall not exceed the ambient noise levels identified in Section 13.01.040 (Table 13.1) by the following dBA levels for the cumulative period of time specified:

1. Less than 5 dB(A) for a cumulative period of more than thirty minutes in any hour;
2. Less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour;
3. Less than 15 dB(A) for a cumulative period of more than five minutes in any hour;
4. Less than 20 dB(A) for a cumulative period of more than one minute in any hour;
5. 20 dB(A) or more for any period of time.

For construction noise, The Victorville Municipal Code prohibits the use of construction equipment between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or federal holidays. The code also

sets a daytime noise limit at residential property at 65 dBA, though an exception is granted for "construction activity on private properties that are determined by the Building Official to be essential to the completion of a project."

Victorville Municipal Code Section 13.01.06, *Noise Source Exemptions*, identifies the following activities as being exempted from the provisions of Chapter 13.01:

1. All mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.
2. The provisions of this regulation shall not preclude 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.
3. Activities conducted on the grounds of any elementary, intermediate or secondary school or college.
4. Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code.
5. Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this code.
6. Any activity to the extent regulation thereof has been preempted by State or federal law.
7. Traffic on any roadway or railroad right-of-way.
8. The operation of the Southern California Logistics Airport.
9. Construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project.

Victorville General Plan 2030

In addition, the Noise Element of the Victorville General Plan identifies acceptable and unacceptable noise levels for various land uses as established by the U.S. Department of Housing and Urban Development and State of California Guidelines. The City's land use compatibility standards are identified in Table 4-13.2, *Victorville Land Use Compatibility Standards*.

Table 4-13.2
Victorville Land Use Compatibility Standards

Land Use Category	Community Noise Exposure, Ldn or CNEL, dB						
	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

Land Use Category	Community Noise Exposure, Ldn or CNEL, dB						
	55	60	65	70	75	80+	--
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

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.

Source: Victorville General Plan, Table N-3, Victorville Land Use Compatibility Standards, page N-6.

EXISTING CONDITIONS

The proposed development site is a large tract of undeveloped land in the southwest corner of Victorville. Current sound levels on the site are relatively quiet, with the majority of the noise-generating activity coming from Eucalyptus Street, a minor street which runs adjacent to the northern property boundary, and State Highway 395, a major thoroughfare located approximately 1,250 feet to the east. The streets in the project area are relatively straight with few stops or turns. The posted speed limit on Eucalyptus Street is 45 miles per hour and 55 miles per hour on State Highway 395. In addition, minor noise sources include distant traffic on Interstate 15, local arterials, occasional aircraft overflights, and noise from other development in the vicinity.

The two closest noise-sensitive receptors to the project site are a single-family residence located at 11707 Goodwin Drive, and a single-family residence located at 11324 Mesa View Drive, both located to the northwest of the site.

Noise Measurements

Existing noise levels were documented with measurements taken by ATS between October 13th and October 15th, 2020. Noise measurement locations are shown in Exhibit 4.13-1, *Noise Measurement Locations*; the resulting noise levels are shown in Exhibit 4.13-2, *Noise Levels at Proposed Site*. The highest noise levels recorded were located at the northeast corner of the property where there is maximum exposure from both Eucalyptus Street and State Highway 395. The maximum CNEL calculated was 57 dBA. The results of the field measurements are included in Appendix F.

Michael Baker INTERNATIONAL

NOT TO SCALE

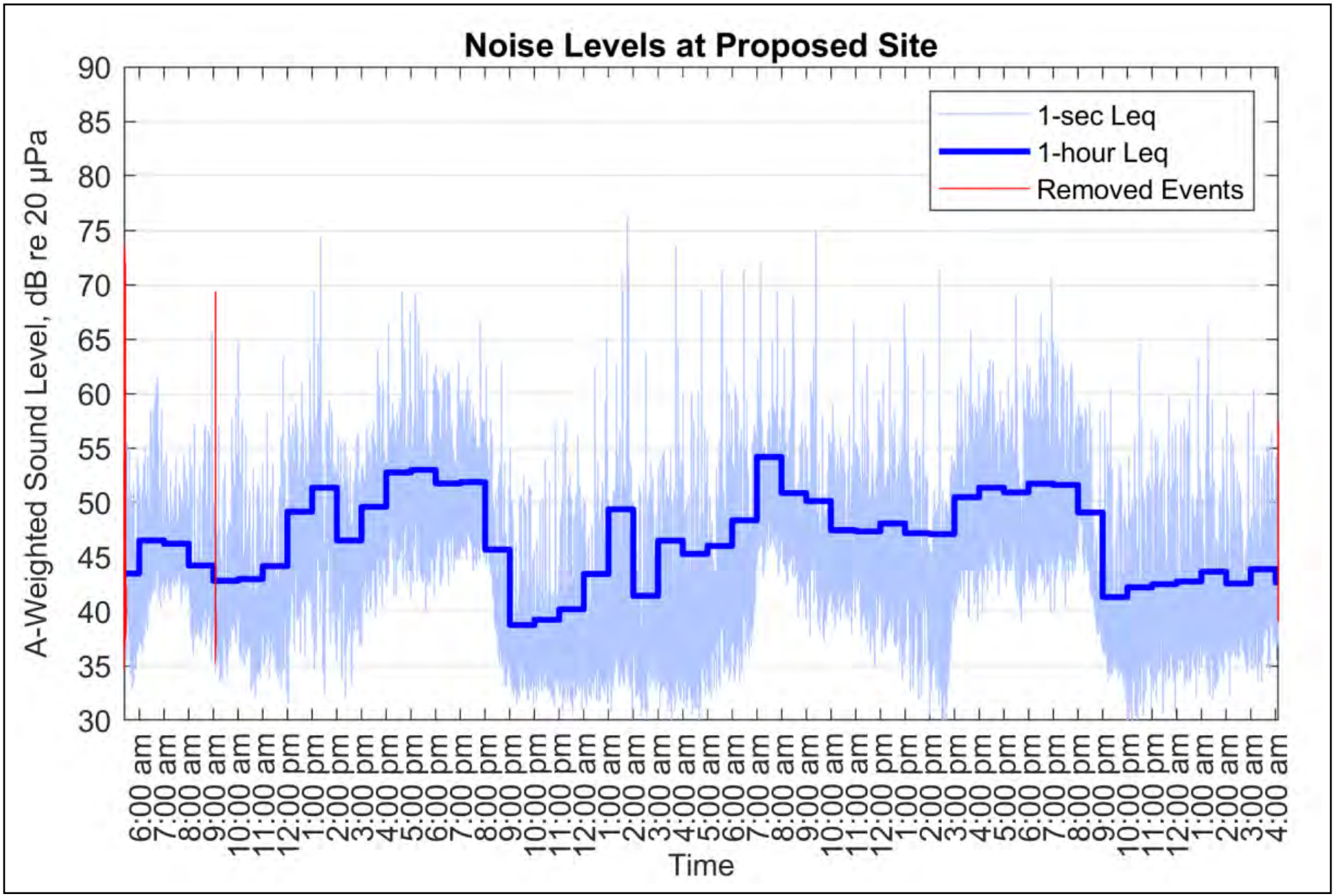
Source: ATS Consulting

TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4.13-1

This page intentionally left blank.



TTM NO. 20341 PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Levels at Proposed Site

Michael Baker INTERNATIONAL

Source: ATS Consulting

Exhibit 4.13-2

This page intentionally left blank.

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

Less Than Significant Impact With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Construction

The City of Victorville General Plan Noise Element identifies residential land uses as being noise sensitive. Noise levels up to 60 dB are considered normally acceptable without any special noise insulation requirements since normal construction techniques typically reduce the exterior noise level by 20 dB. Temporary or periodic increases in ambient noise levels in the project vicinity may occur as a result of construction activities. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., grading, paving, building construction). Noise generated by construction equipment, including graders and concrete saws, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site.

While these events will increase ambient noise levels in the short term, they are typical short-term increases that would be assumed under existing development standards. Additionally, the Victorville Municipal Code anticipates such occurrences and accordingly regulates such activities through base ambient noise level time frames that will mitigate adverse impacts. The Municipal Code prohibits the use of construction equipment between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or federal holidays. This means that any intrusive noise would be limited to daytime hours. The Municipal Code sets a daytime noise limit at a residential property at 65 dBA, though an exception can be granted for "construction activity on private properties that are determined by the Building Official to be essential to the completion of a project." Considering the limited distance between the proposed residential units in the northwestern portion of the site and the two single-family residences to the northwest of the property, this exception would need to be granted for some of the highest noise generating construction activities.

The noise study estimated L_{eq} at the single-family residence immediately to the northwest of the site (11707 Goodwin Drive) over an 8-hour shift during the project site clearing and preparation phase. It was anticipated that the loudest piece of equipment would be a bulldozer or similar earth moving equipment with a noise emission of 85 dBA at a distance of 50 feet when operating under full load. Additionally, the analysis assumed a bulldozer would operate at full load 50% of the time. At other times, it would be at lower power settings or idling. This means that the L_{eq} noise level over an 8-hour shift would be 82 dBA at a distance of 50 feet from the center of the work site. As such, it is anticipated that project construction would cause an increase in the daytime noise levels for the property adjacent to the northwest. A similar but lesser result is expected for the next closest single-family residence located to the northwest (11324 Mesa View Drive). Although no specific criteria have been established for impacts from construction noise when a waiver is granted, project construction could cause a substantial temporary increase in ambient noise levels in the vicinity of the project.

In addition to the contractor being required to limit construction to daytime hours as specified in the Municipal Code, Mitigation Measure **NOI-1** is proposed to reduce potential short-term construction noise impacts through noise reduction methods. Mitigation Measure **NOI-1** requires all construction equipment to be equipped with properly operating and maintained mufflers, locate stationary construction equipment so that emitted noise is directed away from the nearest noise sensitive receptors, and locate equipment staging in areas furthest away from sensitive receptors. Project construction activities would not generate noise levels in excess of City standards with implementation of Mitigation Measures **NOI-1**, resulting in a less than significant impact with mitigation incorporated.

Operational

Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. As mentioned previously, noise levels up to 60 dB are considered normally acceptable. Appendix F includes a projection of future noise levels due to the project utilizing 2040 predicted traffic counts obtained by SBCTA. The model gave a future CNEL of 59 dB with the proposed project, therefore falling within the 60dB threshold. No mitigation would be required. Impacts would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the project would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, etc.). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. As such, operational noise impacts from stationary sources would be less than significant.

Mitigation Measures:

NOI-1 Prior to issuance of any Grading Permit, the City of Victorville shall require Applicants of future development to submit a Grading Plan for review and approval by the City Engineer, which stipulates the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City Engineer.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers to the satisfaction of the City Engineer.
- During construction and to the satisfaction of the City Engineer, stockpiling and vehicle staging areas shall be located as far as practical from existing noise sensitive receptors (residences) to the west and northwest during construction activities.
- Prior to the commencement of project grading activities, a temporary 6-foot high sound wall, as approved by the City Engineer, shall be erected along the property line of the existing residential unit, located at the terminus of Eucalyptus Street.
- During construction, motorize equipment and vehicles shall minimize the use of audible back-up alarms where possible without compromising worker safety.

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

Less Than Significant Impact With Mitigation Incorporated. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that can spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at

moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The proposed residential development does not have the potential to expose persons or generate excessive groundborne vibration in the long term. Short term vibration may occur during construction and grading activities; these impacts would cease to a level of no impact when construction is complete**. Mitigation Measure NOI-1** would be implemented to reduce substantial increases in groundborne vibration during the construction phase to a less than significant level.

Mitigation Measures: Implement Mitigation Measure **NOI-1**.

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

No Impact. The project site is not located within the boundaries of an airport land use plan or within the vicinity of any public or private airstrip that would be affected. The nearest airport to the project site is the privately-owned Adelanto Airport located approximately 6.5 miles to the northwest. The nearest publicly-owned airport is Southern California Logistics Airport (SCLA) located nearly 9 miles to the north, well outside of the Airport Influence Area for SCLA based on the *Southern California Logistics Airport Comprehensive Land Use Plan* (September 2008). The project would therefore not expose people residing or working in the project area to excessive noise levels relative to airport operations. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

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

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project would develop a 298-lot single-family residential subdivision on a currently vacant site. Therefore, the project would directly contribute to the City's population growth.

Based on the City's average household size of 3.45[15] persons per household, the project would introduce up to 1,028 new residents. Conservatively assuming that all 1,028 new residents relocate from outside of the City, potential population growth associated with the project would represent only a 0.8 percent increase over the City's existing population of 126,432 persons.[16] Therefore, although nominal, the project would induce population growth in a local context.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 194,500 persons by 2045, representing a total increase of 71,200 persons between 2016 and 2045.[17] The project's residential population (1,035 persons) represents 1.5 percent of the City's anticipated growth by 2045, and only 0.5 percent of the City's total projected 2045 population. SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding local conditions (0.8 percent increase) and/or regional populations projection (0.5 percent for the total projected 2045 population of the City). As a result, the project would result in a less than significant impact relative to population growth.

Mitigation Measures: No mitigation measures are required.

[15] California Department of Finance, Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, With 2010 Benchmark, Sacramento, California, May 2020.

[16] Ibid.

[17] Southern California Association of Governments, Demographics and Growth Forecast Technical Report, adopted September 3, 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579, accessed April 6, 2021.

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

No Impact. As shown on Exhibit 2-2, *Site Vicinity*, the project site is currently vacant and no housing exists on-site. Therefore, project implementation would not displace any existing housing or people. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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:

1) Fire protection?

Less Than Significant Impact. Fire protection within the City of Victorville is provided by Victorville Fire Department. The nearest fire station to the project site is Fire Station 315 located approximately 1.1 miles to the east at 12820 Eucalyptus Street.

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

Operation of the proposed project would create an increased demand for fire protection services over the long-term. However, due to long-term growth assumptions the City has planned for in the General Plan, the project would not induce significant population growth and would not result in the need for new or physically altered fire protection facilities; refer to Section 4.14, *Population and Housing*. The project would be required to comply with the City's requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. In addition, development impact fees will be utilized by the public service agencies, including local fire protection services, to ensure the appropriate level of resources necessary to serve the project and other future development in the City. Through such measures, the project's operational impacts on fire protection services would be reduced to less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. Police service in Victorville is provided by the San Bernardino County Sheriff's Department, which has contracted with the City of Victorville since 1962 to provide police services to the City. Operations are run out of the Victorville Police Headquarters and four satellite facilities. The nearest office is located 5.5 miles northeast of the project site at 14200 Amargosa Road in Victorville. Development impact fees will be utilized by the public service agencies, including local police protection services to ensure the appropriate level of resources necessary to serve the project and future development within the City. After payment of required development impact fees associated with police protection, the project would not create a new significant safety risk to the area or significantly affect sheriff or police protection capacity or service levels. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. Numerous education facilities exist the City of Victorville. The project site is located within the Snowline Joint Unified School District. The project would be required to comply with Assembly Bill (AB) 2926 and Senate Bill (SB) 50 requirements which allow school districts to collect impact fees from developers of new residential projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. In addition, development impact fees will be utilized by the public service agencies, including local school districts, to ensure the appropriate level of resources necessary to serve the project and other future development within the City. Thus, upon payment of required fees by the project applicant consistent with existing requirements, impacts on schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City of Victorville currently maintains 198.4 acres of park land throughout the Planning Area. There is one public golf course: the 18-hole, 150-acre Green Tree Golf Course. The City also maintains paseo systems within specific plan communities that link neighborhoods to local parks and to other neighborhoods. In addition, development impact fees related to parks are collected by the City for all residential developments to ensure the appropriate, continued maintenance of parks throughout the City.

As noted in Section 2.0, *Project Description*, the project proposes public open space, including approximately 125,000 square feet of public open space that would also function as the project's detention basins. Based on the City's existing parkland as well as the amount of open space provided by the project, it is not anticipated that the project's estimated population increase of 1,035 persons would use external parks and recreational facilities such that substantial physical deterioration would occur or be accelerated upon payment of required park impact fees. Thus, the project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities. Impacts on parks would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. Library services for the City of Victorville and project site are provided by the Victorville City Library, located 7.4 miles northeast at 15011 Circle Drive.

With regard to libraries and all other public facilities, development impact fees will be utilized by the public service agencies to ensure the appropriate level of resources necessary to serve the project and future development within the City. Impacts on other public facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?			✓	

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. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are 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. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 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?		✓		

This section is primarily based on the Tentative Tract Map 20341 Proposed Single-Family Residential Development City of Victorville (Traffic Study) prepared by Ruettgers and Schuler Civil Engineers, March 2021 (Appendix G).

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

Less Than Significant Impact With Mitigation Incorporated.

Existing Conditions

This section provides a summary of the existing circulation network within the vicinity of the project as identified in the Circulation Element of the *City of Victorville General Plan 2030*.

Eucalyptus Street is an east-west roadway that extends through the southern end of the City of Victorville. The segment within the scope of the study is designated as a Super Arterial in the Circulation Element of the *City of Victorville General Plan 2030*. Within the study area, Eucalyptus Street currently operates as a two-lane roadway at various stages of widening and improvement and provides access primarily to residential land uses.

Mesa View Drive extends north from Eucalyptus Street approximately 0.5 miles west of US Highway 395. It currently terminates approximately 500 feet north of Eucalyptus Street at Fresh Meadow Place. Mesa View Drive is designated as a Collector in the Circulation Element and currently exists as a two-lane roadway providing access to residential land uses.

Cloverlawn Street is a future roadway extending south from Eucalyptus Street approximately 0.25 miles west of US Highway 395. It will serve as the eastern project boundary.

US Route 395 is a north-south highway that extends through the western part of the City of Victorville. It is designated as a Super Arterial in the Circulation Element and currently operates within the study area with three or four lanes and a signalized intersection at Eucalyptus Street.

Project Trip Generation and Design Hour Volumes

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

The project trip generation and design hour volume as shown in Table 4.17-1, *Project Trip Generation*, were estimated on information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual, 10th Edition (2017). For purposes of this analysis, trip rate equations and directional splits for ITE Land Use Code 210 (Single-Family Detached Housing) were used to estimate project trips for weekday peak hour of adjacent street traffic based on information provided by the project applicant.

Table 4.17-1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
210	Single-Family detached Housing	300 Dwelling Units	eq	2,857	eq	25% 54	75% 163	eq	63% 184	37% 108
Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 1, p. 5.										

Based on the above, the proposed project is anticipated to generate a total of 2,857 vehicle trip-ends per day with 217 a.m. peak hour trips and 292 p.m. peak hour trips.

Projected Trip Distribution and Assignment

The distribution of project peak hour trips is shown in Table 4.17-2, *Project Trip Distribution*, and represents the movement of traffic accessing the project site by direction. The project trip distribution was developed based on site location and travel patterns anticipated for the proposed land use.

Table 4.17-2
Project Trip Distribution

Direction	Percent
North	45
East	10
South	40
West	5
Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 2, p. 6.	

Project peak hour trips were assigned to the study intersections as shown in Exhibit 4.17-1, *Project Peak Hour Trips*. Project trip assignment was developed based on trip generation, trip distribution, and likely travel routes for traffic accessing the project site.

PROJECT PEAK HOUR TRAFFIC
FIGURE 4

This page intentionally left blank.

Existing and Future Traffic

Weekday peak hour turning movement counts were obtained at the two existing study intersections in November 2020. Counts were increased by 15 percent in order to account for reductions in traffic volume on public roadways as a result of the coronavirus pandemic. The adjustment was developed in coordination with City staff. The resultant existing peak hour volumes are shown in Figure 5 of the Traffic Study (see Appendix G of this IS/MND); existing plus project peak hour volumes are shown in Figure 6 of Appendix G.

Average annual growth rates ranging between 3.74 and 4.9 percent were applied to the existing peak hour volumes to estimate future peak hour volumes for the years 2029 (project buildout) and 2040 (planning horizon). These growth rates were developed based on trip volume data contained in the San Bernardino Transportation Analysis Model (SBTAM) output provided by the San Bernardino County Transportation Authority (SBCTA).

A request for General Plan Amendment and Zone Change applications within a one-mile radius of the project was submitted to the City Planning Division in order to assess future cumulative traffic not accounted for in the SBTAM. No such potential projects were found; therefore, no adjustments were made to the future traffic volumes.

Intersection Analysis

A capacity analysis of the study intersections was conducted in the Traffic Study using Synchro 9 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual 2010 (HCM 2010). The analysis was performed for each of the following traffic scenarios. Future peak hour volumes for the year 2029, both without and with project traffic, are shown in Figures 7 and 8 respectively of the Traffic Study; the same for the year 2040 is shown in Figures 9 and 10 respectively of the Traffic Study (see Appendix G).

- Existing Year (2020)
- Existing Year (2020) + Project
- Buildout Year (2029)
- Buildout Year (2029) + Project
- Planning Horizon Year (2040)
- Planning Horizon Year (2040) + Project

As stated in the Circulation Element of the *City of Victorville General Plan 2030*, the City has set an intersection level of service (LOS) goal of LOS D or better, except in certain high activity areas, as designated by the Planning Commission, where LOS E is acceptable. A minimum acceptable level of service threshold of LOS D was used for the purposes of the Traffic Study.

The intersection of US Highway 395/Eucalyptus Street is located within the jurisdiction of Caltrans. According to the Caltrans Guide for the Preparation of Traffic Impact Studies, dated December 2002, the State endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. However, Caltrans also acknowledges that this standard may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating below the appropriate target LOS, then the existing measure of effectiveness (MOE) should be maintained.

Peak hour LOS for the study intersections is presented below in Tables 4.17-3 and 14.17-4. Intersection delay in seconds per vehicle is shown within parentheses for intersections operating below LOS D.

Table 4.17-3
Intersection Level of Service Weekday PM Peak Hour

#	Intersection	Stop Control	2020	2020+ Project	2029	2029+ Project	2040	2040+ Project	2040+ Project w/Mitigation[1]
1	Mesa View Dr & Eucalyptus St	All Way	A	A	A	A	A	A	-
2	Cloverlawn Street & Eucalyptus St	NB	A	A	A	A	A	A	-
3	US 395 & Eucalyptus St	Signal	B	B	C	C	F (125.9)	F (143.3)	D

Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 3a, p. 16.
Notes: See Table 14.17-7 for mitigation measure(s).

Table 14.7-4
Intersection Level of Service Weekday AM Peak Hour

#	Intersection	Stop Control	2020	2020+ Project	2029	2029+ Project	2040	2040+ Project	2040+ Project w/Mitigation[1]
1	Mesa View Dr & Eucalyptus St	All Way	A	A	A	A	A	A	-
2	Cloverlawn Street & Eucalyptus St	NB	A	A	A	A	A	A	-
3	US 395 & Eucalyptus St	Signal	B	B	B	C	E (62.9)	E (79.5)	C

Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 3b, p. 17.
Notes: See Table 14.17-7 for mitigation measure(s)

As shown in Tables 4.17-3 and 14.17-4, two study intersections (Mesa View Dr/Eucalyptus Street and Cloverlawn Street/Eucalyptus Street) currently operate at LOS A during peak hours. Both are expected to continue to do so through the year 2040, both with and without the addition of project traffic. The third study intersection (US 395/Eucalyptus Street) is shown to operate below LOS D during peak hours in the year 2040 only, both with and without the project. As concluded in the Traffic Study, the intersection can be mitigated to operate at an acceptable LOS with the addition of a northbound and southbound through lane; refer to Table 4.17-7, below. Therefore, to reduce the project's contribution to impacts at this intersection, Mitigation Measure TRA-1 is proposed to require fair share payment of traffic impact fees. As shown in Tables 14.7-3 and 14.7-4, with mitigation incorporated, the impact at this intersection would be reduced to less than significant.

Traffic Signal Warrant Analysis

Peak hour signal warrants were evaluated for the two unsignalized intersections within the study based on the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD). Peak hour signal warrants assess delay to

traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown below in Tables 4.17-5 and 4.17-6.

Table 4.17-5
Traffic Signal Warrants Weekday PM Peak Hour

		2020			2020+Project			2029			2029+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	29	10	NO	34	19	NO	44	16	NO	49	25	NO
2	Cloverlawn Street atEucalyptus St	-	-	-	243	81	NO	-	-	-	262	81	NO

#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	76	24	NO	81	33	NO
2	Cloverlawn Street at Eucalyptus St	-	-	-	299	81	NO

Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 4a, p. 17.

Table 4.17-6
Traffic Signal Warrants Weekday AM Peak Hour

		2020			2020+Project			2029			2029+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	8	6	NO	16	9	NO	13	9	NO	21	12	NO
2	Cloverlawn Street at Eucalyptus St	-	-	-	122	56	NO	-	-	-	122	59	NO

#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	21	15	NO	29	18	NO
2	Cloverlawn Street at Eucalyptus St	-	-	-	131	122	NO

Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 4b, p. 18.

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions should be considered in order to determine whether signals are truly justified. It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and

not meet signal warrant criteria. As indicated in Tables 4.17-5 and 4.17-6, traffic signals at the identified study area intersections are not warranted, and therefore, the installation of traffic signals at these intersections is not required.

The intersection improvements needed by the year 2040 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Table 4.17-7.

Table 4.17-7
Mitigation Measures

#	Intersection	Total Improvements Required by 2040
3	US 395 & Eucalyptus Street	Add 1 NB Through LaneAdd 1 SB Through Lane
Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 5, p. 19.		

The Development Mitigation Nexus Study prepared by the San Bernardino County Transportation Authority (SBCTA) includes widening of US Highway 395 within the study area on its project list. Therefore, Caltrans and Development Impact Fees (DIF) will be used to fund the mitigation improvements.

Pedestrian Facilities

As shown in Exhibit 2-4, *Conceptual Site Plan*, pedestrian access would be provided via new public sidewalks, curb, gutter, and ramps within the interior of the site as well as along perimeter streets. As such, the project would enhance area pedestrian facilities to encourage such means of transportation on-site, as well as allowing for future connection to off-site pedestrian facilities in the future as other area development occurs.

Transit Facilities

Public bus transit services within the project study area are currently provided by the Victor Valley Transit Authority (VVTA) to the following areas:

- Victorville
- Adelanto
- Apple Valley
- Barstow
- Ft. Irwin - NTC Commuter Services
- Hesperia
- San Bernardino County Areas

The project would be served by the VVTA Bus Route 21P (Victor Valley Mall – Pinon Hills). Currently, the nearest bus stop (Stop 21) is located at the northeast corner of US Highway 395 and Bear Valley Parkway, approximately1.08 miles northeast of the project site. The project as proposed would not disrupt or conflict with current or future operations of the VVTA system.

Bicycle Facilities

There are no bicycle lanes or facilities adjacent to or near the project site. However, Section 21100(h) of the California Vehicle Code allows bicyclists to ride on sidewalks and are also allowed ride on roadways.

The project as proposed would not result in a conflict with a program plan, ordinance, or policy addressing the City's bicycle network.

For the reasons above, it is not anticipated that the project would conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities. The project's contribution to impacts on the U.S. 395/Eucalyptus Street intersection would be reduced to less than significant with implementation of **Mitigation Measure TR-1**.

***Mitigation Measures*:**

TR-1 Prior to issuance of a grading permit, the project applicant shall make fair share payment of Caltrans and Development Impact Fees for the project's contribution to impacts at the intersection of U.S. 395/Eucalyptus Street. Such fees shall be determined at the time when application for a grading permit is submitted. The fees shall be utilized to fund the construction of one (1) additional northbound through lane and one (1) additional southbound through lane to applicable design standards.

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

Less Than Significant Impact. The California State legislature found that with adoption of Senate Bill 375, the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]). Additionally, AB 1358 (Complete Streets Act) requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). As part of the updated CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)). On January 20, 2016, OPR released revisions to its proposed CEQA guidelines for the implementation of SB 743. Final review and rulemaking for the new guidelines were completed in December 28, 2018 when the California Natural Resource Agency certified and adopted the CEQA Guidelines update package, including guidelines section implementing Senate Bill 743. OPR allows agencies an opt-in period to adopt the guidelines; they become mandatory on July 1, 2020.

VMT is an indicator of the travel levels on the roadway system by motor vehicles. It corresponds to the number of vehicles multiplied by the distance traveled in a given period over a geographical area. In other words, VMT is a function of (1) number of daily trips and (2) the average trip length (VMT= daily trips x average trip length).

An evaluation of project VMT was conducted based on VMT analysis guidelines adopted by the City of Victorville. The analysis involved comparing an estimate of VMT attributable to the project to a baseline VMT and assessing whether project VMT would result in a significant transportation impact under CEQA.

In accordance with City guidelines, an independent VMT analysis is required since the project does not meet "screening" criteria related to transit priority areas, low VMT areas, land use type, and/or daily trip generation. The independent analysis was conducted by LSA Associates, Inc. using the San Bernardino Transportation Analysis Mode (SBTAM). The independent VMT analysis results are presented in Table 4.17-8; refer also to Appendix G for additional discussion.

Table 4.17-8
Vehicle Miles Traveled

Analysis Scenario	VMT Metric	Project VMT	Baseline VMT	Significant Impact
City General Plan Buildout (2040)	Production-Attraction (PA) VMT per Service Population	23.7	25.0	NO

Source: Ruettgers and Schuler Civil Engineers, *Traffic Study*, March 2021, Table 6, p. 19.

Notes: Project VMT source: San Bernardino Transportation Analysis Model (SBTAM) Baseline (City of Victorville) VMT source: SBCTA VMT Screening Tool.

City guidelines state that VMT significance thresholds shall be consistent with the Regional Transportation/Sustainable Communities Strategy (RTP/SCS) future year VMT projections for the City's *General Plan* buildout. Since the project's VMT generation per service population is less than the baseline (City *General Plan* buildout) VMT per service population, as shown in Table 4.17-8, the project is not expected to result in a significant transportation impact under CEQA. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts in this regard would be less than significant.

***Mitigation Measures*:** No mitigation measures are required.

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

Less Than Significant Impact. As shown in Figure 2-4, *Conceptual Site Plan*, vehicular access for the project site would be provided by two north/south trending resident streets (Daggett Ridge Street and Clover Lawn Street) off of Eucalyptus Street. As a part of the project, Eucalyptus Street, at the project's northern boundary, would be widened to its ultimate width (128 feet) with sidewalk, curb, and gutter in accordance with City roadway design standards.

Final project site plans would be subject to City of Victorville review and approval, which would ensure that project driveway intersections and internal street circulation patterns are safe, with adequate sight distance, driveway widths, and stop signs where necessary for entering and exiting the site. This would prevent impacts due to a design feature. Therefore, project impacts related to hazardous geometric design features or incompatible uses would be less than significant.

***Mitigation Measures*:** No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. The project would be accessed by developer-installed street improvements in accordance with the City of Victorville Standards. The project's street access would be provided to the City and VFD for review and approval of adequate access. Final project site plans would be subject to City review and approval to ensure that project intersections and street circulation patterns are safe, with adequate sight distance, driveway widths, and stop signs where necessary for entering and exiting the site.

Furthermore, a construction work site traffic control plan would be submitted to the City for review and approval prior to the start of any construction work (**Mitigation Measure TR-2**). The plans would show the location of the staging area(s), any roadways, sidewalks, driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. Temporary traffic controls used around the construction and area would adhere to the standards set forth in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) and construction activities shall adhere to applicable local ordinances. With implementation of Mitigation Measure **TR-2**, impacts would be less than significant.

***Mitigation Measures*:**

TR-2 A construction traffic control plan shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of any construction work. The plan shall show the location of any roadways, sidewalks, driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Temporary traffic controls used around the construction area shall adhere to the standards set forth in the *California Manual of Uniform Traffic Control Devices* (CA MUTCD) (2014) and construction activities shall adhere to applicable local ordinances.

4.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
1) 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			✓	
2) 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.		✓		

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

In compliance with AB 52, the City of Victorville distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on March 17, 2021. The tribes had 30 days to respond to the City's request for consultation and one tribal representative engaged in consultation during the 30 day response period.

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:

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

No Impact. As detailed in Response 4.5(a), no historic resources listed or eligible for listing in a State or local register of historical resources are located on the project site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. In compliance with AB 52, the City of Victorville distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on March 17, 2021. The tribes had 30 days to respond to the City's request for consultation. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) tribal representative replied within the 30 days requesting consultation and the City consulted with the tribe on March 25, 2021.

The SMBMI indicated that the project site is located within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, no specific known tribal cultural resources were identified at the project site. As such, the project site is sensitive for unknown tribal cultural resources. To avoid impacting or destroying tribal cultural resources that may be inadvertently unearthed during the project's ground disturbing activities, Mitigation Measure **TCR-1** would ensure the SMBMI cultural resources department is contacted in the event pre-contact and/or historic-era cultural resources are identified during ground disturbing activities and that all activities are halted in the immediate vicinity of the find until it can be assessed. If evidence of potential resources is found during ground disturbing activities, Mitigation Measure **TCR-1** would ensure that a cultural resource Monitoring and Treatment Plan is created by the archaeologist, in coordination with SMBMI activities in the vicinity of the find are halted, appropriate parties are notified, and appropriate evaluation and treatment of said resource(s). With implementation of Mitigation Measure **TCR-1**, impacts would be reduced to less than significant levels.

Mitigation Measures:

TCR-1 In the event any pre-contact and/or historic-era cultural resources discovered during ground disturbing activities, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted and 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 resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water 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?			✓	

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

Less Than Significant Impact.

Water

The project site is served by the Victorville Water District (VWD). Payment of standard water connection fees and ongoing user fees would ensure that sufficient water supplies are available. VWD's water service area encompasses approximately 85 square miles. In 2019, VWD provided water to approximately 35,966 connections and served a population of approximately 123,758 people.

VWD water supplies primarily consist of groundwater from the Mojave Groundwater Basin. When available, VWD supplements its groundwater supplies with purchases from Mojave Water Agency's (MWA) Regional Recharge and Recovery Project (R3). Recycled water is also available through the City's Victorville Wastewater Treatment Facility (VWTF) and a regional wastewater treatment plant (WWTP) owned and operated by the Victor Valley Wastewater Reclamation Authority (VVWRA). Potable water demands in VWD's service area are forecast to increase from 24,977 AF in 2020 to 36,155 AF in 2040. VWD's available water supply is anticipated to meet projected demand under normal year conditions. VWD also anticipates having sufficient water supplies to meet demands in single dry years and multiple dry years over the 2020 to 2040 period.[18]

[18] Water Systems Consulting, Inc., Final Water Supply Assessment for the SCLA Specific Plan, June 2, 2020

The project does not require or propose a change to the existing General Plan designation that applies to the site, and therefore, the project as proposed is consistent with future development anticipated by the City, and by the VWD in estimating anticipated water demand in its Urban Water Management Plan. Additionally, the project would be designed in conformance with Title 24 (California Energy Efficiency Standards for Residential and Nonresidential Buildings) design requirements which require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Ornamental water-efficient landscaping would also be installed throughout the project site to reduce water demand.

Thus, it is not anticipated that project implementation would require construction of new or the expansion of existing water facilities that would result in a significant environmental effect. A less than significant impact would occur in this regard.

Wastewater

The City owns, operates, and maintains a sanitary sewer collection system including approximately 411 miles of sewer lines. The City of Victorville Public Works Department would provide sanitary sewer services to the project site. All proposed sewer lines within the project site will follow general street slopes. Payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. Payment of these fees would fund improvements and upgrades to surrounding sewer lines as needed, and would offset the project's increase in demand for wastewater collection services. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard.

Stormwater

The drainage system that would serve the project site is under the jurisdiction of the San Bernardino County Flood Control District. Two on-site drainage and infiltration basins are proposed to capture stormwater. Construction of the new storm drain improvements would be subject to compliance with applicable local, State, and federal laws, ordinances, and regulations, as well as the specific mitigation measures in this Initial Study. Compliance with relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts associated with the proposed storm drain improvements remain less than significant.

Dry Utilities

The project would result in the construction of new private on-site dry utilities associated with natural gas, electricity, and telecommunication services. Southern California Edison (SCE) provides electrical service to the project area. The service area of SCE spans much of southern California from Orange and Riverside counties to the south to Santa Barbara County on the west and Mono County to the north. Total mid-electricity consumption in SCE's service area was 106,080 gigawatt-hour (GWh) in 2015 and is forecasted to increase to 118,803 GWh in 2027.[19]

The project's potential environmental effects of construction are analyzed throughout this Initial Study. Construction of the project's dry utilities would be subject to compliance with applicable local, State, and federal laws, ordinances, and regulations, as well as the specific mitigation measures identified in this IS/MND. Compliance with the relevant laws,

[19] California Energy Commission, *Mid Case Final Baseline Demand Forecast - 2016 California Energy Demand Electricity Forecast Update*, *Final CEDU2016 SCE Mid Demand Case TN-215501*, January 23, 2017.

ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts resulting with provision of dry utilities remain less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As stated in Response 4.19(a), Potable water demands in VWD's service area are forecast to increase from 24,977 AF in 2020 to 36,155 AF in 2040. VWD's available water supply is anticipated to meet projected demand under normal year conditions. VWD also anticipates having sufficient water supplies to meet demands in single dry years and multiple dry years over the 2020 to 2040 period.[20] Thus, the VWD would have a sufficient water supply available to serve the project. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would result in the generation of additional wastewater above existing conditions; Response 4.19(a). Payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. Payment of these fees would fund improvements and upgrades to surrounding sewer lines as needed and would offset the project's increase in demand for wastewater collection services. Following compliance with the relevant State and local laws, ordinances, and regulations, it is anticipated that the City of Victorville Public Works Department would have adequate capacity to serve the project's projected wastewater demands in addition to its existing commitments. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Burrtec Waste provides residential waste collection for the City, including the project site, and non-hazardous solid and liquid waste generated in the City is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. The landfill is located at 18600 Stoddard Wells Road in the northeastern quadrant of the City at approximately 12.2 miles northeast of the project The Victorville Landfill has a maximum permitted capacity of 83,200,000 tons per day and a remaining capacity of 81,510,000 cubic yards. Overall, the landfill has a maximum permitted throughput of 3,000 tons per day and is expected to remain operational until 2047.[21]

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. As indicated above, the Victorville Landfill has adequate capacity to accommodate such solid waste disposal needs over the short-term. Further, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which

[20] Water Systems Consulting, Inc., Final Water Supply Assessment for the SCLA Specific Plan, June 2, 2020

[15] CalRecycle, *Solid Waste Information System, Victorville Sanitary Landfill (36-AA-0045)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/5876?siteID=2652, accessed April 1, 2021.

requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2016 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant.

Operation

Based on CalRecycle's *Estimated Solid Waste Generation Rates*[22], a single residential household generates 2.23 tons per year. Overall, the project's proposed 298-lot single-family residential subdivision would generate approximately 664.54 tons per year or 1.8 tons per day (tpd). This estimate represents 0.06 percent of Victorville Landfill's daily permitted throughput of solid waste capacity (3,000 tpd). As such, the project is not anticipated to 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.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.19(d) above. The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the project would be subject to California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[22] CalRecycle *Estimated Solid Waste Generation Rates* website: Estimated Solid Waste Generation Rates (ca.gov), Obtained from CalRecycle website, April 27, 2021.

4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

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

Less Than Significant Impact. During construction, materials would be placed within the project boundaries adjacent to the current phase of construction to avoid any access conflicts in case of emergency evacuations. Any improvements needed to provide adequate access to the site would be subject to City review for the potential to interfere with emergency evacuation routes to ensure that access and circulation are maintained during the construction phase. The project does not propose any components that would be anticipated to obstruct or conflict with emergency response or evacuation during project operations. Additionally, the project would be subject to plan review by City emergency services personnel to ensure that it would not result in components that potentially interfere with an emergency response plan or an emergency evacuation plan.

No revisions to emergency response operations or evacuation plans would be required as a result of the project. The provision of emergency services to the site and surrounding properties would not be impacted as primary access to all major roads would be maintained with project implementation. Therefore, the project would not impair or physically interfere with an adopted emergency response or evacuation plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. According to the California Department of Forestry and Fire's San Bernardino County Fire Hazard Severity Zones in LRA Map, the City of Victorville is not located in or near a State responsibility area nor is the City designated as a very high fire hazard severity zone (VHFHSZ) in the local responsibility area (LRA).[23] Additionally, the project site is relatively flat, and no slopes are present on-site or on adjacent lands that would exacerbate wildfire risks or accelerate the spread of wildfire. Landscaping planted for visual enhancement purposes is proposed with the project; however, such plantings would not substantially change or increase the potential risk for

[23] California Department of Forestry and Fire Protection, *San Bernardino County (SW) Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf. Accessed March 26, 2021.

wildfire. The project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a). The installation or maintenance of associated infrastructure (such as roads, fuel breaks, power lines or other utilities) that may exacerbate fire risk would not occur with the project as proposed. Additionally, the Victorville Fire Department, as part of the City's discretionary review process, would review all project plans to ensure that adequate fire suppression, fire access, and emergency evacuation are maintained. Adherence to standard City policies relative to fire risk and prevention would ensure that that project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment as the result of the proposed improvements. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a). The site is not located in or near lands classified as being in a VHFHSZ and is designated as having a low fire hazard risk relative to LRAs. Additionally, the project site is relatively flat, and no slopes that may be subject to slope instability, flooding, or landslides after a fire event are present, nor are such conditions present on adjoining lands. Development of the site as designed would not result in a change in runoff quantities or rates from the site.

With conformance to adopted State and local regulations intended to maintain public safety (i.e., California Building Code), the project would not expose people to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?		✓		

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 Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the project site is vacant disturbed land and is not located within an urbanized area of the City. Four Joshua trees, a candidate endangered species, are present on site. Mitigation Measures **BIO-1** to **BIO-6** are proposed to reduce potential project-related construction impacts on sensitive wildlife species (Mohave ground squirrel, burrowing owl, loggerhead shrike, and desert tortoise) that may be present on-site through the requirement for pre-construction surveys, along with the existing Joshua trees. Such mitigation would reduce project impacts on sensitive wildlife species to less than significant. As indicated in Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, implementation of Mitigation Measures **CUL-1, CUL-2, and TCR-1** would reduce the project's potential environmental impacts to cultural and tribal cultural resources to less than significant. Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but

would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed project would not result in any significant and unavoidable impacts in any environmental categories with implementation of project mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Project impacts would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures identified. Further, as a residential development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant with mitigation incorporated.

4.22 REFERENCES

The following references were utilized during preparation of this Initial Study/Mitigated Negative Declaration.

ATS Consulting, *Updated Noise Report for Eucalyptus Street Residential Development, Victorville, CA*, March 1, 2021.

Bruin Geotechnical Services, Inc., *Geotechnical Investigation Report Update,* December 14, 2020.

California Air Resources Board, 2017 Scoping Plan, November 2017.

California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 25, 2021.

California Department of Forestry and Fire Protection, *San Bernardino County (SW) Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf., Accessed March 26, 2021.

California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020, With 2010 Benchmark, Sacramento, California*, accessed April 6, 2021.

California Department of Resources Recycling and Recovery, Green Building Materials, https://www.calrecycle.ca.gov/greenbuilding/materials, accessed November 11, 2021.

California Energy Commission, 2019 Building Energy Efficiency Standards Fact Sheet, March 2018.

California Energy Commission, California Energy Demand 2020-2030 Revised Forecast, February 2020.

California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed November 10, 2021.

California Energy Commission, Gas Consumption by County, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 10, 2021.

California Energy Commission, *Mid Case Final Baseline Demand Forecast - 2016 California Energy Demand Electricity Forecast Update, Final CEDU2016 SCE Mid Demand Case TN-215501*, January 23, 2017.

California Environmental Protection Agency, California Greenhouse Gas Emissions for 2000 to 2016, https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf, accessed April 14, 2021.

California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed February 11, 2021.

California Fish and Game Commission, *Statement Of Proposed Emergency Regulatory Action Regarding Take of Joshua Tree, Emergency Action to add Section 749.10, Title 14, California Code of Regulations*, September 25, 2020.

CalRecycle, *Solid Waste Information System, Victorville Sanitary Landfill (36-AA-0045)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/5876?siteID=2652, accessed April 1, 2021

CalRecycle, *Estimated Solid Waste Generation Rates*, Estimated Solid Waste Generation Rates (ca.gov), accessed April 27, 2021.

CalTrans California State Scenic Highway System Map https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983, accessed March 4, 2021.

David Evans and Associates Inc., *Tentative Tract Map 20341*, dated July 28, 2021.

Federal Emergency Management Agency, *Flood Insurance Rate Map No., 06071C5815H, Panel 9815* https://msc.fema.gov/portal/search, accessed April 20, 2021.

L & L Environmental Inc., *Addendum Phase I Cultural Assessment for the Tentative Tract Map (TTM) 20341 (Previously TTM 15297) Project ±73.88 Acres in the City of Victorville, San Bernardino County, California,* March 1, 2021.

L & L Environmental Inc., *Revised Preliminary Jurisdictional Delineation for TTM 20341, City of Victorville, San Bernardino County, California*, July 28, 2021.

L & L Environmental Inc., *Revised Updated Habitat Assessment and Inventory of Regulated Desert Plants, TTM 20341, City of Victorville, San Bernardino County, California*, July 28, 2021.

Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

Mojave Desert Air Quality Management District, https://www.mdaqmd.ca.gov/, accessed March 30, 2021.

M. S. Hatch Consulting, LLC, *Air Quality Study – Tentative Tract Map (TTM) 20341 Housing Development – Eucalyptus Street and Oak Hill Road, Victorville, CA*, October 15, 2021.

Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment Tentative Tract Map 20341 Eucalyptus Street and Oak Hill Road Victorville, California 92392*, October 20, 2020.

Royal Investors Group, *GHG Emissions Screening Table Review*, March 2021.

Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20341 Proposed Single-Family Residential Development City of Victorville*, March 2021.

San Bernardino County, July 2020, PARCELS UNDER OPEN SPACE CONTRACT REPORT, https://sbcountyarc.org/wp-content/uploads/arcforms/NPP874-WilliamsonActParcels.pdf, accessed March 25, 2021.

Southern California Association of Governments, 2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.

Southern California Association of Governments, Demographics and Growth Forecast Technical Report, adopted September 3, 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579, accessed April 6, 2021.

Transportation Research Board's Highway Capacity Manual 2010 (HCM 2010), http://www.trb.org/Main/Blurbs/164718.aspx, accessed, April 27, 2021.

Victorville General Plan EIR, http://www.sbcounty.gov/uploads/lafco/proposals/3082/3082_ede_draft_eir.pdf, accessed March 3, 2021.

Victorville General Plan, *Table N-3, Victorville Land Use Compatibility Standards*, page N-6.

Victorville General Plan Land Use Policy and Zoning Map, https://www.victorvilleca.gov/home/showpublisheddocument/95/636655210529070000, accessed March 5, 2021.

Victorville Municipal Code, https://library.municode.com/ca/victorville/codes/code_of_ordinances, current through Ordinance No. 2421, passed September 7, 2021.

Victor Valley Water District, https://www.victorvilleca.gov/government/commissions-committees/victorville-water-district, accessed March 15, 2021.

Water Systems Consulting, Inc., *Final Water Supply Assessment for the SCLA Specific Plan*, June 2, 2020.