California Environmental Quality Act (CEQA)
Initial Study/Mitigated Negative Declaration

Tentative Tract Map No. 20426
Planning Case: Plan25-00005
May 2026

Lead Agency
City of Victorville
Planning Department
14343 Civic Drive
Victorville, CA 92392

Project Proponent
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1.0 INTRODUCTION

The Tentative Tract Map (TTM) No. 20426 Project (herein referenced as the "project") involves the development of approximately 138-unit single-family residences distributed over approximately 39-acres 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 21000-21189.70.10) 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 or Mitigated 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, Planning Department, 14343 Civic Drive, Victorville, California 92392.

- *Victorville General Plan*. 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* (December 20, 2022). The Victorville General Plan EIR (General Plan EIR) evaluates the following: updates to the Land Use Element to accommodate the growth identified in the City's 6th Cycle Housing Element Update 2021; updates to the Safety Element; and creation of a new Environmental Justice Element as a stand-alone chapter in the Victorville General Plan 2030.

  Available here: https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan

- *City of Victorville Municipal Code* (Current through Ordinance No. 2457, passed August 19, 2025). 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/codes/code_of_ordinances

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Victorville is located in the southwestern portion of San Bernardino County; refer to Exhibit 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 TTM No. 20426 Project (project) site is approximately 39-acres and is located north of Dos Palmas Road to the east and west of Bellflower Street in the City of Victorville (Assessor's Parcel Numbers [APN] 3103-461-06 and 3103-501-01, -02, -03, and -04); refer to Exhibit 2, *Local Vicinity*. Regional access to the project site is provided via US-395. Local access to the project site is provided via Bellflower Street and Dos Palmas Road.

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; however, the site contains six Joshua trees and there are low bushes scattered throughout.

GENERAL PLAN LAND USE DESIGNATION AND ZONING

Based on the *City of Victorville General Plan Land Use Element Land Use Map* (Victorville Land Use Map), dated December 20, 2022 and the *City of Victorville City Zoning Map* (Victorville Zoning Map), dated November 30, 2023, the project site is designated Low Density Residential (R-1) and is zoned Single Family Residential (R-1).[1] The project was previously approved by the City of Victorville as two separate tentative tract maps, TTM 16847 located west of Bellflower Street and Dos Palmas Road, as well as TTM 17063 located east of Bellflower Street and Dos Palmas Road, which have subsequently expired.

SURROUNDING LAND USES

The project site is bounded by vacant uses on all sides. Specifically, land uses surrounding the project site are as follows:

- *North:* Vacant land designated Mixed-Use 2 and zoned MU-2 are located to the north of the project site;
- *East:* Vacant land designated R-1 and zoned R-1 are located to the east of the project site;

[1]City of Victorville, City of Victorville Zoning and Land Use Checker, https://gis.victorvilleca.gov/zoninglandusechecker/, accessed December 1, 2021.

- *South:* Dos Palmas Road bounds the southern limit of the site. Vacant land designated Specific Plan (SP) and zoned Specific Plan (SP) are located to the south of Dos Palmas Road; and

- *West:* Vacant land designated R-1 and zoned R-1 are located to the west of the project site.

2.3 PROJECT CHARACTERISTICS

The project proposes a 138-lot single-family residential subdivision with lots ranging from 7,200 square feet to 14,376 square feet; refer to Exhibit 3, *Conceptual Site Plan*. Project characteristics are described in further detail below.

SITE ACCESS

The project is bisected by Bellflower Street and would be accessed by developer-installed street improvements at Dos Palmas Road and Bellflower Street in accordance with the City of Victorville Standards.

OPEN SPACE

The project proposes two, dual-use drainage basins (Lot A and Lot B) providing both on-site infiltration and community open space areas for recreational purposes; refer to Exhibit 3. The Lot A drainage basin is approximately 34,044 square feet while the Lot B drainage basin is 31,503 square feet.

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*.

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 for treatment at the Industrial Waste Water Treatment Plan.

- *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.

2.5 PHASING/CONSTRUCTION

Project construction would likely occur over two phases lasting approximately five years. 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
- Tentative Tract Map Approval

Lahontan Basin Regional Water Quality Control Board

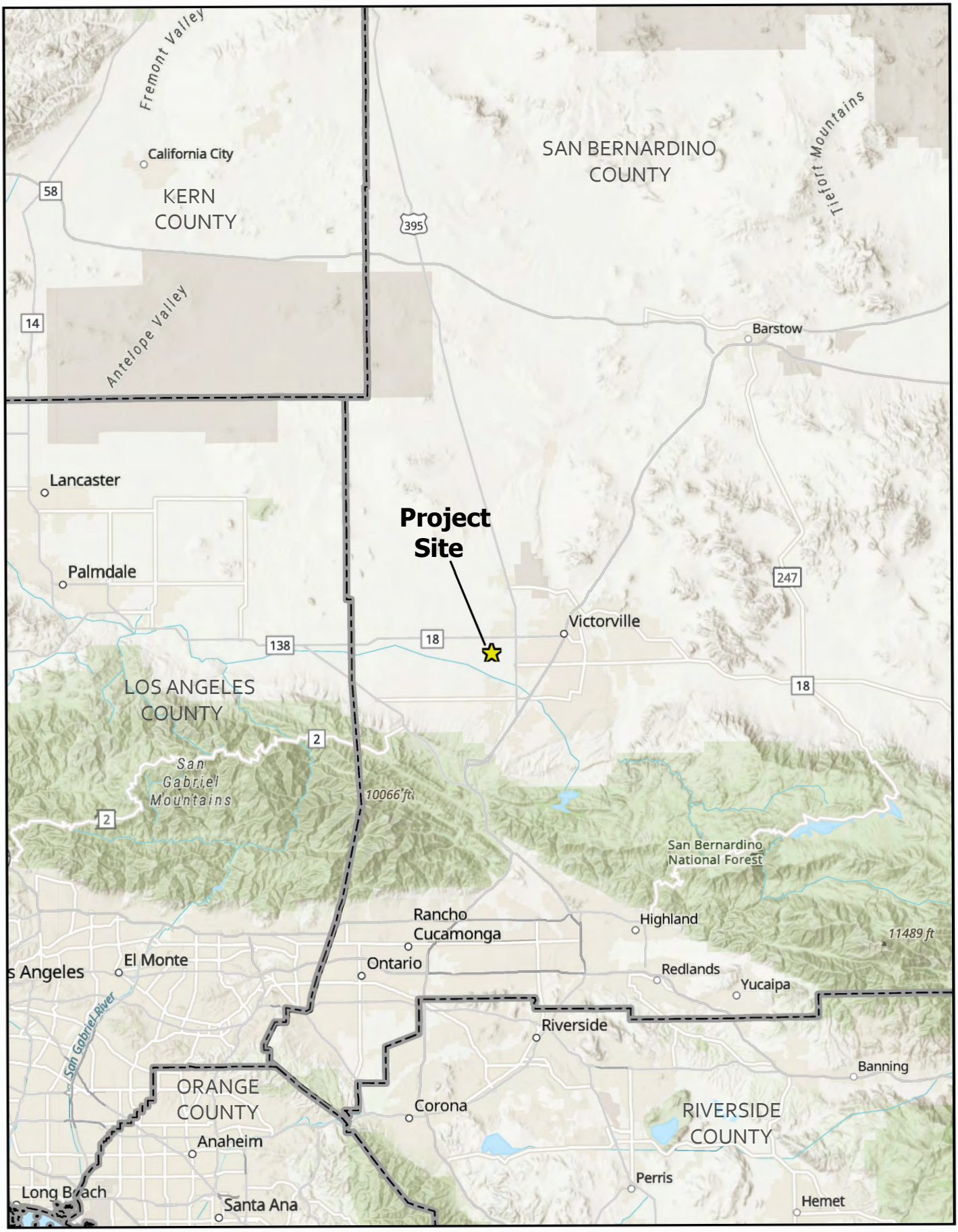
- Waste Discharge Permit (Compliance with Section 401 of the Clean Water Act and the California Porter-Cologne Water Quality Control Act)

California Department of Fish and Wildlife

- Lake and Streambed Alternation Agreement (Compliance with Section 1602 of the CA Fish and Game Code)
- Incidental Take Permit to remove existing western Joshua trees (*Yucca brevifolia*) (Compliance with the Western Joshua Tree Conservation Act)

California Department of Transportation

- Coordination for connection to Palmdale Road (Highway 18)



TTM NO. 20426 PROJECT
IS/MND

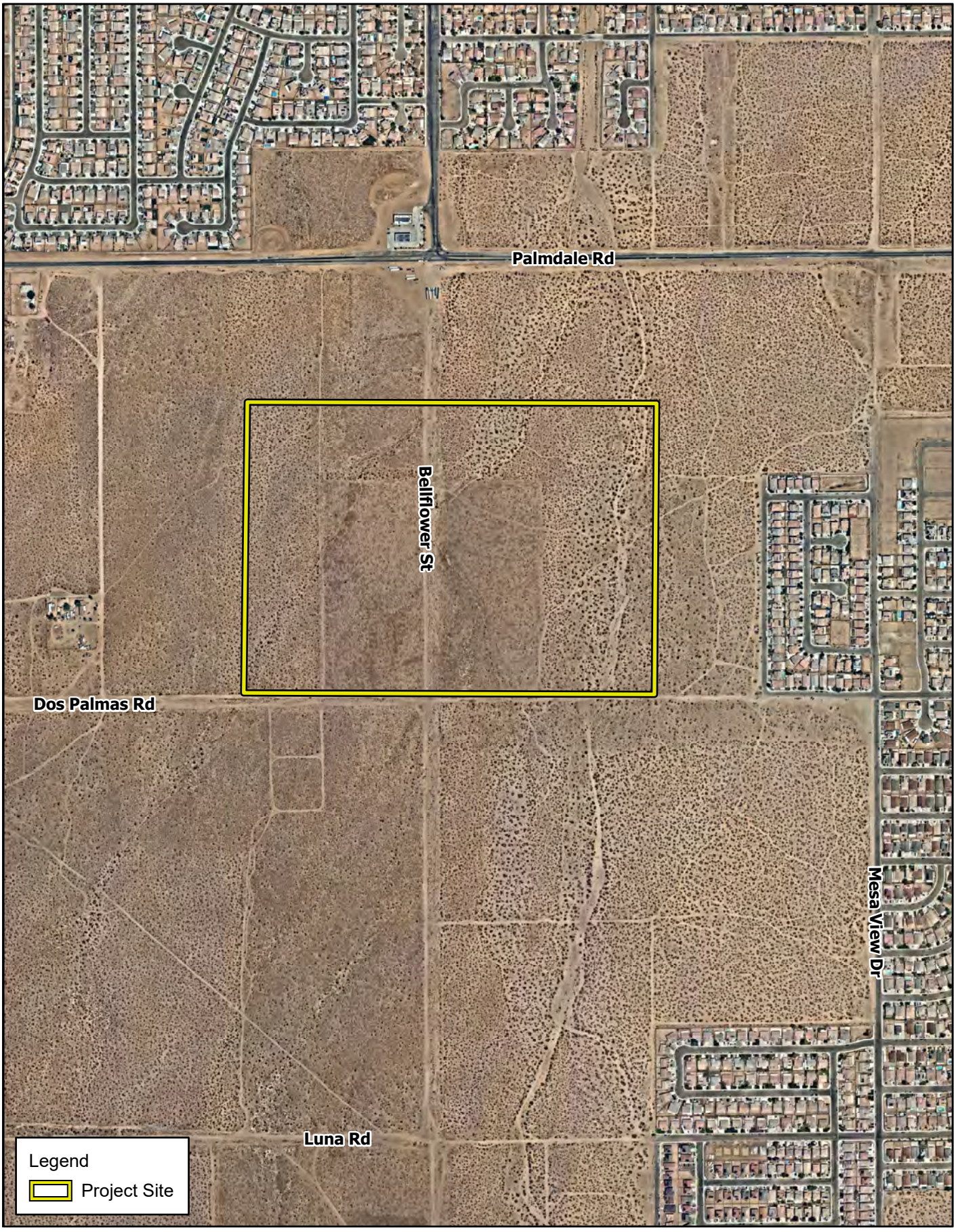
Regional Vicinity

Michael Baker INTERNATIONAL

0 10 20 Miles

Source: ESRI, City of Victorville

Exhibit 1



Michael Baker INTERNATIONAL

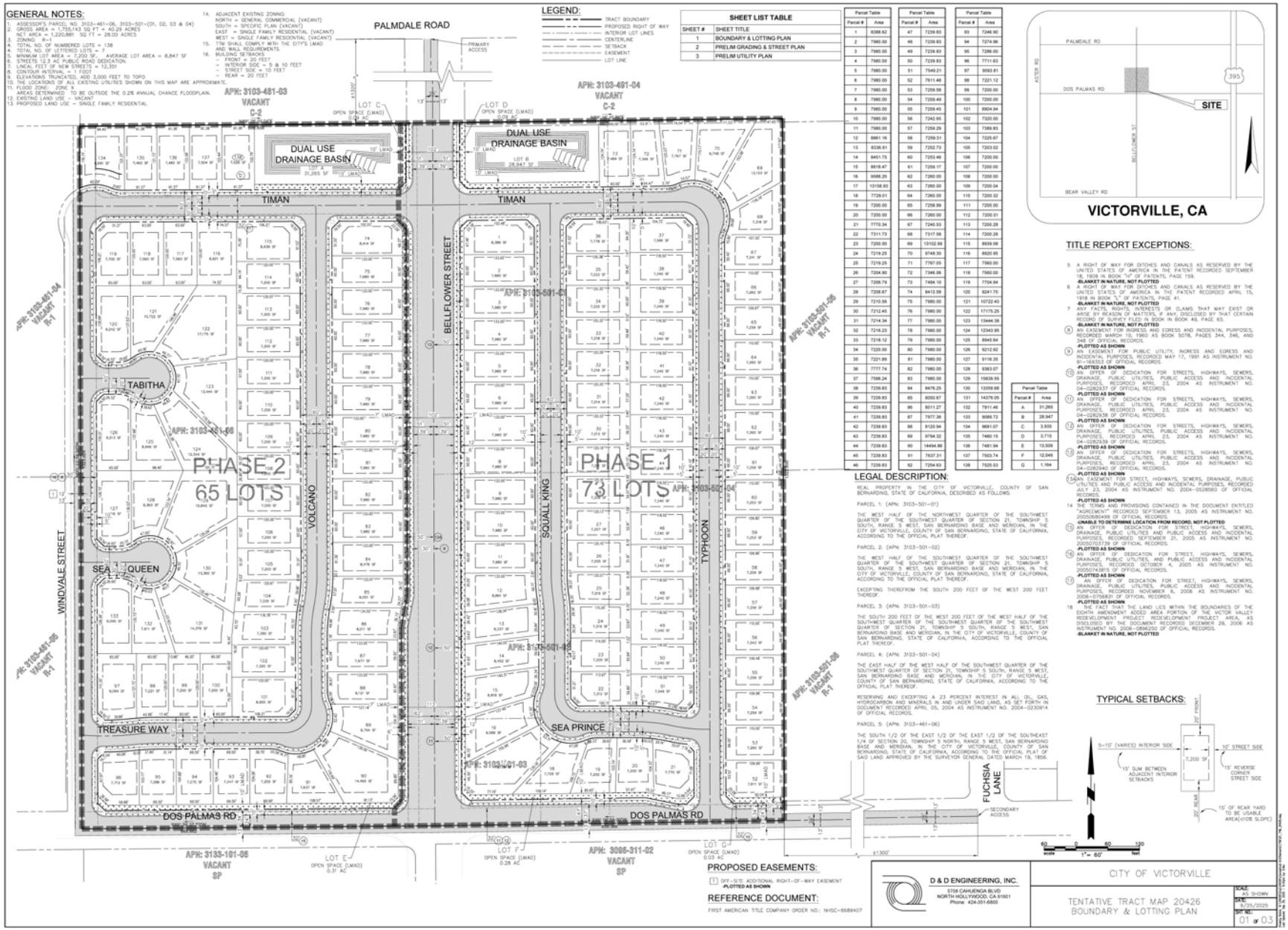
0 250 500 Feet

Source: ESRI, City of Victorville

TTM NO. 20426 PROJECT
IS/MND

Site Vicinity

Exhibit 2



TTM NO. 20426 PROJECT
IS/MND

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: D&D Engineering, Inc.

Conceptual Site Plan

Exhibit 3

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. **Project Title:**
   TTM No. 20426 Project

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

3. **Contact Person and Phone Number:**
   Casandra Erskine, Associate Planner
   City of Victorville Planning Department
   760.955.5135

4. **Project Location:**
   The proposed project is located north of Dos Palmas Road and to the east and west of Bellflower Street in the City of Victorville (Assessor's Parcel Numbers [APN] 3103-461-06 and 3103-501-01, -02, -03, and -04); refer to Exhibit 2, *Local Vicinity*.

5. **Project Sponsor's Name and Address:**
   Kris Pinero, Project Manager
   Rodeo Credit Enterprises
   9595 Wilshire Blvd., Suite 708
   Beverly Hills, CA 90212

6. **General Plan Designation:**
   Low Density Residential

7. **Zoning:**
   Single Family Residential (R-1)

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

9. **Surrounding Land Uses and Setting:**
   Refer to Section 2.2, *Environmental Setting*.

10. **Other public agencies whose approval is required:** CDFW Incidental Take Permit, CDFW 1602 Permit, Lahontan Basin Regional Water Quality Control Board Waste Discharge Permit, and Caltrans (roadway connection coordination)

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 August 5, 2025. 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 analyze the development's impacts more fully 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?

No Impact. 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. No 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. According to the California Department of Transportation State Scenic Highway System Map, there are no officially-designated State scenic highways in the City of Victorville.[2] The nearest scenic highway is State Route 138 (SR-138) (designated as eligible for listing), which is located over nine miles to the south of the project site. Views of the project site are not afforded from SR-138 due to intervening topography, structures, and vegetation. 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

[2]California Department of Transportation, State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 24, 2023.

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. Based on the *City of Victorville General Plan Land Use Element Land Use Map* (Victorville Land Use Map), dated December 20, 2022 and the *City of Victorville City Zoning Map*, dated November 30, 2023, the project site is designated Low Density Residential (R-1) and is zoned Single Family Residential (R-1). As such, the proposed 138-unit single-family development proposed by the project would be consistent with the site's land use designation and zoning. 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.

Further, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the design review process; see Municipal Code Section 16-3.08.090, *Single-Family Design Guidelines*. The City would also have the ability to add conditions related to project aesthetics during the developmental review process if needed, prior to approval of the project. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. 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. The types 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 0.17-mile to the north and 0.12-mile to the east of the project site.

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. 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 and 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?

No Impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Thus, project implementation would not result in the conversion of designated Farmland to a non-agricultural use. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[3]California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed November 10, 2021.

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

No Impact. The project site is zoned Single Family Residential (R-1) and is not covered under an existing Williamson Act contract. 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. The project site is zoned R-1 and is not occupied by or used as forest land; and therefore, project implementation would not result in the loss or conversion of forest land. 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. The project site does not contain farmland or forest land No impact would occur.

Mitigation Measures: No mitigation measures are required.

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?			✓	

This section is based on the *Revised Air Quality Study - Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street and Dos Palmas Road, Victorville, CA,* prepared by M.S. Hatch Consulting, LLC, dated November 17, 2023. This document is included as Appendix A, *Air Quality Study* 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. The City received a letter from MDAQMD (dated August 11, 2025) stating that they have reviewed the proposed project and that the project would need to obtain a Dust Control Plan and other standard construction-related features such as construction signage, use of a water truck, perimeter fencing, stabilization of construction access roads, equipment permits and comply with their standard applicable provisions listed in Rule 403- Fugitive Dust Control. Adherence to standard). Adherence to standard local, state, and federal regulation are requirement for development projects. This letter is on-file with the City.

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.

[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.

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

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, February 2020.

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. The estimated emissions of criteria pollutants and greenhouse gases for each year of construction and the total operational emissions are well below the applicable thresholds. 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 such, hazardous air pollutants (HAP) emissions were not calculated, and the project was not evaluated for potential health risks to sensitive receptors.

   As shown in Table 4.3-2, *Annual Emissions Summary and Significance Thresholds* and Table 4.3-3, *Daily Emissions Summary and Significance Thresholds*, 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
Annual Emissions Summary and Significance Thresholds

Emissions Source	Total Emissions (tons/year)[1]						
	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2e
Construction							
Year 1 Construction Emissions	0.04	0.35	0.35	< 0.01	0.07	0.04	56
Year 2 Construction Emissions	0.24	1.99	2.47	< 0.01	0.25	0.13	504
Year 3 Construction Emissions	0.16	1.32	2.06	< 0.01	0.15	0.07	418
Year 4 Construction Emissions	0.16	1.26	2.04	< 0.01	0.14	0.06	416
Year 5 Construction Emissions	1.16	1.13	1.89	< 0.01	0.13	0.06	385
Significant Emissions Threshold	***25***	***25***	***100***	***25***	***15***	***12***	***100,000***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***	***No***
Operational							
Area Sources	1.37	0.01	0.72	< 0.01	< 0.01	< 0.01	2
Energy	0.01	0.20	0.09	< 0.01	0.02	0.02	491
Mobile	0.83	0.88	6.52	0.02	1.84	0.48	1,751
Waste	N/A	N/A	N/A	N/A	0.00	0.00	83
Water	N/A	N/A	N/A	N/A	0.00	0.00	49
Total Operational Emissions	**2.22**	**1.09**	**7.32**	**0.02**	**1.85**	**0.49**	**2,325**
Significant Emissions Threshold	***25***	***25***	***100***	***25***	***15***	***12***	***100,000***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***	***No***

ROG: Reactive Organic Compounds, used interchangeably with Volatile Organic Compounds (VOC); NO_X: oxides of nitrogen; CO: Carbon monoxide; SO_X: Oxides of sulfur; $PM_{2.5}$: particulate matter less than 2.5 micrometers in diameter; PM_{10}: particulate matter less than 10 micrometers in diameter; CO_2e: Carbon dioxide equivalent.

Notes:
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0.

Source: M.S. Hatch Consulting, LLC, *Revised Air Quality Study – Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street & Dos Palmas Road, Victorville, CA*, May 31, 2024 Table 3.

Table 4.3-3
Daily Emissions Summary and Significance Thresholds

Emission Source	Total Emissions (pounds per day)[1]						
	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$	CO_2e
Construction							
Year 1 Construction Emissions	3.39	31.70	31.20	0.05	6.71	3.94	5,542
Year 2 Construction Emissions	3.22	29.20	29.70	0.06	6.58	3.82	7,204
Year 3 Construction Emissions	1.27	10.10	16.70	0.03	1.13	0.51	3,599
Year 4 Construction Emissions	1.23	9.58	16.50	0.03	1.09	0.47	3,574
Year 5 Construction Emissions	38.10	10.00	17.90	0.03	1.21	0.49	3,819
Significant Emissions Threshold	***137***	***137***	***548***	***137***	***82***	***65***	***548,000***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***	***No***
Operational							
Area Sources	7.86	< 0.01	7.97	< 0.01	< 0.01	< 0.01	21
Energy	0.06	1.11	0.47	0.01	0.09	0.09	2,966
Mobile	5.21	4.83	43.40	0.11	10.30	2.66	11,598
Waste	N/A	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	N/A
Total Operational Emissions	**13.10**	**5.94**	**51.80**	**0.12**	**10.40**	**2.76**	**15,077**
Significant Emissions Threshold	**137**	**137**	**548**	**137**	**82**	**65**	**548,000**
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***	***No***

ROG: Reactive Organic Compounds, used interchangeably with Volatile Organic Compounds (VOC); NO_X: oxides of nitrogen; CO: Carbon monoxide; SO_X: Oxides of sulfur; $PM_{2.5}$: particulate matter less than 2.5 micrometers in diameter; PM_{10}: particulate matter less than 10 micrometers in diameter; CO_2e: Carbon dioxide equivalent.

Notes:
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0.

Source: M.S. Hatch Consulting, LLC, *Revised Air Quality Study – Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street & Dos Palmas Road, Victorville, CA*, May 31, 2024, Table 4.

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 5.25 miles east 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 2019 to 2021 (the most recent years available) monitored at the Victorville – Park Avenue Monitoring Station is presented in Table 4.3-4, *Local Air Quality Levels*.

Table 4.3-4
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	2019 2020 2021	0.104 0.112 0.112	3/NA 4/NA 8/NA
Ozone (O_3) [2] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2019 2020 2021	0.081 0.094 0.098	34/29 38/35 35/34
Nitrogen Dioxide[2] (NO_x)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2019 2020 2021	56.0 59.4 56.6	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	2019 2020 2021	170.0 261.4 591.6	NM/2 NM/2 NM/1
Fine Particulate Matter[2, 4] ($PM_{2.5}$)	No Separate State Standard	35 µg/m^3 for 24 hours	2019 2020 2021	17.8 48.4 87.1	NA/0 NA/4 NA/1

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 January 22, 2024.

Areas with air quality that exceed Federal and State standards are designated as non-attainment for the respective pollutants. As indicated in Table 4.3-4, 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 and 8-hour) standards.

As indicated in Table 4.3-3, 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 MDAQMD's 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 Map (2022) and the Victorville Zoning Map (2023), the project site is designated/zoned Low Density Residential (R-1). 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.

   Further, during project review, the MDAQMD provided requirements that must be implemented. The project is required to be in compliance with all relevant provisions of MDAQMD Rule 403, Fugitive Dust Control, including obtainment of a Dust Control Plan. Following compliance with all relevant requirements of Rule 403, the project would be in conformance 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 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a major transportation project (50,000 or more vehicles per day) within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; 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 4.3-5, *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 4.3-5, 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.

Table 4.3-5
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	**Nonattainment**
	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	Unclassified/Attainment
	Annual Arithmetic Mean	12 μg/m³	**Nonattainment**	12.0 μg/m³	Unclassified/Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified/Attainment
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Unclassified/Attainment
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Attainment	53 ppb (100 μg/m³)	Unclassified/Attainment
	1 Hour	0.18 ppm (339 μg/m³)	Attainment	100 ppb (188 μg/m³)	Unclassified/Attainment
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	Unclassified/Attainment
	Rolling 3-Month Average	N/A	N/A	0.15 μg/m³	Unclassified/Attainment
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	0.5 ppm (1300 μg/m³)	Unclassified/Attainment
	1 Hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	Unclassified/Attainment
	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)	N/A		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 μg/m³)	Unclassified		

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/m^3 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: Mojave Desert Air Quality Management District, *MDAQMD Attainment Status*, https://www.mdaqmd.ca.gov/air-quality/mdaqmd-attaiment-status, accessed May 19, 2023.

As indicated in Table 4.3-5, the project area is designated as a nonattainment area for Federal ozone (8-hour) and PM_{10} standards and nonattainment for State ozone (1-hour and 8-hour), PM_{10}, and $PM_{2.5}$ 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 would 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?

Less Than Significant Impact. Refer to Response 4.3(a). Impacts would be less than significant.

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. As a single family residential development, 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 *Habitat Assessment* prepared by L&L Environmental, Inc., dated August 2022, revised November 2023 (refer to Appendix B, *Habitat Assessment)*; the *Aquatic Resources Delineation Report* prepared by Aspen Environmental Group, dated August 2024 (refer to Appendix G, *ARDR); and* the *Western Joshua Tree Inventory Results Memorandum* prepared by Aspen Environmental Group, dated August 12, 2024 (refer to Appendix H, *Western Joshua Tree Inventory Results).* Where applicable, the City's *Western Joshua Tree Development Advisory* letter and *Western Joshua Tree Conservation Act Fact Sheet* dated September 14, 2023 are incorporated 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 Impact with Mitigation Incorporated. A general biological reconnaissance survey and habitat assessment were performed by L&L Environmental on August 22, 2022, to examine and determine the presence/absence of biological resources and the potential for sensitive species to occur; refer to Appendix B. However, no focused or protocol surveys were conducted for any species. According to L&L Environmental' s 2023 Habitat Assessment, the site has been previously cleared since 2006 and present vegetation is limited to mainly non-native grasses, a few small desert shrubs, and mature live western Joshua trees (*Yucca brevifolia*), a State candidate species. Additionally, a western Joshua tree inventory was conducted by Aspen Environmental Group on December

1, 2023, which concluded that a total of 6 western Joshua trees were present within the survey area; refer to Appendix H, *Western Joshua Tree Inventory Results*.

Special-Status Plant Species

Western Joshua Tree

On September 22, 2020, the California Fish and Game Commission (CFGC) made the western Joshua tree (*Yucca brevifolia*) a candidate for listing as threatened or endangered under the California Endangered Species Act (CESA). The California Department of Fish and Wildlife (CDFW) had one year from September 22, 2020 to conduct an evaluation and provide a recommendation on listing. An extension was granted and the CDFW review was submitted to the CFGC on April 21, 2022. This review recommended against listing the species as threatened or endangered. At the CFCG meeting in June 2022, the Commissioners' vote on the listing of Joshua tree was split (two to two) and a decision was not reached. The issue was continued to the next CFGC meeting in October 2022, February 2023, and June 2023.

As detailed in the City's *Western Joshua Tree Conservation Act Fact Sheet*, dated September 14, 2023, on July 10, 2023, the Governor of the State of California approved the Western Joshua Tree Conservation Act (WJTCA) via the approval of Senate Bill No. 122. The Western Joshua Tree is subject to the provisions of the WJTCA as well as protected from unauthorized take under the CESA Section 2085, with authorized take subject to approval by CDFW via a Section 2081 incidental take permit or in accordance with the provisions of the WJTCA.

In compliance with the WJTCA, the project would be subject to the following:

- Provide a census of all Western Joshua Trees on the project site, including size and photographs, that categorize the Western Joshua Trees according to the following size classes:
    - Less than one meter in height; (B) One meter or greater but less than five meters in height; or (C) Five meters or greater in height.
- Avoid and minimize impacts to, and the taking of, the Western Joshua Tree to the maximum extent practicable. Minimization may include trimming, encroachment on root systems, relocation, or other actions that result in detrimental but nonlethal impacts to a Western Joshua Tree.
- Possible relocation requirements, with implementation measures to assist the survival of relocated trees such as specific orientation and timing.
- Mitigation of all impacts to, and taking of, the Western Joshua Tree that are roughly proportional in extent to the impact of the authorized taking of the species and are capable of successful implementation/funding to implement the mitigation measures. In lieu of completing the mitigation obligation on its own, a permittee may elect to satisfy this mitigation obligation by paying fees, pursuant to the fee schedule noted herein.
- Developers of projects that are either south of Palmdale Road, or east of Interstate 15 and south of D Street shall be subject to the following fee's in lieu of mitigating impacts to project on their own. (CA Fish and Game § 1927.3(e))
    - Two thousand five hundred dollars ($2,500) for each Western Joshua Tree five meters or greater in height.
    - Five hundred dollars ($500) for each Western Joshua Tree one meter or greater but less than five meters in height.
    - Three hundred forty dollars ($340) for each Western Joshua Tree less than one meter in height.

The Western Joshua Tree Conservation Plan (Conservation Plan), approved on August 13, 2025, was prepared in conformance with the WJTCA and reflects the provisions of the WJTCA. The Conservation Plan provides guidelines for western Joshua tree conservation, criteria to help define effectiveness of management actions, monitoring of management outcomes, and a process of adaptive management to refine and improve the management actions over time. The 2024 Western Joshua Tree Inventory report concluded there is a total of six Western Joshua trees within the

project site, which includes including a 50-foot buffer as required by the survey protocol, and which meet the requirements for compliance with the Western Joshua Tree Conservation Act. As such, Mitigation Measure **BIO-1** (Compliance with the Western Joshua Tree Conservation Act) requires the acquisition of an incidental take permit (ITP) for the removal of the trees. Implementation with this measure would reduce impacts to the State candidate species to a less than significant level.

Other Special-Status Plant Species

Other than the western Joshua trees, no regulated desert native plants were observed on the site and no other listed or special status plant species were found during L&L's 2022 survey for the 2023 habitat assessment. However, the survey conducted as part of the Habitat Assessment did not include a focused botanical study during the flowering season or an analysis of the potential for occurrence of other listed or special status plant species. Therefore, a biological resources assessment was recommended, including an analysis of potentials for occurrence of listed and special status plant species, with a focused botanical survey during the early, middle, and late flowering season, if warranted. Prior to ground disturbance, this recommendation is Mitigation Measure **BIO-2** (Pre-Construction Biological Resources Assessment with Focused Botanical Survey). Implementation of BIO-2 would reduce this potential impact to a less than significant level.

Special-Status Reptiles

Desert Tortoise

Desert tortoise (*Gopherus agassizii*) is listed as threatened by both State and Federal wildlife agencies. L&L's 2022 survey concluded no desert tortoise or sign was incidentally observed on the site as part of the Habitat Assessment, but a protocol survey was not conducted; and the Habitat Assessment recommended a protocol survey for desert tortoise be conducted. Prior to ground disturbance, this recommendation is Mitigation Measure **BIO-3** (Pre-Construction Desert Tortoise Survey). Implementation of BIO-3 would reduce this potential impact to a less than significant level.

Special-Status Mammals

Mohave Ground Squirrel

Mohave ground squirrel (*Xerospermophilus mohavensis*) is a State listed threatened species. L&L's 2022 survey concluded no Mohave ground squirrel or identifiable sign was incidentally observed on the site, but a protocol survey was not conducted. As such, the Habitat Assessment recommended a focused Mohave ground squirrel habitat assessment be conducted by a permitted biologist followed by a protocol survey, if warranted. Prior to ground disturbance, this recommendation is Mitigation Measure **BIO-4** (Pre-Construction Mohave Ground Squirrel Survey). Implementation of BIO-4 would reduce this potential impact to a less than significant level.

Special-Status Birds

Burrowing Owl

Burrowing owl (*Athena cunicularia*) is not a State or Federal listed species, but it is considered a Species of Special Concern in California. No burrowing owls or owl signs were incidentally observed during L&L's 2022 survey, but a protocol survey was not conducted as part of the Habitat Assessment. The report concluded that potentially suitable habitat is present; and therefore, the Habitat Assessment recommends a protocol breeding season survey be conducted. If burrowing owls are present, additional mitigation would be required including a relocation plan. Prior to ground disturbance, this recommendation is Mitigation Measure **BIO-5** (Pre-Construction Burrowing Owl Survey). Implementation of BIO-5 would reduce this potential impact to a less than significant level.

California Horned Lark

California horned lark (*Eremophila alpestris actia*), a special-status species, was found on the site during L&L's 2022 survey. The Habitat Assessment indicated that additional special-status wildlife species could be present and recommended a biological resources assessment that includes an analysis of potentials for occurrence of listed and special status wildlife species and additional surveys as warranted. Compliance with Mitigation Measures BIO-1 and **BIO-6** (Pre-Construction Nesting Birds Survey), requiring a suitable buffer (as determined by a qualified Project Biologist) be established around active nests and project activities be halted until the nest is determined to be inactive, would reduce potential impacts to the species and its habitat to a less than significant level.

Nesting Birds

There is potential habitat for nesting birds, including raptors, on the site and adjacent areas. Nesting birds include common and special status species that may nest on the project site. Nesting birds are protected under the Federal Migratory Bird Treaty Act and California Fish and Game Code. Adult birds (other than burrowing owl) will typically avoid or flee from construction activities and other disturbance and the potential for harm during construction would generally be limited to nests, eggs, and dependent juveniles. All nesting birds on the site or within the buffer would potentially be directly or indirectly impacted by the project. Mitigation Measure **BIO-6** (Pre-Construction Nesting Birds Survey) requires preconstruction surveys for nesting birds during the nesting season (January 1 to September 15), as well as daily clearance sweeps for nesting birds during biological monitoring (January 1 to December 31). If active nests are present, avoidance buffers of 300 to 500 feet (or as recommended by the Project Biologist) would be established and maintained until the nest has fledged or otherwise become inactive. With implementation of proposed mitigation, impacts to nesting birds would be less than significant.

Mitigation Measures:

BIO-1 **Compliance with the Western Joshua Tree Conservation Act**. For any Western Joshua Trees that would be removed, the project applicant/owner shall obtain either an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) under §2081 of the California Endangered Species Act (CESA) or a permit under the Western Joshua Tree Conservation Act, whichever would be applicable at the time of the application. Mitigation would consist of either purchase of credits from an approved conservation bank at an agreed upon ratio or in accordance with the permit issued under the Western Joshua Tree Conservation Act. Impact to the on-site Joshua trees would require a mitigation fee determined at the time of application by CDFW.

BIO-2 **Pre-Construction Biological Resources Assessment with Focused Botanical Survey.** Prior to ground disturbance, the project applicant/owner shall conduct a biological resource assessment with focused plant survey all special status plant species that have the potential to occur on the site and be performed during the blooming season to determine the potential environmental effects of the proposed projects on special status plants and sensitive natural communities following CDFW's recommended protocols.

BIO-3 **Pre-Construction Desert Tortoise Survey.** Prior to ground disturbance, the project applicant/owner shall have a CDFW-approved biologist conduct pre-construction presence/absence surveys for desert tortoise during the desert tortoise active season (April to May or September to October) 48 hours prior to initiation of Project activities and after any pause in Project activities lasting 30 days or more. Desert tortoise preconstruction surveys shall be conducted in accordance with the U.S. Fish and Wildlife Service (USFWS) 2019 desert tortoise survey methodology. Pre-construction surveys shall be completed using 100-percent visual coverage for desert tortoise and their sign and shall use perpendicular survey routes within the Project site and a 50-foot buffer zone. Pre-construction surveys cannot be combined with other surveys conducted for other species while using the same personnel. Project Activities cannot start until two negative results from consecutive surveys using perpendicular survey routes for desert tortoise are documented.

BIO-4 **Pre-Construction Mohave Ground Squirrel Survey.** Prior to ground disturbance, the project applicant/owner shall conduct a survey following the Mohave Ground Squirrel Survey Guidelines, or most

recent version shall be performed by a qualified biologist authorized by a Memorandum of Understanding issued by CDFW. The pre-construction surveys shall cover the Project Area and a 50- foot buffer zone. If Mohave ground squirrel presence is confirmed during the survey, the Project Proponent should obtain an ITP for Mohave ground squirrel prior to the start of Project activities. CDFW shall be notified if Mohave ground squirrel presence is confirmed during the pre-construction survey. If a Mohave ground squirrel is observed during Project activities, and the Project Proponent does not have an ITP, all work shall immediately stop, and the observation shall be immediately reported to CDFW.

BIO-5 **Pre-Construction Burrowing Owl Surveys.** Prior to ground disturbance, the project applicant/owner shall conduct two surveys for Burrowing Owls on the project site and in the surrounding area in accordance with the Staff Report on Burrowing Owl Mitigation, State of California Natural Resource Agency, Department of Fish and Game, May 7, 2012, no more than 14 days prior to the beginning of project activities. A secondary survey must be conducted by a qualified biologist within 24 hours prior to the beginning of project construction to determine if the site contains suitable burrowing owl habitat or sign thereof and to avoid any potential impacts to the species. The surveys shall include 100 percent coverage of the project site. If both surveys reveal no burrowing owls are present or sign thereof, no additional actions related to this measure are required and a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to construction. If occupied active burrows or sign thereof are found within the development footprint during the pre-construction clearance survey, additional coordination with CDFW may be required.

BIO-6 **Pre-Construction Nesting Bird Survey.** This measure shall apply to all nesting birds protected under the Federal Migratory Bird Treaty Act and California Fish and Game Code. Proposed project activities, including (but not limited to) clearing, grubbing, and/or grading, shall be scheduled outside of the bird breeding season (typically January 1 through September 15 for raptors, and February 1 through September 1 for other avian species), if feasible. If breeding season avoidance is not feasible, a designated qualified Project Biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nest(s) on or adjacent to the proposed project site. The extent of the survey buffer area surrounding the nest(s) shall be 300 feet for raptors and 100 feet for songbirds; a smaller buffer may be established by the qualified Project Biologist familiar with the nesting phenology of the affected species to ensure that potential direct and indirect effects to nesting birds are avoided. The survey shall include the project site, offsite impact areas, and a buffer of 500 feet. Due to the size of the project, the survey shall be repeated as needed to ensure that all work areas have a nesting bird survey within three (3) days prior to initial site disturbance. The biological monitor shall also inspect for nesting birds during clearance surveys of work sites and adjacent areas). If active nest(s) are discovered, an avoidance buffer of 500 feet for raptors and special status birds or 300 feet for all other birds (or as recommended by the qualified Project Biologist) shall be established and maintained until the qualified Project Biologist or biological monitor has determined that the juvenile birds have fledged and are no longer dependent on the nest or the nest has otherwise become inactive. An active nest is defined as a nest with eggs, chicks, or dependent juveniles, or a nest actively being constructed or utilized for reproduction. The buffer shall be clearly flagged or otherwise marked, and construction crews informed of the restrictions by the biological monitor. The qualified Project Biologist shall monitor the nest, adjust the avoidance buffer as needed, and shall have the authority to halt project activities to prevent take.

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?

Less than Significant Impact with Mitigation Incorporated. According to the 2023 Habitat Assessment, the site is entirely disturbed and supports little vegetation, mainly non-native grasses, a few desert shrubs, and Joshua trees and concluded there is no presence for sensitive vegetation communities. According to Aspen's 2024 Aquatic Resources

Delineation Report, there are two drainage features on site. These ephemeral drainages are considered jurisdictional waters, which can include wetlands and riparian habitats which are regulated by the CDFW, RWQCB, and the USACE. The report concludes the project site includes approximately 0.10 acres of Lahontan Basin RWQCB jurisdictional "waters of the State" and 0.78 acres of "CDFW jurisdictional streambeds". As noted below in Threshold 4.4(c), Mitigation Measure **BIO-7** (Regulatory Permits) shall apply.

Mitigation Measure: Refer to Mitigation Measure BIO-7.

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?

Less than Significant Impact with Mitigation incorporated. As detailed in the Habitat Assessment (Appendix B), ephemeral drainages were noted on the site, and the development plan indicates that the entire site will be impacted, including these drainages. Impacts to ephemeral drainages require regulatory agency permits from the CDFW and RWQCB. According to the Aquatic Resources Delineation Report (included as Appendix G), the project site includes approximately 0.10 acres of Lahontan Basin Regional Water Quality Control Board jurisdictional waters of the State and 0.78 acres of CDFW jurisdictional streambeds. Therefore, the project may be subject to both a Section 401 Water Quality Certification from the RWQCB and Section 1602 of the California Fish and Game Code to reduce or avoid potential impacts to jurisdictional waters.

Mitigation Measure:

BIO-7 **Regulatory Permits.** Prior to the issuance of a grading permit or any earth-disturbing activities within the jurisdictional waters identified in the *Aquatic Resources Delineation Report* prepared by Aspen Environmental Group, dated August 2024, the project applicant/owner shall obtain any required regulatory permits required by CDFW (1602 permit/Lake and Streambed Alternation Agreement) and the Lahontan Basin Regional Water Quality Control Board Waste Discharge Permit (Compliance with Section 401 of the Clean Water Act and the California Porter-Cologne Water Quality Control Act) for temporary and/or permanent impacts to the jurisdictional area that are regulated by the CDFW and the Lahontan Basin RWQCB. Impacts shall be mitigated for no net loss or as modified by the regulatory agencies through the permitting process.

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

Less Than Significant Impact with Mitigation Incorporated. According to L&L's Habitat Assessment, the project site is not adjacent to any conserved lands, and existing development is present between the site and conserved lands several miles to the north (BLM lands) and south (San Bernardino and San Gabriel Mountains). The project site is within an area mapped as "Limited Connectivity Opportunity" by CDFW's Areas of Conservation Emphasis – Terrestrial Connectivity. Limited Connectivity Opportunity is defined as "areas where land use may limit options for providing connectivity (e.g., agriculture, urban) or no connectivity importance has been identified in models."

The site has been cleared, leaving little native vegetation. There is limited potential for movement of wildlife species within the site although wildlife may enter or cross the site from adjacent vacant lands with relatively undisturbed habitat. Drainages often serve as wildlife corridors and travel routes and the drainages across the site may provide movement opportunities for some species, although the lack of native habitat and cover limits this potential. The project site likely contributes generally to local wildlife movement in the area, but it has little or no terrestrial connectivity to conserved habitat blocks and is not within or near a regional wildlife corridor. Therefore, the proposed project would not interfere substantially with migratory wildlife corridors.

Suitable habitat for nesting birds is present on and adjacent to the project site. As detailed above, impacts to nesting birds during the breeding season are potentially significant. Mitigation Measure **BIO-6** (Pre-Construction Nesting Bird Survey) would reduce these potential impacts to a less than significant level.

Mitigation Measure:

BIO-6 **Pre-Construction Nesting Bird Survey.** This measure shall apply to all nesting birds protected under the Federal Migratory Bird Treaty Act and California Fish and Game Code. Proposed project activities, including (but not limited to) clearing, grubbing, and/or grading, shall be scheduled outside of the bird breeding season (typically January 1 through September 15 for raptors, and February 1 through September 1 for other avian species), if feasible. If breeding season avoidance is not feasible, a designated qualified Project Biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nest(s) on or adjacent to the proposed project site. The extent of the survey buffer area surrounding the nest(s) shall be 300 feet for raptors and 100 feet for songbirds; a smaller buffer may be established by the qualified Project Biologist familiar with the nesting phenology of the affected species to ensure that potential direct and indirect effects to nesting birds are avoided. The survey shall include the project site, offsite impact areas, and a buffer of 500 feet. Due to the size of the project, the survey shall be repeated as needed to ensure that all work areas have a nesting bird survey within three (3) days prior to initial site disturbance. The biological monitor shall also inspect for nesting birds during clearance surveys of work sites and adjacent areas). If active nest(s) are discovered, an avoidance buffer of 500 feet for raptors and special status birds or 300 feet for all other birds (or as recommended by the qualified Project Biologist) shall be established and maintained until the qualified Project Biologist or biological monitor has determined that the juvenile birds have fledged and are no longer dependent on the nest or the nest has otherwise become inactive. An active nest is defined as a nest with eggs, chicks, or dependent juveniles, or a nest actively being constructed or utilized for reproduction. The buffer shall be clearly flagged or otherwise marked, and construction crews informed of the restrictions by the biological monitor. The qualified Project Biologist shall monitor the nest, adjust the avoidance buffer as needed, and shall have the authority to halt project activities to prevent take.

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

Less than Significant Impact with Mitigation Incorporated. The project site supports mature live western Joshua trees as described above in Section 4.4.a. These trees will be included on the ITP application described above in Mitigation Measure BIO-1 (Compliance with the Western Joshua Tree Conservation Act).

Additionally, Joshua trees are protected by Victorville Municipal Code, Chapter 13.33.040, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Community Services. Implementation of Mitigation Measure **BIO-1** would reduce impacts to less than significant.

Mitigation Measures:

BIO-1 **Compliance with the Western Joshua Tree Conservation Act**. For any Western Joshua Trees that would be removed, the project applicant/owner shall obtain either an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW) under §2081 of the California Endangered Species Act (CESA) or a permit under the Western Joshua Tree Conservation Act, whichever would be applicable at the time of the application. Mitigation would consist of either purchase of credits from an approved conservation bank at an agreed upon ratio or in accordance with the permit issued under the Western Joshua Tree Conservation Act. Impact to the on-site Joshua trees would require a mitigation fee determined at the time of application by CDFW.

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 *Phase I Cultural Resources Survey, Bellflower and Dos Palmas Roads, TTM 20426, City of Victorville, California* (Cultural Resources Survey), prepared by Hudlow Cultural Resource Associates., dated January 2022, amended September 2025; refer to Appendix C, *Cultural Resources Survey*.

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

No Impact. A records search was completed by South Central Coast Archaeological Information Center staff on January 25, 2022. The record search results identified nine cultural resource studies completed within one-half mile of the project site. None of the cultural resource studies overlap with the project boundaries, and no cultural resources have been previously identified within the project boundaries.

On November 16 and 17, 2021, a pedestrian survey of the project site was conducted for the Cultural Resources Survey. No historical resources were identified as part of the pedestrian survey. 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 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, no cultural resources have been previously identified within the project boundaries as part of the records search or pedestrian survey conducted for the Cultural Resources Survey. However, ground disturbing activities associated with project construction could uncover previously undiscovered archaeological resources. Further, in conjunction with the Cultural Resources Assessment, the Yuhaaviatam of San Manuel Nation (YSMN) made recommendations which are incorporated. In the unlikely event that archaeological resources are encountered during project construction, the project would be required to comply with Mitigation Measure **CUL-1** (Unanticipated Archeological Discovery) which requires 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 **Unanticipated Archeological Discovery.** In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period.

Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

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

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

Less Than Significant Impact. The project site is not located on or near to an existing cemetery. Human remains are not anticipated to be encountered. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. 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, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures: None required.

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 project is comprised of an approximately 138-lot single-family residential subdivision that will be designed to comply with the latest energy code standards as required by the City-adopted 2022 California Building Code. Additionally, the Resource Element of the General Plan requires energy conservation and the use of energy generation on-site to the extent feasible. Refer to Appendix D, *Energy Outputs*.

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 *2022 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, 2023. 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. 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 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 2022 and became effective on January 1, 2023.

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.

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

Less than Significant Impact.

Construction-Related Energy Consumption

Construction for the project is estimated to last for approximately five years and consist of site preparation, grading, building construction, paving, and architectural coating phases. Temporary electricity usage for construction activities may include lighting, electric equipment, and mobile office uses, however, electricity usage during construction is expected to be short-term and comparable to other development of this size and type. In addition, natural gas is not expected to be used during construction in any significant quantities and is not considered to contribute to a significant impact on energy usage.

Construction activities would consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Vehicle trips include workers and vendors traveling to and from the job site. Fuel usage during construction is expected to be approximately 156,705 gallons of diesel, based on CalEEMod modeling; refer to Appendix A for CalEEMod modeling. Fuel usage would have a minimal effect on the local and regional energy supplies and would not require additional capacity.

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.

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. 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 and a less than significant impact would occur in this regard.

Operational Energy Consumption

Building Energy Demand

Electricity would be supplied to the project site by Southern California Edison (SCE). The project would use electricity for a variety of operational uses, including building heating and cooling, lighting, appliances, electronics, mechanical equipment, and parking lot lighting. Additionally, indirect electricity usage would be required to supply, distribute, and treat water and wastewater. Natural gas would also be required for operational uses of the project, including building heating and cooling and gas water heaters.

The project would be required to comply with California's Building Energy Efficiency Standards (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. 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. In compliance with 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.

As discussed throughout this document, the project site is designated Low Density Residential (R-1) and is zoned Single Family Residential (R-1). The Low Density Residential designation has a maximum permitted density of 5 dwelling units per acre. As proposed, the single family homes would result in an average density of 3.47 dwelling units per acre, which is consistent with the designated land use based on the General Plan. Because the project is consistent with its planned land use, it would not result in a significant or unplanned energy demand, and would not require additional energy capacity or supplies. 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.

Transportation Energy Demand

Energy is expected to be consumed from operational vehicle trips associated with residents, guests, and vendors/non-workers (i.e., delivery, service, maintenance vehicles, etc.) traveling to and from the site. Fuel consumption data for these uses has been projected using EMFAC2021. As shown in Table 4.6-1, *Operational Transportation Energy Demand*, the project's estimated operational fuel consumption is expected to be 145,319 gallons per year of gasoline, diesel, and natural gas. The total fuel consumption for the Mojave Desert Air Quality Management District (MDAQMD) is 573,842,457 gallons per year. Project fuel consumption would account for 0.025% of the total consumption within MDAQMD each year. Also shown in Table 4.6-1, the project's total energy consumption from electric and hybrid vehicles is expected to be 77,287 kilowatt hours per year. The total energy consumption from electric and hybrid vehicles within MDAQMD is 241,309,168 kwh/yr. Thus, project energy consumption would account for 0.032% of the total consumption within MDAQMD each year.

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 vehicles and alternative transportation modes by residents, workers, and visitors of the project and thus reduce petroleum fuel consumption. 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.

Table 4.6-1
Operational Transportation Energy Demand

Energy Consumption	Total Fuel Consumption from Gasoline, Diesel, Natural Gas[1,2] (gallons/year)	Total Energy Consumption from Electric and Hybrid Vehicles (kWh/year)[3]
Project	145,319	77,287
MDAQMD	573,842,457	241,309,168
Project percent of total for MDAQMD	***0.025%***	***0.032%***

Source: Refer to Appendix D, *Energy Outputs*.

Notes:
1. Source: CalEEMod Defaults (CalEEMod v.2020.4.0)
2. Source: EMFAC2021 Web Database. https://www.arb.ca.gov/emfac/2021/.
3. kWh/year : kilowatt hours per year

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. 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 most recent version of the CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2022 Integrated Energy Policy Report (IEPR) Update. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with Title 24 standards and the CALGreen Code would ensure the project incorporates energy-efficient building features as well as water-efficient fixtures and EV charging infrastructure, all of which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Policy 7.2.1. Further, the project would purchase electricity through Southern California Edison, which is subject to the requirements of SB 100. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

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?			✓	

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. There are five fault systems that affect the Victorville Planning Area including the San Andreas, Helendale, North Frontal, Landers, and San Jacinto faults. According to the City's 2008 General Plan EIR, the San Andreas Fault is located approximately twenty-four miles south of the City and is considered most likely to produce a major earthquake within the area. The Helendale Fault is located approximately nine miles northeast of the City and could 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 City. The North Frontal fault zone of the San Bernardino Mountains is located approximately five and one-half miles southeast of the City 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. 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 City, intense local ground shaking occurred. However, no substantial damage to buildings or facilities in the City was reported.

According to the California Department of Conservation Earthquake Hazards Zone Application (EQ Zapp), the project site is not located within an Alquist-Priolo special study zone.[5] No 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. The project site is 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). In accordance with Municipal Code Section 16-5.02.060, *Permit Applications and Fees*, the City of Victorville would require Soils Engineering Report prepared and signed by a registered soils engineer and approved by the Building Official prior to ground disturbing activities. In accordance with Municipal Code Section 16-5.02.060, the report would include data regarding the nature, distribution, and strength of existing soils, conclusions and recommendations for grading procedures, design criteria for corrective measures and other data required by the Building Official. Following conformance with the Municipal Code, potential impacts associated with strong seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant 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 California Geological Survey (CGS) Information Warehouse Regulatory Maps, the project site is not located within a Liquefaction Zone.[6] Additionally, based on the General Plan, groundwater within the City ranges from fifty feet near the Mojave River to approximately five hundred fifty in the western portion of the City. Therefore, liquefaction is not considered to be a hazard at the project site. With adherence to Municipal Code Section 16-5.02.060 requirements, described above, impacts due to seismic-related ground failure, including liquefaction would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. The project site and surrounding area is generally flat and is not located near any adjacent hillside topography. Additionally, based on the CGS Information Warehouse Regulatory Maps, the project site is not located within a Landslide Zone.[7] 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.

[5]California Department of Conservation, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 23, 2023.
[6]California Department of Conservation, *California Geological Survey Information Warehouse: Regulatory Maps*, https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/, accessed May 23, 2023.
[7]Ibid.

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 requirements 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. As noted in Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) impacts relative to liquefaction, and collapse (from expansive soils) would be less than significant. There would be no impact relative to landslides.

LATERAL SPREADING

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. In accordance with Municipal Code Section 16-5.02.060, the City of Victorville would require a Soils Engineering Report prepared and signed by a registered soils engineer and approved by the Building Official prior to ground disturbing activities. Pursuant to Municipal Code Section 16-5.02.060, the report would include data regarding the nature, distribution, and strength of existing soils (including the potential for lateral spread), conclusions and recommendations for grading procedures, design criteria for corrective measures and other data required by the Building Official. Following conformance with the Municipal Code, potential impacts associated with lateral spreading would be less than significant.

SUBSIDENCE

According to the U.S. Geological Survey, land subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. The rock compacts because the water is partly responsible for holding the ground up. When the water is withdrawn, the rocks falls in on itself. Events, other than the removal of groundwater, that can cause land subsidence include aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost. Based on the General Plan, no areas of subsidence have been identified within the City, so the potential for subsidence on the project site is considered to be low. Nonetheless, in accordance with Municipal Code Section 16-5.02.060, the City of Victorville would require Soils Engineering Report prepared and signed by a registered soils engineer and approved by the Building Official prior to ground disturbing activities. In accordance with Municipal Code Section 16-5.02.060, the report would include data regarding the nature, distribution, and strength of existing soils (including subsidence), conclusions and recommendations for grading procedures, design criteria for corrective measures and other data required by the Building Official. Following conformance with the Municipal Code, potential impacts associated with subsidence would be less than significant.

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. 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 General Plan, expansive soils may occur in a variety of locations throughout the City. However, as discussed above, Municipal Code Section 16-5.02.060 would require a Soils Engineering Report prepared and signed by a registered soils engineer and approved by the Building Official prior to ground disturbing activities. In accordance with Municipal Code Section 16-5.02.060, the report would include data regarding the nature, distribution, and strength of existing soils, conclusions and recommendations for grading procedures, design criteria for corrective measures and other data required by the Building Official. Following the recommendations in the soils report and requirements of the California Building Code, impacts due to expansive soils would be less than significant.

Mitigation Measures: No mitigation measures are required.

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. Based on the General Plan, Paleontological resources within the City include nine ancient lake bed deposits estimated to date back to the Pleistocene Epoch. The entire City is considered to be sensitive regarding paleontological resources due to the existence of recovery sites throughout. In the event that possible paleontological resources are uncovered during project construction, activities must cease and the discovery must be reported to the Planning Director, in accordance with Victorville Municipal Code Section 16-5.02.130, *Archaeological, Paleontological, and Historical Sites*. An investigation would then be conducted by a qualified professional, to determine whether construction must remain suspended while conditions are developed for reissuance of grading/construction permits. With adherence to Municipal Code Section 16-5.02.130, impacts resulting from potential indirect or direct destruction of a unique paleontological resource would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?		✓		

This section is based on the *Revised Air Quality Study - Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street and Dos Palmas Road, Victorville, CA*, prepared by M.S. Hatch Consulting, LLC, dated November 17, 2023. This document is included as Appendix A, *Air Quality Study* of this IS/MND and within Appendix I, *Greenhouse Gas Screening Table*, and is incorporated herein by reference.

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

Less than Significant Impact. According to the Mojave Desert Air Quality Management District's (MDAQMD) *CEQA and Federal Conformity Guidelines*, dated February 2020, 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).

The project would include design features to reduce GHG emissions including the following: enhanced insulation; enhanced window insulation; air filtration improvements; and efficient appliances and lighting. Refer to Appendix I for a list of all of the proposed GHG reduction measures.

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 1,694 $MTCO_2eq/yr$, which is well 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 8,915 pounds per day of CO_2eq, which is well 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	47
Year 2	1,012
Year 3	1,037
Year 4	1,016
Year 5	640
Operational	
Area Sources	2
Energy	411
Mobile	1,150
Waste	83
Water	49
Total Operational Emissions	***1,694***
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, *Revised Air Quality Study – Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street & Dos Palmas Road, Victorville, CA*, November 17, 2023. Table 3.

Table 4.8-2
Daily Construction and Operations GHG Emissions Summary

Emissions	Pollutant (pounds/day)[1]
	CO_2eq
Construction	
Year 1	3,856
Year 2	7,615
Year 3	7,476
Year 4	7,343
Year 5	7,218
Operational	
Area Sources	21
Energy	1,284
Mobile	7,610
Waste	N/A
Water	N/A
Total Operational Emissions	***8,915***
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, *Revised Air Quality Study – Tentative Tract Map (TTM) 20426 Housing Development – Bellflower Street & Dos Palmas Road, Victorville, CA*, November 17, 2023. Table 3.

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 with Mitigation Incorporated. 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 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)	**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 would introduce an approximate 138--lot single-family residential subdivision in an area designated and zoned for residential uses. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As concluded in Section 4.17, *Transportation*, the project would be served by the VVTA. Currently, the nearest bus stop (Palmdale Rd WB & Hwy 395) is located approximately 0.75-mile 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 an approximate 138--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	**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

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
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 Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction goal.
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 Identify ways to improve access to public park space	**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.
Source: Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Consistency with the 2022 CARB Scoping Plan Update

The 2022 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 2022 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 2022 Scoping Plan Update.

Table 4.8-4
Consistency with the 2022 Scoping Plan Update

Actions and Strategies	Project Consistency Analysis
GHG Inventory Sectors	
Reduce GHG Emissions by 40% below 1990 levels by 2030 (SB 32).	**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 be consistent with goals and policies for GHG reduction.
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent.** The project lies in a low VMT area and does not require a General Plan Amendment; therefore, it is presumed to have a less than significant VMT impact under CEQA and would be consistent with this goal.
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	**Consistent.** The project would be required to comply with the most current version of the Title 24 CALGreen Code. Thus, the project would not conflict with the goal of transitioning to electric appliances.
25% of energy demand from construction equipment electrified by 2030 and 75% electrified by 2045.	**Consistent.** While project construction equipment would not necessarily be 25% or 50% electrified, it would 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. Therefore, the project would not conflict with this goal
Divert 75% of organic waste from landfills by 2025.	**Consistent.** The City of Victorville has implemented an organics recycling program for residential properties, in compliance with AB 1826 and SB 1383. Residents would receive a green organics recycling bin for food scraps and organic yard trimmings. Therefore, the project would be consistent with the goal of diverting organic waste from landfills.
Natural and Working Land Sectors	
No land conversion of forests, shrublands/chaparral, or grasslands.	**Consistent.** As discussed in Section 4.11, *Land Use and Planning*, the project site is designated and zoned for low-density residential uses. The project is consistent with its land use designation and would not result in the conversion of forests, shrublands/chaparral, or grasslands.
Source: California Air Resources Board, *2022 Scoping Plan*, November 2022.	

Consistency with the County of San Bernardino Greenhouse Gas Reduction Plan Update

San Bernardino County (County) adopted its first Greenhouse Gas Reduction Plan (GHGRP) in September 2011. The GHGRP provided the GHG emissions inventory for the year 2007, and target for reducing GHG emissions 15 percent below 2007 levels by 2020. The County has implemented strategies to reduce its GHG emissions identified in the 2011 GHGRP, which has helped the County meet its 2020 GHG reduction targets. Since the adoption of County's GHGRP, the State has enacted new climate change regulations, most notably the Senate Bill (SB) 32, which provides statewide targets to reduce GHG emissions to 40 percent below 1990 levels by 2030. To ensure conformity with the latest State climate change regulations, the County prepared the GHGRP Update on September 21, 2021, which outlines strategies that the County will implement to continue achieving its GHG emissions reductions into the year 2030 and beyond.

Goal DRP-1 from the GHGRP Update requires the implementation of screening tables for new development projects. Screen tables totaling 100 point or more are considered to provide a fair-share contribution of GHG reductions and, therefore, are considered consistent with the GHGRP Update. Mitigation Measure GHG-1 would require preparation of a GHG screening table. In compliance a GHG Screening Table has been prepared; refer to Appendix I. As noted in Appendix I, the project's GHG Screening Table totals 100 points, and therefore is considered consistent with the County's GHGRP Update. Further, the project would be required to adhere to Mitigation Measure GHG-2, which requires the Victorville Planning Department to verify incorporation of the identified Screening Table Measures within

the Project building plans/site designs prior to issuance of building permits. Upon adherence to Mitigation Measure GHG-1 and GHG-2, the project would be consistent with the County's GHGRP Update.

As discussed above, the project has been substantiated to be consistent with applicable goals of the 2020-2045 RTP/SCS, the 2022 Scoping Plan Update, and the County's GHGRP 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 with mitigation incorporated.

Mitigation Measures:

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

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

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 Report Tentative Tract Map (TTM) 20426 Dos Palmas Road and Bellflower Street Victorville, California 92392 (Phase 1 ESA), prepared by Partner Engineering and Science, Inc.*, dated December 12, 2023; refer to Appendix E, *Phase 1 ESA*. 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 1952. No operations are currently performed on the project site.

Site Reconnaissance

A recognized environmental condition (REC) results from the presence, or likely presence, of hazardous substances or petroleum products within, on, or at a subject property due to a release, likely release, or presence of conditions that pose a tangible threat of future release to the environment.

A controlled recognized environmental condition (CREC) refers to a REC affecting a subject property that has been appropriately addressed to satisfy applicable regulatory authorities through the implementation of required controls, including activity and property use limitations.

A historical recognized environmental condition (HREC) is defined as a past release of hazardous substances or petroleum products affecting a subject property that has previously been addressed to satisfy applicable regulatory authorities and meets established unrestricted use criteria without being subject to any controls.

A Business Environmental Risk (BER) are risks associated with material environmental or environmentally driven impact on the business associated with the current or proposed use of commercial real estate.

Based on the Phase I ESA, no evidence of RECs, CRECs, HRECs, or BERs were observed on or adjacent to the project site; refer to Appendix E.

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.

As stated, there are no RECs, CRECS, HRECs, or BERs are known to exist at the project site. Thus, risk of release of hazardous materials into the environment during construction is considered to be negligible.

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 nearest school to the project site is Vista Verde Elementary School, which is located approximately 0.6-mile to the southeast. As described in Response 4.9(a), the operational phase of the project would not involve the routine transport, use, or disposal of hazardous materials, and any such activity potentially occurring during construction would be short-term and lacking in sufficient quantity to impose significant adverse effects on Vista Verde Elementary School. 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.[8] Thus, no impact would result in this regard.

[8]California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed December 13, 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?

No Impact The nearest airport to the project site is the privately-owned Adelanto Airport located approximately 3.2 miles to the northwest. The nearest publicly owned airport is Southern California Logistics Airport (SCLA) located approximately 4 miles to the northeast, well outside of the Airport Influence Area for SCLA based on the *Southern California Logistics Airport Comprehensive Land Use Plan*.[9] 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 no impact.

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 with Mitigation Incorporated. 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 Dos Palmas Road, Bellflower Street, or any other nearby roadways. As described in Section 4.17, *Transportation*, 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 **TRA-2 Traffic Control Plan**). 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 **TRA-2 Traffic Control Plan**, 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 Measure:

TRA-2 **Traffic Control Plan.** The project applicant/owner shall submit a construction traffic control plan to the City's Traffic Engineer 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.

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

No Impact. 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

[9]Southern California Logistics Airport, *Comprehensive Land Use Plan*, adopted September 2008.

Federal responsibility.[10] 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.

[10]California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Map: SW San Bernardino County*, https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/fhsz/fire-hazard-severity-zones-map/, accessed May 22, 2023.

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?			✓	

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 39-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.[11] 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.

As noted in VWD's 2020 Urban Water Management Plan, VWD estimates that water demands in its service area for normal years would increase from approximately 21,362 acre-feet per year (afy) in 2020 to approximately 30,480 afy in 2045.[12] 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. An Aquatic Resources Delineation Report (Appendix G) was prepared for the proposed project; refer to Response 4.4(c). The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. Project compliance with the General

[11] Mojave Water Agency, *Water Delivery Facilities*, https://www.mojavewater.org/files/Facilities8_11.pdf, accessed December 23, 2021.
[12] Victorville Water District, 202 Urban Water Management Plan, June 15, 2021.

Construction Permit requirements would minimize erosion and water quality impacts during construction to less than significant levels; refer to Response 4.10(a).

The project proposes two detention basins sized to retain the onsite runoff. Once the onsite detention basins reach their capacities, they will drain out to the natural drainage course at the center of the project area. The project site would not include any large areas of exposed soils that would be subject to runoff. Rather, any unpaved areas would be landscaped to minimize the potential for erosion or siltation on- or off-site. The proposed project would include operational BMPs in conformance with City requirements in order to reduce long-term water quality impacts to less than significant levels; refer to Response 4.10(a). 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. There is no existing drainage system on-site and surface runoff currently flows in a northeasterly direction at a slope of approximately two percent. As discussed, the project proposes two detention basins sized to retain the onsite runoff. 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. The project would not 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; refer to Responses 4.10(a) and 4.10(c)(1) and 4.10(c)(2) above. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Implementation of the proposed project would not impede or redirect flood flows; refer to Responses 4.10(c)(1) and 4.10(c)(2). Impacts would be less than significant in this regard.

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. 06071C6475H, the project site is located outside of the 100-year flood hazard area.[13] As a result, no impact would occur in this regard.

[13]Federal Emergency Management Agency, *FEMA Flood Map Service Center: Search By Address*, https://msc.fema.gov/portal/search?AddressQuery=Victorville%2C%20CA#searchresultsanchor, accessed May 22, 2023.

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.

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 Low Density Residential (R-1) and is zoned Single Family Residential (R-1), and is surrounded by similar planned residential development to the east and west. 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 138-lot single family homes would result in an average density of 3.47 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 138 single-family homes. The project area is surrounded by vacant land to the north, south, and west, with limited single-family residential development to east and west. Planned single-family residential land use and zoning designations border the project site to the east and west. 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 residential development to the east and west. 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 service 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 Services 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*. Further, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the design review process; see Municipal Code Section 16-3.08.090, *Single-Family Design Guidelines*. The City would also have the ability to add conditions related to project aesthetics during the developmental review process if needed, all prior to approval of the project. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations.

Zoning Code Consistency

According to the City's *General Plan Land Use Policy and Zoning Map* (Zoning Map), the project site is zoned Single Family Residential (R-1). The R-1 zoning allows for a maximum density of up to 5.0 dwelling units per acre. As the project proposes a density of 3.5 du/ac, the proposed project is consistent with the R-1 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 site is within an area designated MRZ-3a, which may contain significant aggregate deposits. 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 the project site is not located along the Mojave River, development under the proposed project would not expect to result in the loss of a locally important mineral resource recovery site. Therefore, no impact would occur.

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. The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan; refer to Response 4.12(a). No impact would occur in this regard.

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?				✓

BACKGROUND

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 4-13.1) by the following dBA levels for the cumulative period 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

Land Use Category	Community Noise Exposure, Ldn or CNEL, dB						
	55	60	65	70	75	80+	--
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

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 portion of Victorville. Current sound levels on the site are relatively quiet, with the majority of the noise-generating activity coming from State Route 18, which is located approximately 0.25-mile north of the project site. The posted speed limit on SR-18 is 55 miles per hour. Adjacent land surrounding the project site is vacant and is not considered a source of significant noise.

The two closest noise-sensitive receptors to the project site are a single-family residence located approximately 0.25-mile east of the project site, and a single-family residence located approximately 0.30-mile north of the project site.

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. 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 project site is currently vacant with vacant lands adjacent to the project on all sides, this exception would not be necessary.

Construction would be temporary and would adhere to the allowable hours set forth by the Municipal Code. In addition, the nearest sensitive receptors are residential developments located approximately 0.25-mile east and 0.30-mile north from the project site. Therefore, noise impacts due to construction activities would be less than significant.

Operational

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. In addition, 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: No mitigation measures are required.

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

Less Than Significant Impact. 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. In addition, the nearest sensitive receptors are residential developments located approximately 0.25-mile east and 0.30-mile north from the project site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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 3.6-miles to the northwest. The nearest publicly-owned airport is Southern California Logistics Airport (SCLA) located approximately 5.25-miles to the northeast. The project site is located outside of the Compatibility Review Areas 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. The proposed project would develop a 138-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 3.44[14] persons per household, the project would introduce up to 482 new residents. Conservatively assuming that all 482 new residents relocate from outside of the City, potential population growth associated with the project would represent only a 0.4 percent increase over the City's existing population of 137,193 persons.[15] 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.[16] The project's residential population (482 persons) represents 0.7 percent of the City's anticipated growth by 2045, and only 0.3 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.

Further, on January 18, 202, the City adopted the 2021-2029 Housing Element. State law requires that jurisdictions provide an adequate number of sites to allow for and facilitate the production of their share of regional housing. The City's Regional Housing Needs Assessment (RHNA) allocation for the City is 8,165 units. The proposed project would contribute to the City's RHNA allocation in compliance with State law.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding local conditions (0.4 percent increase) and/or regional populations projection (0.3 percent for the total projected 2045 population of the City). 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

[14] California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2023*, With 2020 Benchmark, Sacramento, California, May 2023.

[15] Ibid.

[16] Southern California Association of Governments, *Demographics and Growth Forecast Technical Report*, adopted September 3, 2020.

future development anticipated by the City and SCAG. As a result, the project would result in a less than significant impact relative to population growth.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As shown on Exhibit 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 the Victorville Fire Department. The nearest fire station to the project site is Fire Station 313 located at 13086 Amethyst Road, approximately three miles southeast of the project site.

Project construction activities would create a temporary 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 approximately 4.7 miles east of the project site at 14200 Amargosa Road. 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 approximately 65,547 square feet of 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 482 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. A new Victorville City Library is planned to open February 2026. The library will reopen at a new location at the Green Tree Golf Course, located at 14144 Green Tree Blvd, approximately 5.2 miles east of the project site.

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. As noted in Response 4.15(a)(4), it is not anticipated that the project's estimated population increase of 482 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. Accordingly, the project would not 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. Impacts would be less than significant in this regard.

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. The project proposes 60,212 square feet of open space. The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. A less than significant impact would occur.

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 20426 Traffic Study* (Traffic Study) prepared by Ruettgers and Schuler Civil Engineers, March 2022 (Revised December 2023); refer to Appendix F, *Traffic Study*.

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. This section discusses the project's potential impacts to the circulation system, including transit system, bicycle system, and pedestrian facilities.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which initiated a process to change transportation impact analyses completed in support of CEQA documentation. SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, vehicle miles travelled (VMT). A VMT-based analysis is thus provided below, in Response 4.17(b). However, General Plan Circulation Element Policy 1.1.1 has established a minimum LOS D for all City-maintained roads and intersections. Thus, the following analysis evaluates the project's potential to conflict with adopted LOS performance standards near the project site. The following analysis scenarios are evaluated in this section:

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*.

Bellflower Street is a north-south Super Arterial that intersects Palmdale Road approximately 1 mile west of US Route 395. Within the study area, it operates as a two-to-four lane roadway at various stages of widening and improvement and provides access to residential land uses.

Dos Palmas Road is an east-west Collector that intersects US Route 395 approximately 0.5 miles south of Palmdale Road. Within the study area, it operates as a two-to-four lane roadway at various stages of widening and improvement and provides access to residential land uses.

Mesa View Drive runs parallel to and is aligned approximately 0.5 miles west of US Route 395. It is designated as a Collector and currently exists within the study area as a two-lane roadway providing access to residential land uses.

Palmdale Road is the segment of State Route 18 that extends west from the northbound Interstate 15 onramp. It is designated as a Super Arterial and currently operates within the study area as a two-lane roadway providing access to commercial and residential land uses.

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, 11th Edition (2021). 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	138 Dwelling Units	eq	1,375	eq	26% 26	74% 75	eq	63% 86	37% 50

Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).

Based on the above, the proposed project is anticipated to generate a total of 1,375 vehicle trip-ends per day with 101 a.m. peak hour trips and 136 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	15
East	50
South	30
West	5

Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).

Existing and Future Traffic

Weekday peak hour turning movement counts were obtained at the two existing study intersections in December 2021; refer to Appendix F. Per direction received from City Engineering staff, a COVID adjustment was not applied to the traffic counts. Existing peak hour volumes are shown in Appendix F Figure 5. Existing plus project peak hour volumes are shown in Appendix F Figure 6.

An average annual growth rate of 3 percent was provided by the City Engineering Department and applied to the existing peak hour volumes to estimate future peak hour volumes for the years 2026 (project buildout) and 2036. Peak hour volumes for potential developments in the project vicinity which require a General Plan Amendment were added to the 2026 and 2036 peak hour projections. These cumulative volumes were estimated based on planning application information contained in Activity Report Summaries provided by the City Planning Division for calendar years 2019, 2020 and 2021.

Future peak hour volumes (growth rate projections plus cumulative estimates) for the year 2026, both without and with project traffic, are shown in Figures 7 and 8 of Appendix F, respectively. Future peak hour volumes (growth rate projections plus cumulative estimates) , both without and with project traffic, for the year 2036 are shown in Figures 9 and 10 of Appendix F, respectively. Peak hour volumes for future segments of Bellflower Street and Dos Palmas Road in the years 2026 and 2036 were estimated based on output from the 2040 San Bernardino Transportation Analysis Model (SBTAB).

Intersection Analysis

A capacity analysis of the study intersections was conducted in the Traffic Study using Synchro 9 software from Traffic ware. 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.

- Existing Year (2021)
- Existing Year (2021) + Project
- Buildout Year (2026)
- Buildout Year (2026) + Project
- Future Year (2036)
- Future Year (2036) + 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.

Peak hour LOS for the study intersections during Existing Year, Buildout Year, and Planning Horizon Year is presented below in Table 4.17-3, *Study Intersection Peak Hour LOS Analysis Weekday AM Peak Hour* and Table 4.17-4, *Study Intersection Peak Hour LOS Analysis Weekday PM Peak Hour*.

Table 4.17-3
Study Intersection Peak Hour LOS Analysis Weekday AM Peak Hour

Intersection	Control Type	2021	2021 + Project	2026	2626 + Project	2036	2036 + Project	2036 + Project with Mitigation
1. Bellflower St & Palmdale Rd (SR 18)	Signal	C	C	C	C	**F (84.1)**	**F (84.9)**	D
2. Bellflower St & Dos Palmas Rd	NB SB	-- --	A A	A A	A A	A A	A A	-- --
3. Mesa View Dr & Dos Palmas Rd	NB SB	A A	A A	A A	A B	A A	A B	-- --
Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).								

Table 4.17-4
Study Intersection Peak Hour LOS Analysis Weekday PM Peak Hour

Intersection	Control Type	2021	2021 + Project	2026	2626 + Project	2036	2036 + Project	2036 + Project with Mitigation
1. Bellflower St & Palmdale Rd (SR 18)	Signal	C	C	C	D	**E (71.9)**	**E (72.3)**	D
2. Bellflower St & Dos Palmas Rd	NB SB	-- --	A A	A A	A A	A B	A B	-- --
3. Mesa View Dr & Dos Palmas Rd	NB SB	A B	B B	B B	B B	B B	B B	-- --
Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).								

As shown in Table 4.17-3 and Table 4.17-4, the study intersections are forecast to operate at an acceptable LOS D or better during the AM and PM peak hours for all scenarios except for Intersection 1 (Bellflower Street & Palmdale Road) during year 2036 with and without project conditions. Therefore, to reduce the project's contribution to impacts at these intersections, Mitigation Measure **TRA-1** (Intersection Improvement) is required to improve Intersection 1 (Bellflower Street & Palmdale Road) by restriping its southbound approach to provide one through/left turn lane and one right turn lane and modify its westbound signal to allow for protected right turns. As shown in Table 4.17-3 and Table 4.17-4, with implementation of Mitigation Measure **TRA-1**, the impact at these intersections 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 Table 4.17-5, *Traffic Signal Warrants Weekday AM Peak Hour* and Table 4.17-6, *Traffic Signal Warrants Weekday PM Peak Hour*.

Table 4.17-5
Traffic Signal Warrants Weekday AM Peak Hour

Intersection	2021			2021 + Project			2026		
	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?
2. Bellflower St & Dos Palmas Rd	--	--	--	29	12	NO	--	--	--
3. Mesa View Dr & Dos Palmas Rd	68	24	NO	104	46	NO	82	42	NO
Intersection	**2026 + Project**			**2036**			**2036 + Project**		
	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?
4. Bellflower St & Dos Palmas Rd	46	26	NO	--	--	--	46	26	NO
5. Mesa View Dr & Dos Palmas Rd	134	56	NO	109	52	NO	146	73	NO

Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).

Table 4.17-6
Traffic Signal Warrants Weekday PM Peak Hour

Intersection	2021			2021 + Project			2026		
	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?
2. Bellflower St & Dos Palmas Rd	--	--	--	50	8	NO	--	--	--
3. Mesa View Dr & Dos Palmas Rd	101	64	NO	194	74	NO	188	77	NO
Intersection	**2026 + Project**			**2036**			**2036 + Project**		
	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?	Major Street Total Approach Volume	Minor Street High Approach Volume	Warrant Met?
2. Bellflower St & Dos Palmas Rd	80	67	NO	--	--	--	80	67	NO
3. Mesa View Dr & Dos Palmas Rd	281	87	NO	227	103	NO	320	113	NO

Source: Ruettgers and Schuler Civil Engineers, *Tentative Tract Map 20426 Traffic Study*, March 2022 (Revised December 2023).

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 Table 4.17-5 and Table 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.

Pedestrian Facilities

As shown in Exhibit 3, *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

Currently, the nearest bus stop (Palmdale Rd WB & Hwy 395) is located approximately 0.75-mile 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 Intersection 1 (Bellflower Street & Palmdale Road) would be reduced to less than significant with implementation of **Mitigation Measure TRA-1**.

***Mitigation Measures*:**

TRA-1 **Intersection Improvement.** Prior to issuance of a grading permit, the City of Victorville Traffic Engineer shall verify the project applicant/owner has revised the project plans to improve Intersection 1 (Bellflower Street & Palmdale Road) as follows:

- Restripe the southbound approach to provide one (1) through/left-turn lane and one (1) right-turn lane.
- Modify the westbound signal to allow for protected right turns.

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

Less Than Significant Impact. As discussed, SB 743 eliminates LOS as a basis for determining significant transportation impacts under CEQA and provides a new performance metric, VMT. As a result, the State is shifting from measuring a project's impact to drivers (LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

An evaluation of project VMT was conducted based on VMT analysis guidelines adopted by the City of Victorville; refer to Appendix F. 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. Based on the initial review of the San Bernardino County Transportation Authority (SBCTA) VMT data, the proposed project appears to be located within a low VMT-generating area and is therefore expected to result in a less than significant VMT impact under CEQA. As a result, the proposed project is screened out from project-level VMT assessment and no further VMT analysis is required. 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*, the project would be accessed by developer-installed street improvements at Dos Palmas Road in accordance with the City of Victorville 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 **TRA-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 **TRA-2**, impacts would be less than significant.

***Mitigation Measures*:**

TRA-2 **Traffic Control Plan.** The project applicant/owner shall submit a construction traffic control plan to the City's Traffic Engineer 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.		✓		

In compliance with AB 52 consultation, the City of Victorville distributed consultation letters notifying each Native American 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 August 5, 2025, to the following tribes: the Cabazon Band of Mission Indians; Morongo Band of Mission Indians; Yuhaaviatam of San Manuel Nation; and the Twenty-Nine Palms Band of Mission Indians. The Yuhaaviatam of San Manuel Nation and the Morongo Band of Mission Indians responded with recommendations. The Twenty-Nine Palms Band of Mission Indians responded and defer to other tribes. A copy of these letters are included as Appendix J. Their recommendations are incorporated as Mitigation Measure TCR-1 through TCR-10.

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. A records search and pedestrian survey were conducted as part of the Cultural Resources Survey prepared for the project; refer to Appendix C. No historical resources were identified. Accordingly, the project would not cause a substantial adverse change of a tribal cultural resource 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 would occur in this regard.

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. The City initiated tribal consultation for the project on August 5, 2025, with interested California tribes consistent with AB 52. Responses were received from the Yuhaaviatam of San Manuel Nation (YSMN), Morongo Band of Mission Indians, and the Twenty-Nine Palms Band of Mission Indians was received (refer to Appendix J).

The recommendations of the YSMN are incorporated into Mitigation Measure CUL-1; refer to Section 4.5, *Cultural Resources*.

In the unlikely event that tribal cultural resources are encountered during project construction, the project would be required to comply with Mitigation Measure TCR-1, which requires if any undiscovered tribal cultural resources are encountered during project-related ground disturbing activities, work must halt and any tribal cultural resources must be properly identified and evaluated for significance. If any pre-contact tribal cultural resources are discovered and avoidance cannot be ensured, the YSMN must 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 Resources Monitoring and Treatment Plan must be created by the archaeologist, in coordination with YSMN, and all subsequent finds would be subject to this Plan. This Plan would allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site. Further, in compliance with Mitigation Measure TCR-2, any and all archaeological/cultural documents created as part of the project must be disseminated to the YSMN. Implementation of Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts on tribal cultural resources pursuant to Public Resources Code Section 5024.1 less than significant.

The recommendations from the Morongo Band of Mission Indians are listed as Mitigation Measures TCR-3 through TCR-10.

Mitigation Measures:

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

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

TCR-3 **Native American Treatment Agreement** Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the project. The Tribal Monitor(s) shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal

Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources and/or tribal cultural resources.

TCR-4: **Retention of Archaeologist.** Prior to ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

TCR-5 Cultural Resource Management Plan. Prior to ground-disturbing activities the project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the project schedule.

TCR-6 Pre-Grade Meeting. The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

TCR-7 On-site Monitoring. During ground-disturbing activities the qualified archaeologist and the Tribal Monitor(s) shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Tribal Monitor(s), shall be responsible for determining the duration and frequency of monitoring.

TCR-8: Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Tribal Monitor(s) shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

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

If avoidance is not feasible, Preservation in place.

If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (36 CFR 79)

TCR-9: Inadvertent Discovery of Human Remains. The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].
Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected by the establishment of an ESA with a marked boundary. Project personnel/observers will be restricted from entry into the ESA. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.

The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98

If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

TCR-10: **Final Report.** The final report[s] created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

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 would be 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 2020, VWD provided water to approximately 36,700 connections and served a population of approximately 127,700 people.[17]

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 21,865 AF in 2020 to 30,480 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]

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

[17] Victorville Water District, *2020 Urban Water Management Plan*, June 1, 2021.
[18] Ibid.

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 Victor Valley Waste Water Reclamation Authority (VVWRA) 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, 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.

[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*, March 25, 2022.

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 21,865 AF in 2020 to 30,480 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 portion of the City. The Victorville Landfill has a maximum permitted capacity of 93,400,000 tons per day and a remaining capacity of 93,400,000 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 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 Green Building Code, which includes design and construction measures that act to reduce construction-related waste though

[20]Victorville Water District, *2020 Urban Water Management Plan*, June 1, 2021.
[22]CalRecycle, *Solid Waste Information System, Victorville Sanitary Landfill (36-AA-0045)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652, accessed March 25, 2022.

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*, a single residential household generates 2.23 tons per year.[22] Overall, the project's proposed 138-lot single-family residential subdivision would generate approximately 312.2 tons per year or 0.86 tons per day (tpd). This estimate represents less than one percent of Victorville Landfill's daily permitted throughput of solid waste capacity (3,000 tpd).

The City received a letter from Burrtec Waste Industries (dated August 8, 2025) stating that Burrtec will provide all proposed parcels with standard residential collection services for trash, mixed recyclables, and residential organics. This letter is on-file with the City.

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*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed December 20, 2022.

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?

No Impact. On June 10, 2025, the San Bernardino County Board of Supervisors, acting as the governing body of the San Bernardino County Fire Protection District, adopted Ordinance No. 4489 designating updated Fire Hazard Severity Zones for San Bernardino County. According to the California Department of Forestry and Fire's *Fire Hazard Severity Zone Viewer*, 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] Therefore, the project would not impair or physically interfere with an adopted emergency response or evacuation plan. No impact would occur.

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?

No Impact. The project site is not located within a State responsibility area or lands classified as a very high fire hazard severity zone. Thus, the project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

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 project site is not located within a State responsibility area or lands classified as a very high fire hazard severity zone. The installation or maintenance of associated infrastructure (such

[23]California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Viewer,* https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0, accessed January 7, 2026.

as roads, fuel breaks, power lines or other utilities) that may exacerbate fire risk would not occur with the project as proposed. 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. 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 with Mitigation Incorporated.

The following technical reports related to biological and cultural resources are summarized within this IS/MND:

- *Habitat Assessment* prepared by L&L Environmental, Inc., dated August 2022, revised November 2023 (refer to Appendix B, *Habitat Assessment)*;
- *Aquatic Resources Delineation Report* prepared by Aspen Environmental Group, dated August 2024 (refer to Appendix G, *ARDR);*
- *Western Joshua Tree Inventory Results Memorandum* prepared by Aspen Environmental Group, dated August 12, 2024 (refer to Appendix H, *Western Joshua Tree Inventory Results)*; and
- *Phase I Cultural Resources Survey, Bellflower and Dos Palmas Roads, TTM 20426, City of Victorville, California (Cultural Resources Survey), prepared by Hudlow Cultural Resource Associates, dated January 2022, revised November 2023; refer to* Appendix C, *Cultural Resources Survey.*

Based on the literature review, field surveys, and existing site conditions discussed within this IS/MND, implementation of the project would require mitigation measures to reduce or avoid potential impacts to biological and cultural resources. With implementation of Mitigation Measures BIO-1 through BIO-7 and CUL-1 through CUL-2, impacts would be reduced to a less than significant level.

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 a significant and unavoidable impact 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 with the potential to impact human beings. 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.

5.0 REFERENCES

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