Victor Valley Construction, Demolition, & Inerts Processing Facility
Abbey Lane, Victorville

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:
City of Victorville Development Department
14343 Civic Drive, PO Box 5001
Victorville, CA 92393

Prepared by:
Lilburn Corporation
1905 Business Center Drive, South
San Bernardino, CA 92408

September 2025

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ENVIRONMENTAL CHECKLIST

Initial Study/Mitigated Negative Declaration

1.	**Project Title:**	Victor Valley Construction, Demolition, & Inerts Processing Facility PSUB24-00050
2.	**Lead Agency Name and Address:**	City of Victorville Planning Department 14343 Civic Drive, PO Box 5001 Victorville, CA 92393
3.	**Contact Person and Phone Number:**	Mina Morgan City of Victorville Planning Division Associate Planner mmorgan@victorvilleca.gov (760) 955-5135
4.	**Project Location:**	APN 0472-181-16, 0472-181-23, 0472-181-65, and 0472-181-15
5.	**Project Sponsor:**	Burrtec Waste Industries, Inc. Gary Koontz gkoontz@burrtec.com (909) 429-4200
6.	**General Plan Designation(s):**	Desert Gateway Specific Plan
7.	**Zoning Designation:**	Light Industrial (M-1)

8. Description of Project and Existing Setting:

Project Overview

Burrtec Waste Industries, Inc. is requesting approval of a Site Plan and Conditional Use Permit for construction and operation of a Construction, Demolition, and Inerts Processing (CDI) facility (see Figure 1 – Site Plan). The Project Site occurs on four parcels (Assessor's Parcel's Number 0472-181-16, 0472-181-23, 0472-181-65, and the north portion of 0472-181-15) totaling 6.09 gross acres. It is located on Abbey Lane between E. Abbey Lane (Bimini Street) and Stoddard Wells Road in the City of Victorville (see Figure 2-Regional Location and Figure 3-Project Vicinity). The Project Site is within the Desert Gateway Specific Plan and is designated Light Industrial (M-1). The property is vacant.

The Proposed Project involves the construction of an approximately 40,500 square foot industrial building that will house sorting equipment to process recoverable materials from construction and demolition projects from throughout the High Desert on all four parcels. A 2,700 square foot office building would be attached to the south side of the processing building. The office would include administrative offices, employee breakrooms, locker rooms, and restrooms. A 2,000-square-foot maintenance shop would be located on the northeast corner of the Project Site. A future scale house and two 70-foot-long truck scales are proposed on the Abbey Lane frontage. A total of 34 parking spaces would be provided along the E. Abbey Lane frontage for facility employees and visitors, and would also serve as additional employee parking for the existing adjacent Material Recovery/compost facility (MRF).

Project History and Background

Currently, trucks from the adjacent Burrtec Waste hauling yard to the east are picking up construction and demolition waste from construction sites throughout the area and delivering the waste to the Victorville landfill. With the Proposed Project, the construction and demolition waste would be delivered to the proposed CDI facility to be processed instead of to the landfill.

Proposed Operations

Burrtec Waste Industries, Inc. is proposing the construction and operation of a Construction/Demolition and Inerts (CDI) facility adjacent to and east of the existing Burrtec MRF recycling facility. As proposed, material sorting would occur within a 52,500 square foot building. The CDI facility is designed to recover recyclable materials such as cardboard, metals, drywall, plastics, and inerts from loads of construction and demolition wastes. Trucks with loads of construction and demolition wastes would enter the industrial building through two roll-up doors on the west side and dump their loads onto the concrete tipping pad. The loads would then be inspected for hazardous materials, which would be removed and temporarily stored until removed from the site by a licensed contractor. If it can be determined which customer delivered the hazardous material to the site, it would be returned to the customer.

The material would then be fed onto a shaker screen using a tracked excavator or bucket loader. After smaller materials (“fines”) are removed using the shaker screen, the remaining material would be conveyed to an elevated sort line where recyclables and residual wastes would be removed from inert materials via a series of manual pick stations. Sorted recyclables are placed in bins or roll-off boxes. Recyclables such as cardboard, metals, and plastics would be moved to the existing MRF, west of the CDI facility, where they would be incorporated into separated commodities and baled for shipping to offsite users. Recoverable untreated and unpainted wood and drywall are moved to the outdoors green waste processing area. The remaining inert materials such as concrete and asphalt would be loaded into roll-off boxes or trailers and transferred to an offsite inerts processor. Remaining residue would be placed in roll-off boxes or transfer trailers and transferred to Victorville Sanitary landfill for disposal.

Standard operating hours for the facility will be:

Material Receipt	Monday - Saturday	5:00 a.m. – 7:00 p.m.
Material Processing	Monday - Saturday	24 Hours
Administrative Office	Monday - Friday	8:00 a.m.- 5:00 p.m.
Maintenance	Monday - Sunday	24 Hours

The facility would typically run a single daily shift Monday through Friday 7:00 a.m. to 5:00 p.m. Occasional second shifts may be required to run during evenings and weekends to address unusual peak loadings.

A standard daily shift would involve 20 employees:

Site Manager	1
Office Clerk	1
Equipment Operators	4
Sorters/Laborers	10
Traffic Control	1
Drivers	2
Mechanic	1
Total Employees	20

Access

The facility is designed to have three driveway entrances. Two driveways are located along the E. Abbey Lane Street frontage along the west side of the property with a third driveway along Abbey Lane along the south side of the property.

Construction and Schedule

Project construction is anticipated to begin in early 2025 and be completed in third quarter of 2025.

9. Surrounding Land Uses and Existing Setting:

The Project Site is surrounded by the following land uses within the City of Victorville:

- North– Vacant, church (Zoned M-1, Light Industrial)
- East– Park (Zoned P-C, Public and Civic); Burrtec Waste hauling yard (Zoned M-1, Light Industrial)
- South– Vacant (Zoned M-1, Light Industrial)
- West– Burrtec Victor Valley MRF/Compost Facility (Zoned M-2, Heavy Industrial)

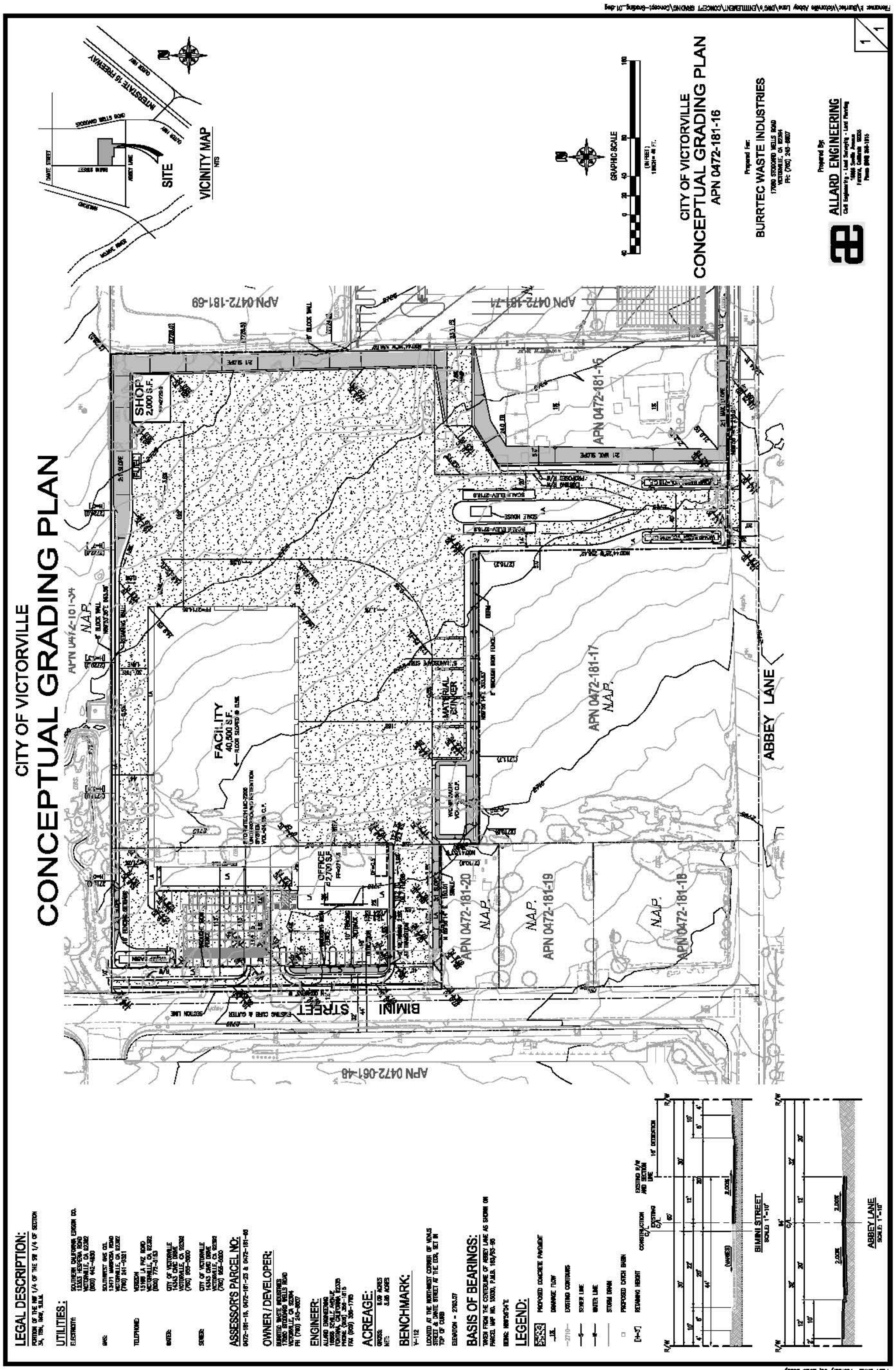
10. Other Public Agencies

The following permits and regulations are applicable to the project and involve other public agencies whose approval may be required:

- NPDES Permit Requirements Regional Water Quality Control Board

11. Tribal Consultation

The City of Victorville commenced the AB 52 process on May 21, 2025 by sending out consultation invitation letters to tribes previously requesting notification, pursuant to Public Resources Code section 21080.3.1.

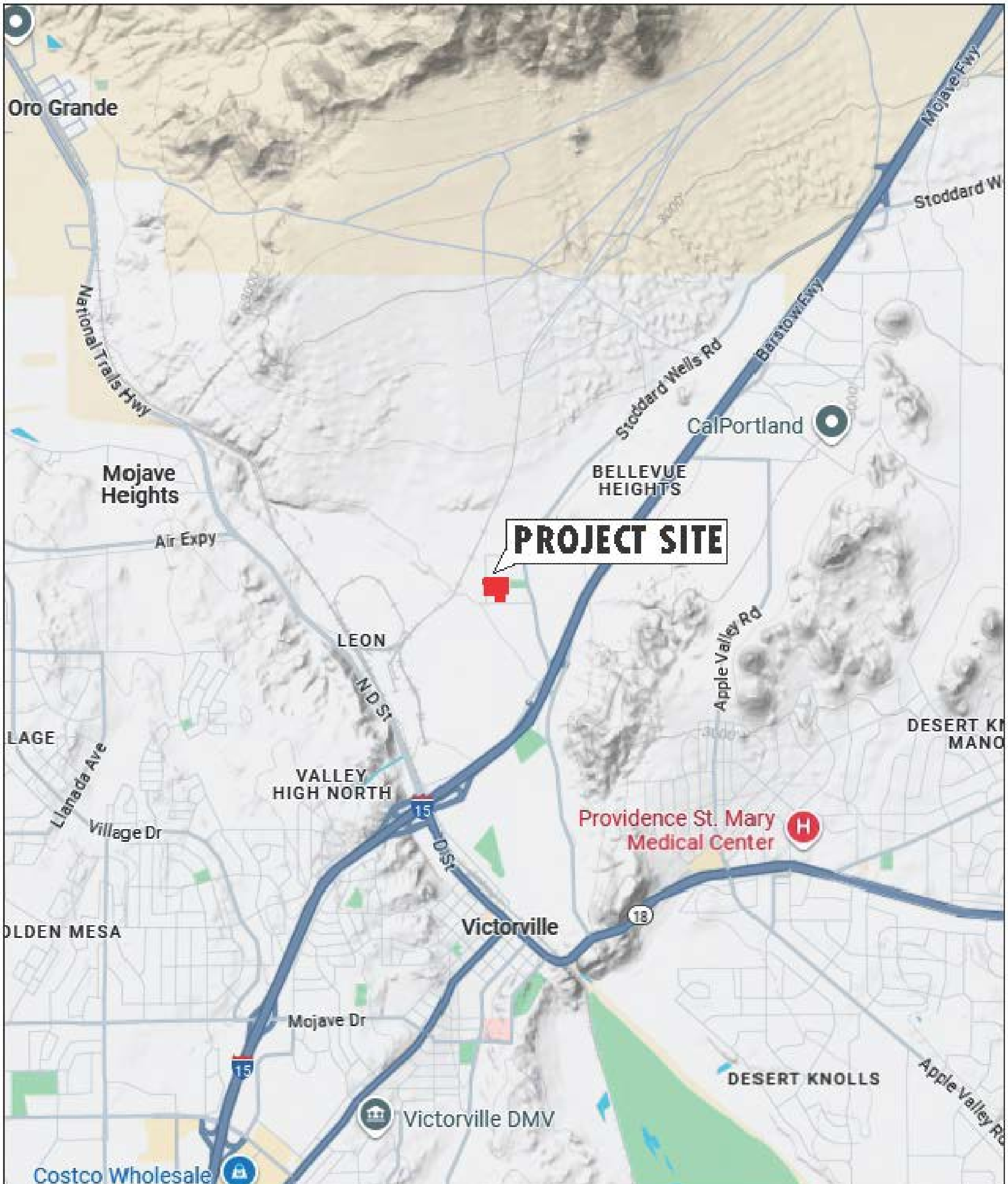


SITE PLAN

Victor Valley CDI Processing Facility
City of Victorville, California

FIGURE 1

LILBURN
CORPORATION



LILBURN CORPORATION

REGIONAL LOCATION

Victor Valley CDI Processing Facility

City of Victorville, California

FIGURE 2

N
0 150
Feet

LILBURN
CORPORATION

PROJECT VICINITY
Victor Valley CDI Processing Facility
City of Victorville, California

FIGURE 3

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ 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

Environmental Determination

On the basis of the initial evaluation:

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

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

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

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

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

Mina Morgan	9/17/2025
Mina Morgan, Associate Planner	Date

I. Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*	Potentially Significant Impact	Less than Significant 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Existing Environmental Setting

The City of Victorville is located in southwestern San Bernardino County, in the geographic sub-region of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level.

The City’s General Plan Resource Element recognizes the protection of local scenic resources as necessary for maintaining the overall livability and aesthetic qualities of the City. Joshua trees are a notable aesthetic feature in the City in addition to being protected under the California Endangered Species Act as a candidate endangered species. The Joshua tree is also a locally protected archetypal plant of the Mojave Desert.

Discussion

a-b. The Project Site is not within a state scenic highway.[1] The mountains surrounding the Victor Valley are considered scenic vistas.[2] The mountains and hills surrounding the valley, more prominently those north of the Project Site, are viewable from the area of the Project Site. The proposed structures would be at most 44'-8" tall and bunkers would be no more than 10' tall. Furthermore, the proposed processing building would be located near the central portion of the Project Site as perimeter landscaping is proposed. The maintenance building, although near the northeast corner of the Project Site, would be 22'-6" tall. The Project Site shows signs of disturbance in the form of vehicle and pedestrian traffic. There are no historic buildings or rock outcroppings. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

c. The Project Site is located in an urban area.[3] The Proposed Project would involve the development of a Construction Waste and Demolition Distribution Facility consistent with the City's General Plan. The City Development Code provides development standards for the City's urban area, such as height restrictions and other design guidelines which would be intended to reduce any potential degradation to visual character and quality of public views. Development of the Proposed Project would include 7,016 SF of landscaping, thereby minimizing any potential degradation to visual character. The Project Site is part of the Desert Gateway Specific Plan and zoned Light Industrial; the Proposed Project is an allowable use under the current land use designations. There are two unoccupied single-family residences off-site on the east side of E. Abbey Lane that are buffered from facility operations by block walls and buildings. A small ranch is located southeast of the site that is buffered by walls, employee parking lots, and buildings. All surrounding properties are zoned for industrial uses. The parcel to the west of the Project Site is an existing Burrtec Materials Recovery Facility.

Therefore, the Proposed Project would be visually compatible with the surrounding properties. Implementation of the Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d. Lighting would be installed for site security, interior cleaning and 24-hour operations. As illustrated in Figure 4 – Lighting Plan, lights would be placed at the driveways, the scale house, in and around the processing building and offices, along the perimeter of the Project Site, and on the northwest corner of the maintenance shop building. Lighting would be sufficient to ensure the safety of personnel and equipment, enable personnel to monitor the effectiveness of cleaning operations, and allow for inspection of loaded transfer vehicles and other onsite activities that are conducted during hours of darkness. Lights would be attached to light poles and building exteriors. The Proposed Project would not generate a

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[1] Caltrans. State Scenic Highway Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed July 5, 2024.

[2] Comprehensive Planning Services. August 14, 2008. City of Victorville General Plan 2030 Program Environmental Impact Report. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan

[3] Office of Planning and Research. Site Check. https://sitecheck.opr.ca.gov/. Accessed July 8, 2024.

significant amount of light and glare when compared to the surrounding area which includes existing lighting from the existing Burrtec facilities to the east and west, and the park to the east. The design and placement of light fixtures within the future new development would be reviewed for consistency with City standards under Section 16-3.08.090 (b)9 of the Development Code and subject to City approval. Standards require shielding, diffusing, and indirect lighting to avoid glare. Lighting would be selected and located to confine the area of illumination to on-site streets. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

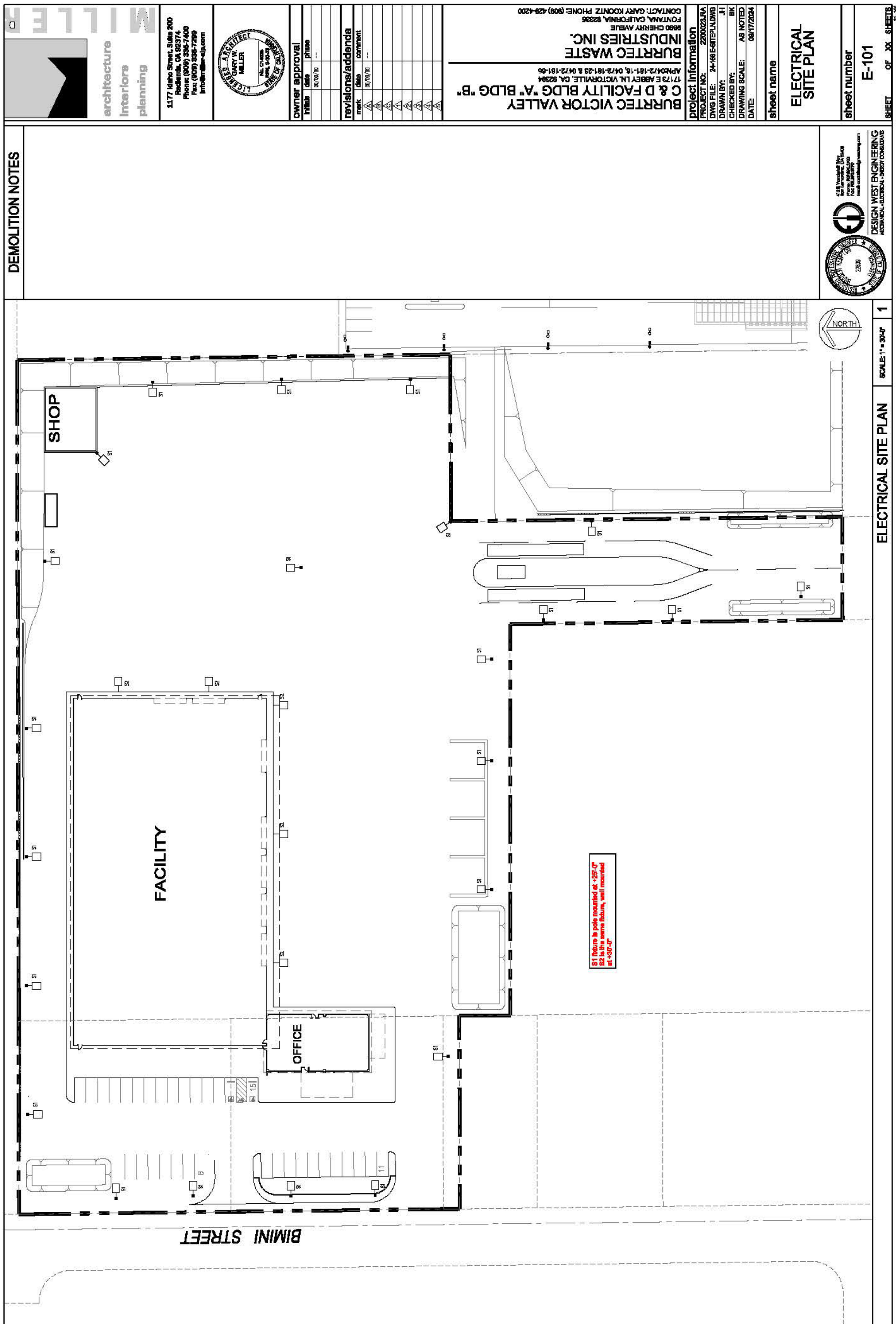
References

Caltrans. State Scenic Highway Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed July 5, 2024.

Comprehensive Planning Services. August 14, 2008. City of Victorville General Plan 2030 Program Environmental Impact Report. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

Lilburn Corporation. Site Visit. August 20, 2024.

Office of Planning and Research. Site Check. https://sitecheck.opr.ca.gov/. Accessed July 8, 2024.



LIGHTING PLAN

Victor Valley CDI Processing Facility
City of Victorville, California

FIGURE 4

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

Discussion

a. The California Department of Conservation identifies the Project Site as "Grazing Land" and "Urban and Built-Up Land."[4] Grazing land is land on which the existing vegetation is suited to the grazing of livestock. Urban and built-up land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or in its

[4] California Department of Conservation. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/ Accessed on July 8, 2024.

immediate vicinity. Development of the Project Site would therefore not convert farmland to a non-agricultural use. No impacts are identified or anticipated, and no mitigation measures are required.

b. According to the General Plan 2030 Program Environmental Impact Report, the Kemper-Campbell property, located approximately 3 miles south of the Project Site, is the last remaining property within the City under a Williamson Act contract.[5] Future Williamson Act contracts are not anticipated because no other agriculturally zoned land exists in the City. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c. The Project Site is currently zoned Light Industrial within the Desert Gateway Specific Plan and the Proposed Project would be an allowable use according to the City's General Plan. Therefore, implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. The Project Site is within a predominantly urbanized area and forest land, timberland, or timberland zoning designations do not occur in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d. The Project Site is located in the High Desert and does not support forest land. Implementation of the Proposed Project would not convert forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

e. As stated previously, the Project Site is identified as "Grazing Land" and "Urban and Built-Up Land." There would be no loss of farmland use or conversion of forest land to non-forest use as a result of implementation of the Proposed Project. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

References

California Department of Conservation, 2016. *California Important Farmland Finder*: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed July 8, 2024.

Comprehensive Planning Services. August 14, 2008. City of Victorville General Plan 2030 Program Environmental Impact Report. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

[5] Comprehensive Planning Services. August 14, 2008. City of Victorville General Plan 2030 Program Environmental Impact Report. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

III. Air Quality *Where applicable, 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 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?	☐	☐	☒	☐

Existing Environmental Setting

The Project Site is in San Bernardino County within the Mojave Desert Air Basin (MDAB). The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains throughout the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The MDAB is bordered in the southwest by the San Bernardino Mountains, separated from the San Gabriel Mountains by the Cajon Pass (4,200 feet). A lesser channel lies between the San Bernardino Mountains and the Little San Bernardino Mountains (the Morongo Valley).

The U.S. Environmental Protection Agency (USEPA), under the federal Clean Air Act (CAA), establishes maximum ambient concentrations for seven criteria air pollutants (CAPs). These maximum concentrations are known as the National Ambient Air Quality Standards (NAAQSs). The seven CAPs are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb).

For areas within the State that have not attained air quality standards, the California Air Resources Board (CARB) works with local air districts to develop and implement attainment plans to obtain compliance with both federal and State air quality standards. The local air district with jurisdiction over the Project Site is the Mojave Desert Air Quality Management District (MDAQMD).

Discussion

a. The MDAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality attainment plan (AQAP) for the MDAB. Regional AQAPs were adopted in 1991, 1994, and 1997. The following the State Implementation Plan (SIP) and AQAP are the currently approved plans for the Basin region:

- 1997 SIP for O3, PM10, and NO2
- 1995 Mojave Desert Planning Area Federal PM10 Attainment Plan; no formal action by the EPA

The MDAQMD completed the MDAQMD 2004 Ozone Attainment Plan (State and federal) in April 2004, which has been approved by the EPA. According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and it is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

The federal Clean Air Act and California Clean Air Act were established in an effort to assure that acceptable levels of air quality are maintained. These levels are based upon health-related exposure limits and are referred to as National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The ambient air quality standards establish maximum allowable concentrations of specific pollutants in the atmosphere and characterize the amount of exposure deemed safe for the public. Areas that meet the standards are designated attainment and if found to be in violation of primary standards are designated as nonattainment areas.

The United States Environmental Protection Agency (EPA) and the CARB have designated portions of the MDAQMD as nonattainment for a variety of pollutants, and some of those designations have an associated classification. Table 1 lists these designations and classifications. The MDAQMD has adopted attainment plans for a variety of nonattainment pollutants.

Table 1
State and Federal Air Quality
Designations and Classifications

Ambient Air Quality Standard	Status
One-hour Ozone (Federal) – standard has been revoked	Proposed attainment in 2014; historical classification Severe-17*
Eight-hour Ozone (Federal 84 ppb (1997))	Subpart 2 Nonattainment; classified Severe-15**
Eight-hour Ozone (Federal 75 ppb (2008))	Nonattainment, classified Severe-15**
Eight-hour Ozone (Federal 70 ppb (2015)	Expected nonattainment; classified Severe-15**
Ozone (State)	Nonattainment; classified Moderate
PM10 24-hour (Federal)	Nonattainment; classified Moderate (portion of MDAQMD in Riverside County is unclassifiable/attainment)
PM2.5 Annual (Federal)	Unclassified/attainment
PM2.5 24-hour (Federal)	Unclassified/attainment
PM2.5 (State)	Nonattainment**
PM10 (State)	Nonattainment
Carbon Monoxide (State and Federal)	Unclassifiable/Attainment
Nitrogen Dioxide (State and Federal)	Unclassifiable/Attainment
Sulfur Dioxide (State and Federal)	Attainment/unclassified
Lead (State and Federal)	Unclassifiable/Attainment
Particulate Sulfate (State)	Attainment
Hydrogen Sulfide (State)	Unclassified (Searles Valley Planning Area is nonattainment)
Visibility Reducing Particles (State)	Unclassified

Source: MDAQMD CEQA and Federal Conformity Guidelines, August 2020
*Note: Portion of MDAQMD outside of Southeast Desert Modified AQMA is unclassified/attainment
**Note: Portion of MDAQMD outside of Western Mojave Desert Ozone Nonattainment Area is unclassifiable/attainment

MDAQMD has adopted the California Environmental Quality Act and Federal Conformity Guideline (February 2020) which is a policy document intended to assist preparers of environmental analysis or review documents for projects within the jurisdiction of the MDAQMD by providing background information and guidance on the preferred analysis approach. The air and dust emissions from the construction and operational use of the Proposed Project were evaluated and compared to the MDAQMD air quality thresholds to determine significance.

The MDAQMD acknowledges that strict consistency with all aspects of the Attainment Plan is not required in order to make a finding of no conflict. Rather, a project is considered to be consistent with the Attainment Plan if it furthers one or more policies and does not obstruct other policies. The Project Site is part of the Desert Gateway Specific Plan with a zoning of Light Industrial. Subject to a Conditional Use Permit, the Proposed Project is allowed within the Light Industrial zoning. No General Plan Amendment or Zone Change is required and the Proposed Project is therefore consistent with the land use and growth intensities reflected in the adopted in the General Plan. Moreover, as demonstrated below, the Proposed Project would not exceed MDAQMD thresholds. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b. The Proposed Project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2022 by Lilburn Corporation in January 20, 2025 (see Appendix A). CalEEMod was used to estimate the construction and operational emissions.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: demolition, site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. A demolition phase was added to the model to account for the demolition of single-family residence that was on APN 0472-181-15. After the model was run, the residence was demolished under a separate permit. As such, the model is conservative. As such, the model is conservative. Construction is anticipated to begin in 2025 and be completed in 2026. The resulting emissions generated by construction of the Proposed Project are shown in Table 2, which represent summer and winter construction emissions.

Table 2
Construction Emissions Summary
(Pounds per Day)

Equipment	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer-Daily Max	13.2	31.7	31.6	0.08	21.3	11.4
Winter-Daily Max	13.2	26.3	20.9	0.08	10.5	4.89
MDAQMD Threshold (lbs/day)[6]	137	137	548	137	82	65
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2022

As shown in Table 2, the anticipated construction emissions are less than the MDAQMD thresholds and would be considered less than significant. The Proposed Project shall comply with MDAQMD Rules 402 and 403, as listed below.

[6] MDAQMD. February 2020. CEQA Guidelines. Page 9. https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638591628485530000

Compliance with MDAQMD Rules 402 and 403

Although the Proposed Project does not exceed MDAQMD thresholds, the Applicant is required to comply with applicable MDAQMD Rules 402 for nuisance and 403 for fugitive dust control. This would include, but not be limited to the following:

(a) The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

(b) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being used shall be watered to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

(c) The Project Proponent shall ensure that disturbed areas are treated to prevent erosion.

(d) The Project Proponent shall ensure that ground disturbing activities are suspended when winds exceed 25 miles per hour.

Although the Proposed Project would not exceed MDAQMD thresholds for exhaust emissions during operations, the Applicant would be required to implement the following conditions as required by MDAQMD:

(a) All equipment must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

(b) The operator shall comply with all existing and future CARB and MDAQMD Off-Road Diesel Vehicle Regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using the Traffic Impact Analysis, dated November 6, 2024, prepared by Ganddini Group Inc. (Ganddini). Ganddini determined that the Proposed Project would generate approximately 158 net new daily trips with a mixture of automobile, and 3-axle and 4-axle trucks. The Proposed Project's long-term operational emissions have been calculated and are summarized below in Table 3 and Table 4.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile	0.27	4.56	3.91	0.06	2.24	0.64
Area	1.32	0.02	1.88	0.00	0.00	0.00
Energy	0.03	0.50	0.42	0.00	0.04	0.04
Total Emissions (lbs/day)	**1.62**	**5.07**	**6.20**	**0.06**	**2.28**	**0.68**
MDAQMD Threshold	137	137	548	137	82	65
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2022

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile	0.25	4.82	3.17	0.05	2.24	0.64
Area	1.01	--	--	--	--	--
Energy	0.03	0.50	0.42	0.00	0.04	0.04
Total Emissions (lbs/day)	**1.29**	**5.32**	**3.59**	**0.06**	**2.28**	**0.68**
MDAQMD Threshold	137	137	548	137	82	65
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2022

As shown in Table 3 and 4, both summer and winter operational emissions are below MDAQMD thresholds. Therefore, the Proposed Project is not anticipated to violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation. Less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c. The MDAQMD *CEQA and Federal Conformity Guidelines* (February 2020) define sensitive receptor land uses as residences, schools, daycare centers, playgrounds and medical facilities. The following project types for sites within the specified distance of existing or planned sensitive receptor land uses must be evaluated using the MDAQMD's health risk significance thresholds:

a. Any industrial project within 1,000 feet;
b. A distribution center (40 or more trucks per day) within 1,000 feet;
c. A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
d. A dry cleaner using perchloroethylene within 500 feet; and
e. A gasoline dispensing facility within 300 feet.

The Proposed Project is an industrial project with the nearest sensitive receptor located approximately 800 feet to the northwest. As the Proposed Project does not generate more than 50,000 vehicles per day, a project specific health risk assessment is not required or warranted, and as shown in Table 3 and Table 4 emissions from criteria pollutants are below MDAQMD Thresholds. Therefore, impacts to sensitive receptors are anticipated to be less than significant. Project emissions for both construction and operations would not exceed MDAQMD thresholds of significance. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant, and no mitigation would be required.

d. Impacts from construction and operation use of the Proposed Project as it relates to odors affecting a substantial number of people are evaluated as follows:

Construction-Related Odor Impacts

Potential project-related sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Diesel exhaust and volatile organic compounds would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore are not expected to reach an objectionable level at the nearest sensitive receptors (approximately 800 feet northwest of the Project Site). Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impacts related to odors would occur during construction of the Proposed Project.

Operations-Related Odor Impacts

The Proposed Project would incrementally increase odors associated with the movement and processing of waste materials. A misting system is provided inside the CDI building to control dust and odor. A ventilation system would be included that provides air exchange. Receptors (e.g. employees and visitors) that would be on-site may be exposed to significant odors. However, masks would be available to minimize exposure to such odors. No odors emitted from the inert materials would be considered hazardous. Odor emissions would disperse rapidly from the Project Site and therefore are not expected to reach an objectionable level at the nearest sensitive receptors (approximately 800 feet northwest of the Project Site). Less than significant impacts are identified or anticipated, and no mitigation measures are required.

References

Mojave Desert Air Quality Management District. April 26, 2004. 2004 Ozone Attainment Plan (State and Federal). http://mdaqmd.ca.gov/home/showdocument?id=174

Mojave Desert Air Quality Management District. February 2020. CEQA Guidelines. Page 9. https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638591628485530000

Lilburn Corporation. CalEEMod Outputs for the Proposed Project. January 20, 2025.

IV. Biological Resources *Would the project:*	Potentially Significant Impact	Less than Significant 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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Existing Environmental Setting

The site is surrounded by vacant lands to the north and south; a community park and commercial development to the east, with the existing Burrtec MRF recycling facility to the west. The habitat on-site consists of a mixture of bare ground and sparse Creosote bush - white bursage scrub (Larrea tridentata - Ambrosia dumosa Shrubland Alliance). Portions of the site also showed signs of previous development, vehicle tracks, and trash dumping. The site did show signs of disturbance in the form of vehicle and pedestrian traffic. The habitat within APN 0472-181-15 is consistent with developed/disturbed land.

Discussion

a. A Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), and Native Plant Protection Plan was prepared in February 2024 (updated 2024) for the Proposed Project by Jennings Environmental, LLC (see Appendix B) and is summarized herein. The BRA was designed to address the potential effects of the Proposed Project on designated critical habitats and/or any species currently listed or formally proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA) or species designated as sensitive by the California Department of Fish and Wildlife (CDFW) or the California Native Plant Society (CNPS). Information contained in the BRA is in accordance with accepted scientific and technical standards that are consistent with the requirements of the United States Fish and Wildlife Service (USFWS) and CDFW.

According to the California Natural Diversity Database (CNDDB), California Native Plant Society's Electronic Inventory (CNPSEI), and other relevant literature and databases, 32 sensitive species including 10 listed species have been documented in the Victorville quad. This list of sensitive species and habitats includes any State and/or federally-listed threatened or endangered species, CDFW-designated Species of Special Concern (SSC), and otherwise Special Animals.

Jennings analyzed the likelihood of the occurrence of all CNDDB-sensitive species documented in the Victorville quad. This analysis takes into account species range as well as documentation within the vicinity of the Project Site and includes the habitat requirements for each species and the potential for their occurrence on the site, based on required habitat elements and range relative to the current site conditions. All CNDDB-sensitive species, except for burrowing owl, desert tortoise, and Mohave ground squirrel (MGS), are considered absent from the Project Site. According to the databases, no USFWS-designated critical habitat occurs within or adjacent to the Project Site.

Special Status Species

No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys.

Desert Tortoise

With the adoption of the West Mojave Plan, all lands that are outside Desert Wildlife Management Areas, including the Project Site, are characterized as Category 3 Habitat, which is the lowest priority management area for viable populations of the desert tortoise. The habitat on-site is minimally suitable for desert tortoise. However, no sign of desert tortoise (i.e. burrows, tracks, or pellets) was observed during the survey. Additionally, no desert tortoise individuals were observed. Because the Project Site is minimally suitable, pre-construction surveys for this species is required (Mitigation Measure BIO-1).

Burrowing Owl

Based on the field survey, the Project Site contains minimally suitable habitat for burrowing owl. No burrowing owls were observed during the site visit. No burrows of any kind were located within the Project Site. No portion of the Project Site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found. Because the site is minimally suitable, pre-construction surveys shall be completed for this species (Mitigation Measure BIO-2).

Desert Kit Fox

The Project Site is not suitable for this species. This species was not observed during the survey. No burrows of suitable size or shape were observed, and no evidence of this species was observed either (scat, predation remains, tracks, etc.). This species is considered absent from the Project Site and no further surveys are required.

American Badger

The Project Site is not suitable for this species. This species was not observed during the survey. No burrows or suitable size or shape were observed, and no evidence of this species was observed either (scat, predation remains, tracks, etc.). This species is considered absent from the Project Site and no further surveys are required.

Mohave Ground Squirrel

The site is not suitable for MGS. Although within the southern edge of the known range for this species, the site does not contain the density of vegetation required for this species. Additionally, this species has not been documented within this region in the last 10 years. Also, no evidence (tracks, scat, etc.) was observed during the survey. This species is considered absent from the project site and no further surveys are required.

Western Joshua Tree

The California Fish and Game Commission (Commission) designated the western Joshua tree as a candidate for listing under the California Endangered Species Act (CESA) in October 2020. This action afforded the western Joshua tree the same CESA protections as listed species, which means that removal of the desert trees was subject to fines and criminal penalties unless authorized by a "take" permit issued by the CDFW. Such permits were difficult to obtain, and when issued would authorize removal only in limited circumstances. The new law, which became effective July 1, 2023, streamlines the western Joshua Tree take permit process and broadens the purposes for which a permit may be issued. A western Joshua tree may now be removed for any purpose, so long as a permit is obtained and the removal is fully mitigated, or alternatively, an in-lieu mitigation fee is paid. There are currently no western Joshua trees (WJT) present on-site. This species is considered absent from the project site and no further surveys are required.

Nesting Birds

The Project Site and immediate surrounding area contains habitat suitable for nesting birds. As such the Proposed Project is subject to the Migratory Bird Treaty Act and California

Fish and Game Code. Therefore, Mitigation Measure BIO-3 shall be implemented to ensure no significant impacts to nesting birds occur.

Based on the literature review and personal observations made in the immediate vicinity, no State and/or federally-listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented to occur on-site in the relevant databases. No other sensitive species were observed within the Project Site or buffer area.

Mitigation Measure BIO-1:

No more than 14 calendar days prior to start of Project activities and after any pause in Project activities lasting 30 days or more, a qualified biologist shall conduct pre-construction surveys for desert tortoise as described in the USFWS 2019 desert tortoise survey methodology. Pre-construction surveys shall be completed using perpendicular survey routes and 100-percent visual coverage for desert tortoise and their sign within the Project area and 50-foot buffer zone. Pre-activity surveys cannot be combined with other surveys conducted for other species while using the same personnel. Results of the surveys shall be submitted to CDFW prior to construction start. If the pre-construction surveys confirm desert tortoise absence, the qualified biologist shall ensure desert tortoise do not enter the Project area. Should desert tortoise presence be confirmed during the survey, the qualified biologist shall immediately notify CDFW and USFWS to determine appropriate avoidance, minimization, and mitigation measures.

Mitigation Measure BIO-2:

Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Preconstruction surveys shall be performed by a qualified biologist following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.

Mitigation Measure BIO-3:

Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

Therefore, with the implementation of Mitigation Measures BIO-1 to BIO-3, the Proposed Project is anticipated to have a less than significant impact on sensitive species.

b, c. Aerial imagery of the Project Site was examined and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The U.S. Fish and Wildlife Service National Wetland Inventory and Environmental Protection Agency (EPA) Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas had been documented within the vicinity of the site. Similarly, the soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2023) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status.

The Project Site was surveyed with 100 percent visual coverage and no drainage features were present on site that met the definition for "Waters of the United States" (WoUS). NWI maps did not identify portions within the Project Site as a Riverine/Riparian system. Additionally, none of the requirements for wetland designation (hydric vegetation, hydric soils, and/or wetland hydrology) were present on site. As such, the Project Site does not contain any wetlands, Waters of the U.S., or Waters of the State. The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the Project Site. Therefore, the Project Site does not contain any areas under CDFW jurisdiction.

There are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 ("Waters of the State") of the Clean Water Act (CWA) under the jurisdiction of the Regional Water Quality Control Board (RWQCB), or WoUS as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps) within the Project Site. Therefore, no permit from any regulatory agency would be required.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

d. According to the California Essential Habitat Connectivity Project, the Project Site is not mapped within an area for wildlife movement. However, the site is within a wildlife linkage as mapped by Mojave Desert Land Trust. This linkage is primarily focused on the movement of animals within the Mojave River. The Project Site is not within or directly adjacent to the Mojave River. Moreover, the site is currently fenced off and adjacent to existing development. Additionally, wildlife will have the ability to go around the site to access the remainder of the linkage, which is within the Mojave River. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

e. The Proposed Project Site does not contain any other species that are protected species under San Bernardino County Development Code § 88.01.060 and the California Desert Native Plant Act. The Project is considered in compliance with the San Bernardino County Development Code and the Desert Native Plant Act. No impacts are identified or anticipated, and no mitigation measures are required.

f. As stated in the BRA, the Project Site is not within a habitat conservation plan. Furthermore, the Project Site is not located within the boundaries of a California Natural Community Conservation Plan.[7] Therefore, the Proposed Project would neither impact a habitat conservation plan nor a California Natural Community Conservation Plan. No impacts are identified or anticipated, and no mitigation measures are required.

References

California Department of Fish and Wildlife. August 2023. California Natural Community Conservation Plans. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed July 9, 2024.

Jenning Environmental, LLC. Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), and Native Plant Protection Plan. February 2024. Updated November 2024.

[7] California Department of Fish and Wildlife. August 2023. California Natural Community Conservation Plans. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed July 9, 2024.

V. Cultural Resources *Would the project:*	Potentially Significant Impact	Less than Significant 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 §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Existing Environmental Setting

The subject property straddles the traditional territory of multiple Native American groups including the Serrano and the Vanyume. Although there may be considered a range of cultural variations among these groups, they all have language derived from a base Uto-Aztecan language stock. In the same instance, although they may have held differing worldviews and maintained variations in their social structures, how they exploited the natural resources of their territories remained similar. Although the Mojave Desert is an area believed to have had limited prehistoric subsistence resources, it has historically supported a long and occasionally dense population. Evidence of villages and camps, burials, quarries, rock features, and bedrock mortars has been documented at archaeological sites across the desert, some of which contain evidence of a lengthy prehistoric time span. Although early archaeological remains are not found frequently, when they are, they are generally located along the margins of former pluvial lakes or in areas of dune deflation. In contrast, artifacts on the desert floor may be sparse, widely scattered, and mixed with the desert pavements. For the region, archaeologists have reached a broad consensus regarding the general cultural chronology. The identified sequence includes the Paleo Indian Period, the Pinto Period, the Gypsum Period, the Saratoga Springs Period, and the Ethnohistoric Period.

Discussion

a. A Phase I Cultural Resources study, dated August 14, 2024, was prepared for the Proposed Project by BFSA Environmental Services (BFSA), the report is included as Appendix C) and is summarized herein. The purpose of this investigation was to complete background research regarding the cultural resource sensitivity of the Proposed Project, survey the Project Site acreage, identify any archaeological resources within the project area, and test and evaluate any cultural resources that may be impacted by the proposed development.

BFSA conducted an archaeological records search for the Proposed Project and the surrounding area within a one-half-mile radius at the South Central Coastal Information

(SCCIC) at CSU Fullerton. The search results identified 16 cultural resource sites within the search radius, none of which are located within the project boundaries. Of the 16 cultural resource sites, eight are historic. The previously recorded historic resources include three historic trash scatters, three historic trails/roads, a former wastewater treatment facility, and one historic isolate. The records search also identified 29 previous studies within one-half-mile of the Project Site, one of which overlaps a small portion of the subject property (Tang et al. 2010). The Tang et al. study conducted in 2010 included an archaeological field survey and records search for the proposed wastewater treatment facility development overlapping the southwestern and southeastern corners of the current project area. The Tang et al. (2010) report did not identify any cultural resources within the current project.

BFSA also reviewed the following sources to help facilitate a better understanding of the historic use of the property:

- The National Register of Historic Places index
- Historic USGS data
- BLM GLO records
- Historic aerial photographs (1929 through 2023)
- 1956 Victorville, California (7.5-minute) USGS topographic map
- 1956 Victorville, California (15-minute) USGS topographic map

Aerial photographs demonstrate that in 1929, the subject property was completely undeveloped and consisted of vacant desert terrain. By 1952, one residence is visible in the northwest corner of the property and one residence is visible in the northeast corner of the property, while the southeastern portion of the Proposed Project is cleared of vegetation. On the subsequent aerial image from 1953, additional structures are visible in the northwest and northeast corners of the property, which are connected by a dirt road. By 1959, residences, ancillary structures, and associated landscaping are evident in the northwest, northeast, and southeast corners of the property. Aerial photographs show additional ancillary structures were added to the northwest corner of the property, facing East Abby Lane, by 1968; the residence and associated ancillary structures in the northeast corner are no longer visible in the photograph from 1969.

Subsequent aerial imagery appears to illustrate the continued addition and removal of ancillary structures within the northwest and southeast corners of the property. By 2018, the property only contained two residences and two associated ancillary structures in the northwest corner of the property (APNs 0472-181-23 and -65) and one residence with associated ancillary structures in the southeast corner (APN 0472-181-15). However, by 2020, only the residential property in the southeast corner remained as the structures in the northwest corner had been demolished. Current aerial photographs only depict the APN 0472-181-15 residence and associated ancillary structures with an address of 16992 Abbey Lane. A review of the San Bernadino County PIMS indicates that the 16992 Abbey Lane residence was constructed in 1955. It should be noted that after preparation of the Phase I

Cultural Resources study, the residence that was on APN 0472-181-15 was demolished under a separate permit.

Based on the records search results, the subject property is sensitive for historic cultural resources. Aerial photographs illustrate that occupation within the subject property began as early as 1952, and historic resources have been identified within one-half mile of the Project Site. Based upon the historic aerial photograph review and records search information, it appears the four remnant concrete slab foundations in the northwest corner of the project, the 16992 Abbey Lane residence in the southeast corner of the project, and two of the associated ancillary structures are older than 50 years in age. The four concrete slab foundations in the northwest corner of the project were designated in the field as Temp-1, and the existing residence and two ancillary structures in the southeast corner of the project (16992 Abbey Lane) were designated as Temp-2. No historic artifacts were identified in association with Temp-1 or Temp-2. Both sites are evaluated as not eligible for the California Register of Historical Resources (CRHR) and, therefore, are not considered a Historical Resource under CEQA Criteria. As such, no site-specific mitigation is required for removal of sites Temp-1 and Temp-2.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b. The archaeological records search identified 16 cultural resource sites within the search radius, none of which are located within the project boundaries. Of the 16 cultural resource sites, eight are prehistoric. The previously recorded prehistoric resources include two isolates and six sites containing hearths, three of which also contained associated prehistoric artifacts. BFSA also requested a SLF search from the NAHC. This request is not part of any AB 52 Native American consultation. The SLF search has been returned with positive results for potential sites or locations of Native American importance within the project vicinity. The NAHC suggested contacting the Chemehuevi Indian Tribe for further information. This additional outreach will be conducted by the lead agency under the official AB 52 Native American consultation process (see section XVIII below).

The survey confirmed that the Project Site has been subjected to partial development and clearing. The survey did not result in the identification of any prehistoric cultural resources within the Project Site. Four of the prehistoric sites identified in the records search were documented during grading activities at the construction of the adjacent Burrtec Waste facility in 1995. Therefore, given the Proposed Project's proximity to the Mojave River and Bell Mountain Wash, past impacts associated with development, and records search results, the property remains sensitive for cultural resources.

The Project Site was originally developed prior to CEQA and the adoption of modern environmental laws requiring the appropriate identification and handling of cultural resources. This characterization of the property as surficially disturbed is relevant to the consideration of unobserved cultural resources being present within the Project Site. When parcels are cleared, disced, or otherwise disturbed, evidence of surface artifact scatters is lost. Regardless of whether cultural resources have ever existed within this property, the current state of the Project Site appears to have affected the potential to discover any surface scatters of artifacts. Therefore, given the Proposed Project's proximity to the Mojave River and Bell Mountain Wash, coupled the historic occupation of the property, past impacts associated with development, and records search results, the property remains sensitive for cultural resources. Archaeological and Native American monitoring of grading is required, as identified below for Mitigation Measures CUL-1 and CUL-2, A Worker Environmental Awareness Program is also required, as identified below for Mitigation Measure CUL-3.

CUL-1 Monitoring and Treatment Plan

A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-2 Archaeological Monitoring

Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

CUL-3 Worker Environmental Awareness Program

Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as YSMN will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

c. The discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and Mitigation Measure CUL-4 is required as a condition of project approval to reduce these impacts to a less than significant level.

Mitigation Measure CUL-4:

If human remains are discovered, work shall halt in that area (within a 100-foot buffer of the find) until a determination can be made regarding the provenance of the human remains; and the procedures set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken. Any human remains that are determined to be Native American shall be reported to the San Bernardino County Sheriff's Department Coroner Division and subsequently to the NAHC.

References

BFSA Environmental Services. Phase I Cultural Resources Assessment. August 14, 2024.

VI. Energy *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

Existing Environmental Setting

Building Energy Conservation Standards

The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations; energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy. The requirements allow for the opportunities to incorporate updates of new energy efficiency technologies and methods into new developments. On December 23, 2022, the California Energy Commission (CEC) updated the 2022 Building Energy Efficiency Standards. Under the 2022 Standards, residential buildings are approximately 28 percent more energy efficient than the previous 2019 Energy Efficiency Standards. The 2022 Standards improved upon the previous 2019 Standards for new construction of and additions and alterations to residential and nonresidential buildings.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015. SB 350 establishes new clean energy, clean air and greenhouse gas reduction goals for 2030. SB 350 also establishes tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the required Renewable Portfolio Standards. SB 100 requires the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Discussion

a. Impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation is evaluated as follows:

Fuel

Construction
During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use, such as gasoline and diesel, during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod, the Proposed Project construction activities would consume an estimated 33,411.6 gallons of diesel fuel for operation of heavy-duty equipment, as shown in Table 5.

Table 5
Construction Equipment Fuel Consumption Estimates

Construction Equipment	#	Hours per Day	Construction Phase	Fuel Used (gallons)	Total Gallons
Concrete/Industrial Saws	1	8	Demolition	226.64	226.64
Excavators	3	8	Demolition	128.70	386.10
Rubber Tired Dozers	2	8	Demolition	1242.52	2485.03
Rubber Tired Dozers	3	8	Site Prep	621.26	1863.77
Crawler Tractors	0	8	Site Prep	175.98	0.00
Graders	0	8	Site Prep	0.00	0.00
Tractors/Loaders/Backhoes	4	8	Site Prep	146.20	584.80
Graders	1	8	Grading	513.60	513.60
Excavators	1	8	Grading	128.70	128.70
Scrapers	0	8	Grading	1718.53	0.00
Rubber Tired Dozer	1	8	Grading	1242.52	1242.52
Tractors/Loaders/Backhoes	3	8	Grading	292.40	877.20
Forklifts	3	8	Building Con.	1774.35	5323.05
Generator Sets	1	8	Building Con.	1120.87	1120.87
Cranes	1	7	Building Con.	9064.54	9064.54
Welders	1	8	Building Con.	2239.57	2239.57
Tractors/Loaders/Backhoes	3	7	Building Con.	2942.28	8826.84
Scrapers	0	8	Building Con.	0.00	0.00
Rubber Tired Dozer	0	8	Building Con.	0.00	0.00
Crawler Tractors	0	8	Building Con.	0.00	0.00
Pavers	2	8	Paving	320.06	640.12

Construction Equipment	#	Hours per Day	Construction Phase	Fuel Used (gallons)	Total Gallons
Paving Equipment	2	8	Paving	301.43	602.86
Rollers	2	8	Paving	128.70	257.40
Air Compressors	0	8	Paving	167.09	0.00
Cement and Mortar Mixers	0	8	Paving	0.00	0.00
Graders	0	8	Paving	0.00	0.00
Welders	0	8	Paving	0.00	0.00
Tractors/Loaders/Backhoes	0	8	Paving	0.00	0.00
Air Compressors	1	6	Architectual Coat.	125.31	125.31
			Total Fuel Used	23023.38	**33,411.16 (Gallons)**

Source: CalEEMod 2022 output based construction schedule

As shown in Table 6, it is estimated 4,093.6 gallons of fuel would be consumed from construction worker trips. As shown in Tables 7 and 8, fuel consumption from construction vendor (material deliver) trips and from hauling trips are 2,244.55 gallons and 6,729.73 gallons, respectively. Construction worker, vendor, hauling fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT).

Table 6
Construction Worker Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Demolition	24.0	15	18.5	11.56	231.25
Site Preparation Phase	24.0	17.5	18.5	13.49	134.89583
Grading	24.0	15	18.5	11.56	231.25
Building Construction Phase	24.0	18.1	18.5	13.95	3208.9792
Paving Phase	24.0	15	18.5	11.56	231.25
Architectural Coating	24.0	3.63	18.5	2.80	55.9625
			Total	53.36	**4093.5875**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Table 7
Construction Vendor Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Demolition	7.4	0	10.2	0.00	0.00
Site Preparation Phase	7.4	0	10.2	0.00	0.00
Grading	7.4	0	10.2	0.00	0.00
Building Construction Phase	7.4	7.08	10.2	9.76	2244.55
Paving Phase	7.4	0	10.2	0.00	0.00
Architectural Coating	7.4	0	10.2	0.00	0.00
			Total	9.76	**2244.55**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Table 8
Construction Hauling Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Demolition	7.4	0.5	20	1.35	27.03
Site Preparation Phase	7.4	0	20	0.00	0.00
Grading	7.4	124	20	335.14	6702.70
Building Construction Phase	7.4	0	20	0.00	0.00
Paving Phase	7.4	0	20	0.00	0.00
Architectural Coating	7.4	0	20	0.00	0.00
			Total	335.14	**6729.73**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Construction would represent a "single-event" diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

Operations

During operations of the Proposed Project, fuel consumption would be from trips by maintenance staff, employee vehicle trips, delivery trucks for delivery/collection of roll-off containers and transfer vehicles. As a worst-case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per gallon.[8] As shown in Table 9, the Proposed Project would result in an estimated 93,094.9 gallons of fuel consumption per year based on 1,009,029 miles driven.

Table 9
Operational Fuel Consumption

Annual VMT	Miles per Gallon	Fuel Consumed (gallons)
1,530,080	24	21,021.4
1,530,080	7	72,073.5
Total		**93,094.9**

In 2023, the County of San Bernardino consumed approximately 897 million gallons of gasoline and 267 million gallons of diesel.[9] The increase in fuel demand from the Proposed Project would represent a 0.012% of the overall 2023 County fuel consumption. The increase in fuel consumption from the Proposed Project would be negligible.

Electricity

Southern California Edison (SCE) provides electricity to the Project Site. The Project Site is predominantly vacant, aside from the existing single family residence in the southeast portion of the Project Site. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. SCE industrial sector use consumed 17,353.26 Millions of kWH (GWh) in the year 2022.[10] As estimated by CalEEMod, the Proposed Project is estimated to consume 0.607 GWh annually. The increase in electricity demand from the Proposed Project would represent 0.0035 percent of the overall SCE industrial consumption. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Natural Gas

The Project Site is located within Southwest Gas Corporation's service area. The single family residence is the only current source of natural gas demand for the Project Site. Therefore, development of the Proposed Project would cause a permanent increase in demand for natural gas when compared to existing conditions. The natural gas demand for the Proposed Project was estimated from CalEEMod modeling output to be approximately 18,526.80 therms per year. The non-residential sector of San Bernardino County consumed 294,792,317 therms in the year 2022.[11] The Proposed Project is estimated to consume 18,526.8 therms annually. The increase in natural gas demand from the Proposed Project would represent 0.00628 percent of the overall San Bernardino County industrial consumption. Therefore, projected natural gas demand would not significantly impact level

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[8] United States Department of Transportation - Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018.
[9] California Energy Commission. California Energy Consumption Database. https://www.energy.ca.gov/media/3874. Accessed January 22, 2025.
[10] California Energy Commission. 2022 Electricity Consumption by Planning Area. Accessed May 22, 2024.
[11] California Energy Commission. 2022 Electricity Consumption by Planning Area. Accessed July 22, 2024.

of service. Less than significant adverse impacts are identified or anticipated, and no mitigation is recommended.

b. The Proposed Project has been designed to comply with the 2022 Building Energy Efficiency Standards. The City would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments, and energy efficiency. Adherence to these requirements would result in the Proposed Project being efficient in terms of energy consumption. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

References

California Energy Commission. California Energy Consumption Database. https://www.energy.ca.gov/media/3874. Accessed January 22, 2025.

Lilburn Corporation. CalEEMod Outputs for the Proposed Project. January 20, 2025.

VII. Geology and Soils *Would the project:*	Potentially Significant Impact	Less than Significant 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:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Existing Environmental Setting

The City is located within the seismically active Southern California region, probably best known for the San Andreas Fault, which stretches from the Mexican border to San Francisco.[12] Though there are no known or suspected fault traces within the planning area, there are five nearby fault systems that could produce earthquakes and earthquake induced hazards. The five nearby fault systems located outside of the planning boundary include San Andreas (24 miles south of the planning area), Helendale (9 miles northeast), San Jacinto fault (26 miles south), North Frontal (5.5 miles southeast), and Landers (50 miles southeast).

Discussion

a.

(i). A Limited Geotechnical and Infiltration Evaluation report, dated May 6, 2024, was prepared for the Proposed Project by GeoTek, Inc. (see Appendix D) and is summarized herein. No active or potentially active fault is known to exist at this site nor is the site situated within a State of California designated "Alquist-Priolo" Earthquake Fault Zone. The nearest known active faults are the Helendale-South Lockhart fault zone (Helendale section) and the North Frontal thrust system located approximately 9.1 and 11.2 miles northeast and southeast of the site. Less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

(ii). The geologic structure of the entire southern California area is dominated mainly by northwest-trending faults associated with the San Andreas system. The site is in a seismically active region. Though there are no known or suspected fault traces within the planning area, there are five nearby fault systems that could produce strong seismic ground shaking. The buildings proposed for the Project Site do not include any residential or other use that would be inhabited by people, thereby reducing the potential for adverse effects, including the risk of loss, injury, or death from ground shaking. Furthermore, the selection of the appropriate seismic design coefficients would be made by the project structural engineer based upon regulations including the California Building Code), and would be approved by the City Geologist prior to building permit issuance. Less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

(iii). Due to the dense nature of the subsurface soils and depth to historic high groundwater in exceedance of 50 feet, the liquefaction potential at the site is considered very low.[13] Therefore, less than significant adverse impacts related to seismic-related ground failure are identified or anticipated, and no mitigation measures are required.

(iv). Evidence of ancient landslides or slope instabilities at this site was not observed during GeoTek's field investigations. Based on the relatively flat nature of the site, landslides and slope instabilities are not expected to adversely impact the subject development. Therefore,

[12] City of Victorville Development Department Planning Division. Adopted October 21, 2008. City of Victorville General Plan 2030: 2021-2029. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

[13] GeoTek, Inc. Limited Geotechnical and Infiltration Evaluation Proposed Construction/Demolition Facility. May 6, 2024.

less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b. During the development of the Project Site, which would include disturbance of approximately 6 acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soil could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. Adherence to BMPs is anticipated to minimize to the extent feasible any impacts from soil erosion or the loss of topsoil. Under proposed conditions, the Project Site would be developed with impervious surface and landscaping, thereby reducing the potential for soil erosion. Less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c. As stated previously, the Project Site is not susceptible to liquefaction and landslides. The recommendations listed in a final geotechnical report would be incorporated into project design. The Proposed Project would be required to comply with the latest adopted version of the California Building Code to ensure potential impacts related to soil erosion, landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d. As concluded in the report, the surficial soils encountered near the ground surface at the site exhibit are considered to have very low expansion potential. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

e. The Proposed Project would not include the use of septic tanks or alternative wastewater disposal systems. The Proposed Project would be required to connect to the City's public sewer system during the construction phase of development. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

f. The geotechnical investigation completed by GeoTek, Inc. indicates the project properties are covered by 0.5 to 2.5 feet of disturbed/artificial fill soils. Underlying the fill deposits is alluvium, consisting of brown to orangish brown, interbedded silty sands and relatively clean sands, to the maximum depth explored of 21.5 feet. GeoTeck did not speculate on the geologic age of the strata encountered. The report recommended excavation beneath the planned building footprint to a depth of at least three feet below the existing grade, or two feet below the base of the proposed foundation, whichever is greater.

A paleontological resource locality search was performed for the Project Site by the Division of Earth Sciences at the San Bernardino County Museum (SBCM). The locality search indicated that there are no fossil localities within the property. However, the SBCM has several subfossil (unaltered) localities within one mile of the Project Site, but from Holocene deposits. The localities consist of unaltered, unidentifiable vertebrate remains, plus remains of a hare. The nearest Pleistocene locality, which includes extinct horse remains, appears to be approximately 0.8 mile southwest of the Project Site, across the Mojave River, in ancient Mojave River deposits.

A Paleontological Assessment, dated August 14, 2024, was prepared for the Proposed Project by BFSA (see Appendix E); the report is summarized herein. The Project Site is situated at the confluence of the Bell Mountain Wash and the Mojave River, both ephemeral waterways. Geologically, the Project Site is mapped within Holocene-aged modern alluvial fan deposits, composed of yellowish gray to light yellowish-brown sand and gravel that form continuous alluvial fringes along modern washes. A review of published and unpublished literature was conducted for potential paleontological resources that are known in the vicinity of the Project Site. The sources reviewed did not indicate the presence of any known fossil localities within the Project Site. However, in the greater Victorville area, there are many recorded Pleistocene vertebrate fossil localities. Most of the specimens and records recovered from these localities are held by the SBCM. All the localities from these sources are derived from the alluvium of the ancestral Mojave River and are at least a few miles west and south of the Project Site.

No paleontological resources, or evidence of paleontological resources, were identified as a result of the field survey conducted by BFSA under the supervision of paleontological principal investigator Todd A. Wirths. Holocene sedimentary deposits, such as those mapped at the Project Site, usually do not have a high potential to yield fossils, since they are generally too young to produce significant fossils. The nearby Holocene-aged SBCM localities composed of unaltered bones of questionable significance support this assessment. Unquestioned fossil localities occur to the south, across the Mojave River, in Pleistocene fluvial deposits that are not present at the Project Site. Therefore, the presence of Holocene-aged alluvial deposits at the project, shallow grading depths, and the lack of any significant fossil specimens or fossil localities near the project support the conclusion that paleontological monitoring is not recommended during earth disturbance activities for the Proposed Project. A Paleontological Resource Impact Mitigation Program (PRIMP) is not warranted. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

References

GeoTek, Inc. Limited Geotechnical and Infiltration Evaluation report. May 6, 2024

BFSA Environmental Services. Paleontological Assessment. August 14, 2024.

VIII. Greenhouse Gas Emissions *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

Existing Environmental Setting

Gas molecules that trap heat in the atmosphere are referred to as greenhouse gases (GHG) because they capture heat radiated from the sun as it is reflected back into the atmosphere. The accumulation of GHG's have been identified as a primary force driving global climate change. The primary GHG's are composed of carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely derived from by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent GHG than CO_2, with GWP of 25 and 310 times that of CO_2, respectively.

Discussion

a. Greenhouse gas emissions were screened using CalEEMod version 2022. The CalEEMod outputs used to estimate construction and operational greenhouse gas emissions are referred to in Table 10 and 11 below.

Construction activity for the Proposed Project is estimated to occur at the start of 2025 and be operational in 2026. Construction activity for the Proposed Project would generate an estimated 486 metric tons of CO_{2e}.

Table 10
Greenhouse Gas Construction Emissions
(Metric Tons Per Year)

Source/Phase	CO_2	CH_4	N_2O	R[1]
2025	238	0.01	0.01	0.10
2026	242	0.01	0.00	0.05
Total MTCO2e	**486**			
Amortized over 30 years	16.2			

Source: CalEEMod 2022
1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

Operational emissions are categorized as energy (generation and distribution of energy to the end use), area (operational use of the project), mobile (vehicle trips), water (generation and distribution of water to the land use), and waste (collecting and hauling waste to the landfill). The operational mobile source emissions were calculated using the Traffic Impact Analysis, dated November 6, 2024, prepared by Ganddini Group Inc. (Ganddini). The Proposed Project is anticipated to generate approximately 158 net daily trips.

Table 11
Greenhouse Gas Operational Emissions
(Metric Tons Per Year)

Source/Phase	CO_2	CH_4	N_2O	R_1
Mobile	952	0.00	0.12	1.09
Area	0.63	0.00	0.00	--
Energy	245	0.02	0.00	--
Water	17.2	0.33	0.01	--
Waste	4.78	0.48	0.00	--
Refrigeration	--	--	--	1.86
Construction Amortized	16.2			
Total MTCO2e	**1,297.2**			
MDAQMD MTCO2e Thresholds	100,000			
Significant	No			

Source: CalEEMod 2022
1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

As shown in Table 11, the Proposed Project's greenhouse gas emissions would not exceed the MDAQMD's threshold of 100,000 MTCO2e annually. Consistent with the City of Victorville requirements, the applicant completed the "Greenhouse Gas Emissions Screening Table Review" form (see Appendix F). The Proposed Project received a score of 105, which is more than the minimum 100 points required. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b. With the passage of California Assembly Bill AB32, within the Global Warming Solutions Act of 2006, jurisdictions are now required to reduce greenhouse gas (GHG) emissions. To comply with this legislation, in 2008 the City of Victorville collaborated with the San Bernardino Associated Governments (SANBAG) to conduct a Countywide GHG inventory and GHG Reduction Plan. During this process, the City of Victorville adopted a Climate Action Plan (CAP) in 2016. The CAP presents the greenhouse gas (GHG) inventories, identifies the effectiveness of California initiatives to reduce the GHG emissions, and identifies local measures that were selected by the City to reduce GHG emissions under the City's jurisdictional control to achieve the City's identified GHG reduction target in compliance with AB32. The CAP does not incorporate additional regulations outside of the current CEQA regulations, which include Section 15064.4 for determining the significance of impacts from GHG Emissions. Other additional legislation that the Proposed Project must comply with would be GHG statutes and executive orders (EO) including SB32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

The Proposed Project's emissions meet the threshold for compliance with Executive Order S-3-05, and the Proposed Project's emissions also comply with the goals of AB 32. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by MDAQMD (as demonstrated above), the Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Proposed Project will be required to comply with these regulations as they come into effect.

In September 2016, Governor Edmund Brown Jr. set methane emissions reduction targets for California (SB 1383 Lara, Chapter 395, Statutes of 2016) in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP). The targets must:

- Reduce organic waste disposal 75% by 2025.
- Rescue for people to eat at least 20% of currently disposed surplus food by 2025.

Implementation of SB1383 regarding reductions in greenhouse gases requires all solid waste and recycling facilities to implement specific programs to reduce the disposal of organic materials at landfills. SB1383 also requires specific sampling programs for various material streams. The proposed CDI facility would implement all applicable sampling and handling protocols required by SB 1383.

Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

References

Ganddini Group, Inc. Traffic Impact Analysis. November 6, 2024.

Lilburn Corporation. CalEEMod Outputs. January 20, 2025.

MDAQMD CEQA Guidelines. Table 6: Significant Emissions Thresholds. Page 9

IX. Hazards and Hazardous Materials *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

Existing Environmental Setting

As defined in Section 25117 of the California Health and Safety Code, a hazardous material is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or the environment if released into the workplace or the environment. Hazardous substances can take the form of a solid, dust, liquid, or fume and exhibit any of the criteria set forth in 22 CCR, Chapter 30, Article 11. A list of wastes that are presumed hazardous is presented in Chapter 30, Article 9 of Title 22. Hazardous waste criteria include toxicity, ignitability, reactivity, and corrosivity.

The City of Victorville's General Plan Safety Element is intended to identify and, whenever possible, reduce the impact of natural and manmade hazards which may threaten the health, safety, and property of the residents living and working in the City of Victorville.

Discussion

a,b. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction. The facility would not accept hazardous wastes, or designated, medical or special wastes. Trucks with loads of construction and demolition wastes would enter the building through two roll up doors on the west side and dump their loads onto the concrete tipping pad. The loads would be then inspected for hazardous materials, which would be removed and temporarily stored until removed from the site by a licensed contractor. If it can be determined which customer delivered the hazardous material to the site, it would be returned to the customer.

The facility does not accept wastes containing greater than 50 percent moisture by weight and does not accept sewage sludge, or untreated industrial sludge. Construction debris or other waste that contains asbestos or lead-based materials would not be accepted. Tires found in incoming loads would be removed and transferred offsite for recycling. Small amounts of Household Hazardous Waste (HHW) may be present in incoming loads. The operator would implement a rigorous load checking program to prevent these materials from being transported for disposal in the receiving landfill. The Hazardous Waste Screening and Exclusion Program describes on-site procedures in the event that hazardous or infectious waste is discovered in the recyclables or solid waste tipping areas. The facility has been issued a Small Quantity Generator Permit through the San Bernardino County CUPA program. Any hazardous material found in the incoming material may be stored up to 180 days prior to removal by a licensed hazardous materials contractor. HHW that is found in the incoming waste stream would be temporarily stored at one or more hazardous waste storage sites designed for temporary storage of HHW. The containers would be leak proof, and provided with secondary containment. Personnel who handle hazardous waste would do so while in direct contact or have radio contact with another employee so that any emergency situation may be immediately identified for appropriate response. HHW in all temporary HHW storage areas throughout the facility would be removed at the end of each business day and moved to the HHW Storage Area to be located immediately northwest of the transfer tipping floor.

Hazardous materials would be removed by a licensed hazardous waste contractor within the maximum 180-day storage period allowed by law. The hazardous waste storage area would be located on the southwest side of the solid waste transfer area. Within this storage area, there would be a designated section reserved for the storage and containment of medical waste, including tubs to store red bag waste and sharps containers to safely store any syringes/needles. A warning sign would be posted advising all unauthorized personnel to stay out of the area. There would be a portable fire extinguisher (ABC rating) and spill response kit in the storage area, and an eyewash station nearby.

The following would be available to aid in the handling and onsite temporary storage of hazardous materials:

- Internal communications system (hand-held radios) capable of providing immediate emergency instruction to facility personnel.
- Telephone to call for emergency assistance from local police and fire departments.
- Water, which is readily available at the site.

Each hazardous waste storage area would be inspected on a weekly basis by a supervisor who would keep a log of such inspections and be responsible for remedying noted deficiencies as soon as possible. Similar informal inspections would be conducted daily by personnel responsible for the daily management of hazardous waste. All communication/alarm, fire and spill control, and decontamination equipment would be tested regularly and maintained. A written inspection schedule for the MRF, its equipment and operation procedures would be kept on-site. This schedule would include a listing of the types of problems that are to be looked for during the inspection. Any universal wastes found in the incoming waste stream would be removed prior to the transfer of residual wastes to a landfill. Recovered universal wastes would be stored in a designated area on the north side of the transfer building and removed by a licensed contractor for recycling. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c. The nearest school to the Project Site is Puesta Del Sol Elementary School located at 15887 Academy Street, approximately 1.3 mile southwest of the Project Site. The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

d. The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the EnviroStor database.[14] Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

e. Southern California Logistics Airport Planning Area (SCLA) includes the former George Air Force Base and an area north to the existing City boundary, and east towards the Mojave River and along the north side of Air Expressway of the former base.[15] The SCLA Planning Area is approximately 4.8 miles northwest of the Project Site. Therefore, the Proposed Project would not result in a safety hazard for people working in the area. No impacts are identified or anticipated, and no mitigation measures are required.

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[14] California Department of Toxic Substances Control. Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?assembly=42. Accessed July 24, 2024

[15] City of Victorville Development Department Planning Division. Adopted October 21, 2008. City of Victorville General Plan 2030: 2021-2029. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

f. The Project Site does not contain any critical facilities.[16] The Project Site is adjacent to Abbey Lane and E. Abbey Lane, which are not evacuation routes[17] nor viable routes for evacuation.[18] Customer/employee parking areas and drive aisles would not be shared with truck access to and from the site. Paved access from two separate points would be provided and shall comply with City of Victorville Fire Prevention Standard A-2. Moreover, the Proposed Project would provide 41 parking spaces for facility employees and visitors, which would be adequate as a standard daily shift would involve 20 employees. The proposed parking lot would also serve as additional employee parking for the adjacent Material Recovery/compost facility. As such, project vehicles are not anticipated to park off-site and interfere with the public right-of-way. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

g. The Project Site is not within a fire hazard severity zone.[19] The Proposed Project would comply with all 2022 California Building and Fire Code requirements based on occupancy classification; and all applicable City of Victorville Fire Prevention Standards to reduce impacts on people or structures and to reduce exposure of wildland fire hazards. Automatic Fire Sprinkler Systems would be required for the proposed buildings and would be monitored. The following fire prevention and control procedures would be used for the CDI sorting facility:

- The building would be equipped with fire sprinklers that are inspected and maintained per Fire Code requirements.
- The CDI building would be equipped with fire extinguishers and fire hoses. The facility would have an onsite fire suppression system based upon an onsite 100,000-gallon water tank with a fire pump to provide adequate pressure. The tank would be connected to a system of onsite fire hydrants throughout the site and within the transfer building.
- All facility staff would be trained in fire extinguishing methods and procedures.
- The load check program would include procedures to checking for incoming loads or burning or smoldering materials
- In the event that an incoming load is burning, equipment operators would segregate the load from the remaining incoming material and move it out of the building onto the open concrete driveway. Depending upon the size of the fire, facility staff would use fire extinguishers and fire hoses to put out the fire or may contact the Victorville Fire Department for assistance.

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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[16] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element. Appendix – Critical Facilities.
[17] San Bernardino County. Countywide Policy Plan web maps: PP-2 "Evacuation Routes." Accessed February 16, 2024.
[18] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element.
[19] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element.

References

Department of Toxic Substances Control. *Envirostor Database,* Accessed July 24, 2024. at: https://www.envirostor.dtsc.ca.gov/public/map/?assembly=42.

City of Victorville Development Department Planning Division. City of Victorville General Plan 2030. 2008.

X. Hydrology and Water Quality *Would the project:*	Potentially Significant Impact	Less than Significant 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 the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Existing Environmental Setting

The Project Site is located within the service area of Victorville Water District (VWD). As stated in the 2020 Victorville Water District Urban Water Management Plan (UWMP), the VWD is located in the southwest region of San Bernardino County, California. VWD lies north of the San Bernardino Mountains in the Mojave Desert, approximately 90 miles northeast of Los Angeles. In 2020, VWD had a total of 36,673 connections and produced 21,865 acre-feet per year (AFY) of potable water and 722 AFY of RW.[20] The VWD service area is expected to increase in population from 134,273 in 2020 to 200,486 in 2040. VWD's potable water system supplies water solely from groundwater, pumped from the Mojave River Basin (Basin).[21]

Stormwater runoff from disturbed soils associated with construction activities is a common source of pollutants (mainly sediment) to receiving waters. Earthwork activities can loosen soils and sediments making them more susceptible to erosion from stormwater runoff and increase the likelihood that these materials would migrate in stormwater runoff to storm drains and downstream water bodies. In addition, construction would likely involve the use of various materials typically associated with construction activities such as paint, solvents, oil and grease, petroleum hydrocarbons, concrete and associated concrete wash-out areas. If improperly handled, these materials could result in pollutants being mobilized and transported offsite by stormwater runoff (nonpoint source pollution) and degrade receiving water quality.

Discussion

a. The Proposed Project would disturb approximately 6 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES). The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more.

The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. Examples of BMPs include sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. The purpose of a SWPPP is to:

1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and

2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP), which is subject to review and approval by the City. A preliminary project Water Quality Management Plan, submitted July 10, 2024, was prepared for the Proposed Project by Allard Engineering (see Appendix G). The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements and is summarized herein. Proposed Project

[20] Victorville Water District. 2020 Urban Water Management Plan. June 2021.
[21] Victorville Water District. June 2021. 2020 Urban Water Management Plan. Page 1-4. https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000.

BMPs include inspection of catch basins a minimum of once every three months, sweeping of parking lots and on-site pavement, and compliance with the State's General Construction permit. Review and approval of the final WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b. The City of Victorville is located within the Alto (or "Upper Mojave") sub-basin of the Mojave River Ground Water Basin, which is the City's primary water supply. The depth to groundwater ranges from fifty feet near the Mojave River to approximately five hundred and fifty feet in the western portion of the City.

According to the UWMP, during a multiple dry-year period, VWD's total water supply is projected to be 32,699 acre-feet (AF) by 2045, while the total water demand is projected to be 32,699 AF in the same year, resulting in neither surplus nor deficit. The UWMP indicates that VWD's supplies have been determined to be sufficient to meet demands within the district's service area during normal, dry, and multiple dry years through the year 2045. The Proposed Project does not include a General Plan Amendment or Zone Change and would therefore have been accounted for projected water demands as a light industrial use in the UWMP.

There are no groundwater recharge facilities located on or near the Project Site. Implementation of the Proposed Project BMPs would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Proposed Project to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, because storm water flows on-site would be infiltrated, the Proposed Project would not have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c)

(i). Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water is affected by fine mineral particles in the water. Soil erosion could occur due to a storm event. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

(ii, iii, iv). A Preliminary Drainage Report, dated July 9, 2024, was prepared for the Proposed Project by Allard Engineering (see Appendix H) and is summarized herein. Under existing conditions, the Project Site flows in a southwesterly direction at a slope of approximately 1 to 2%. The Project Site is currently 10% impervious. In a 100-year and 10-year storm event, the Project Site generates on-site runoff quantities of 5.4 cubic feet per second (CFS) and 1.7 CFS, respectively.

Under proposed conditions, the Project Site would be 90% impervious and its drainage system would be comprised of storm drain pipes, concrete swale, onsite grate inlets with filtration device, and the below surface infiltration chamber system and an infiltration basin. The infiltration/retention system has been sized to qualify for WQMP volume as well as the detention volume (10-year storm event) for the proposed developed site. In a 100-year and 10-year storm event, the Project Site would generate on-site runoff quantities of 16.3 CFS and 9.0 CFS, respectively. The increase in runoff volume would be mitigated with an on-site below surface retention/infiltration chamber system and infiltration/retention basins 1 through 4 (see Figure 5 – Hydrology Map Developed Condition).

The proposed retention/infiltration basins and chamber system are sized to qualify for WQMP volume as well as detention volume for the 10-year storm event from the Project Site. The proposed infiltration/retention basin/chamber system would drain out to the existing drainage course at Bimini Street on surface at the driveway at the southwest corner when it reaches capacity. The Project Site is near the Mojave River (approximately 0.3 miles from the Project Site). As concluded in the preliminary Drainage report, the streets and the existing natural stream have the capacity to handle the increase runoff from the site. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d. The Project Site is not located within a tsunami hazard area.[22] A seiche is caused by oscillation of the surface of a large enclosed or semi-enclosed body of water due to an earthquake or large wind event. The Project Site is not located near a large enclosed or semi-enclosed body of water. The Project Site is not located in an area associated with flood hazards.[23] Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e. Requirements of a NPDES permit to be issued for the Proposed Project would include development and implementation of a SWPPP and is subject to RWQCB review and approval. The Proposed Project would be obligated to comply with the requirements under the NPDES Permit program, the City-approved WQMP, and the implementation of associated BMPs and other requirements of SWPPP as well as a City-approved drainage plan which will ensure stormwater discharges associated with construction and use of the project comply with regulatory requirements in the City. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented. There is no sustainable groundwater management plan in the area, although the underlying groundwater basin is adjudicated. Water supply will be provided by the Victorville Water District and that agency is a party to the adjudication and reports to the Mojave Basin Area Watermaster. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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[22] California Department of Conservation. Tsunami Hazard Area Map. https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed July 26, 2024.

[23] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: 2021-2029 Safety Element. November 2022.

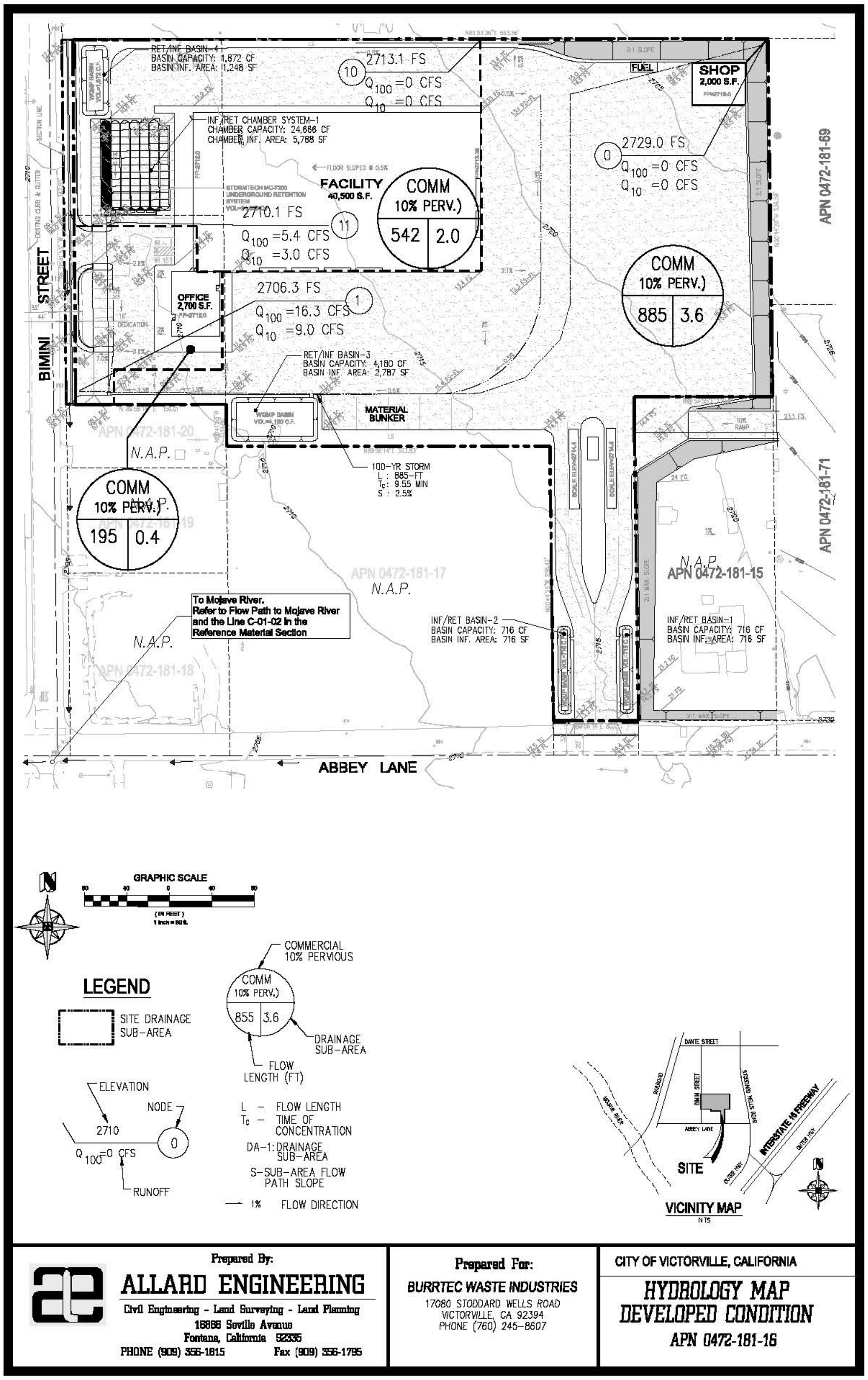
References

Allard Engineering. Preliminary Drainage Report. July 9, 2024.

City of Victorville Development Department Planning Division. City of Victorville General Plan 2030. Adopted October 21st, 2008.

Victorville Water District. June 2021. 2020 Urban Water Management Plan. https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000.

California Department of Conservation. Tsunami Hazard Area Map. https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed July 26, 2024.



HYDROLOGY MAP DEVELOPED CONDITION
Victor Valley CDI Processing Facility
City of Victorville, California

FIGURE 5

XI. Land Use and Planning *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

Discussion

a. The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur, and no mitigation measures are required.

b. The Proposed Project is construction and operations of a construction, demolition, and inerts processing facility. The property is part of the Desert Gateway Specific Plan with a zoning of Light Industrial (M-1). The Proposed Project would be consistent with the City's General Plan land use designation and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XII. Mineral Resources *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	☒

Discussion

a, b) The Project Site is within Mineral Resources Zone 3a (MRZ-3a)[24]. An MRZ-3 designation is an area containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2A or MRZ-2b categories which could contain additional mineral resources where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. The Project Site is zoned Light Industrial (M-1) and is not designated for mineral recovery. The State classified mineral resources are located along the Mojave River corridor,[25] of which the Project Site is not part of. The General Plan Resource Element finds that it is unlikely that existing mineral resources will be recovered due to the potential for significant and unmitigable impacts of a mining operation along the ecologically sensitive Mojave River. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

References

City of Victorville Development Department Planning Division. City of Victorville General Plan 2030. Adopted October 21, 2008.

Comprehensive Planning Services. City of Victorville General Plan 20230 Draft Program Environmental Impact Report. August 14, 2008.

[24] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: Resource Element. Adopted October 21, 2008.

[25] Comprehensive Planning Services. August 14, 2008. City of Victorville General Plan 2030 Program Environmental Impact Report. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

XIII. Noise *Would the project result in:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	☒

Existing Environmental Setting

A Noise Impact Analysis (NIA) report, dated March 3, 2025, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix I) and is summarized herein. Existing sensitive land uses that may be affected by project noise include the existing park use located adjacent to the east, the church uses located adjacent to the north and 740 feet southeast, the transient lodging uses located approximately 1,684 feet to the southeast, the single-family residential uses located adjacent to the southeast and approximately 803 feet to the northeast, and the multi-family residential uses located approximately 1,314 feet to the northeast of the Project Site. After preparation of the NIA, the single-family residential use to the southeast has been demolished under a separate permit. Measured short-term ambient noise levels ranged between 45.5 and 69.3 dBA Leq. The dominant noise source in the project vicinity was vehicle traffic associated with Stoddard Wells Road and Dante Street and industrial noise from garbage trucks moving in the area.

Discussion

a. Applicable standards established by the City of Victorville can be categorized into construction noise and operation noise.

<u>Construction</u>

On-Site Equipment

Construction noise is regulated within Section 13.01.060 of the City of Victorville Municipal. Accordingly, the project would result in a significant impact if project construction is determined by the director of building and safety to not be essential to the completion of the project. Otherwise, project construction activity is considered exempt from the provisions of the noise chapter of the City's Municipal Code. Even though it is unlikely that the Director of Building and Safety is going to determine that project construction activities "are not essential," project construction noise levels were modeled in order to provide some perspective regarding how loud construction activities would be at adjacent land uses and to subsequently provide a list of reasonable BMPs to minimize these noise levels. The City of Victorville does not establish a numeric maximum acceptable construction source noise level at potentially affected receivers during the daytime, which would allow for a quantified determination of what CEQA consists as a "substantial temporary or periodic noise increase." Therefore, a numerical construction noise threshold based on the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts, as discussed below.

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction daytime noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime (7:00 AM to 10:00 PM) exterior construction noise level of 80 dBA Leq for noise sensitive residential land uses and 85 dBA Leq for commercial uses. Accordingly, the project would result in a significant impact if:

- Project construction noise exceeds 80 dBA Leq during the daytime (7:00 AM to 10:00 PM) at residential uses; or,
- Project construction noise exceeds 85 dBA Leq during the daytime (7:00 AM to 10:00 PM) at commercial uses.

Modeled construction noise levels would range between 43.5 and 73.8 dBA Leq at residential land uses located northeast and southeast of the Project Site; 57.4 and 71.1 dBA Leq at the park land use located east of the Project Site; 47.2 and 75.9 dBA Leq at church land uses located north and southeast of the Project Site; 42.1 and 55.8 dBA Leq at the transient lodging land use located southeast of the Project Site; and 52.8 and 70.9 dBA Leq at industrial land uses located east, west, and southwest of the Project Site. Construction noise would not exceed the FTA daytime construction noise threshold for impacts to commercial land uses (85 dBA Leq (8-hr)) or the FTA daytime construction noise threshold for impacts to residential land uses (80 dBA Leq (8-hr)). Therefore, the Proposed Project would not exceed either City-established standards or FTA standards relating to construction noise.

Off-Site Vehicle Trips

Neither the City of Victorville's General Plan nor the City's Municipal Code establishes quantitative thresholds for the increase in ambient noise levels associated with project-generated vehicle trips during project construction. According to the FHWA, traffic volumes would need to double in order to result in a barely perceptible increase in noise levels (3 dBA).

Construction truck trips would occur throughout the construction period. Given the Project Site's location, it is anticipated that vendor and/or haul truck traffic would take the most direct route to/from Interstate 215 Freeway. The existing Average Daily Trip (ADT) rate along East Abbey Lane is 400 vehicles per day, along Abbey Lane is between approximately 200 to 700 vehicles per day, and along Stoddard Wells Road is between 2,700 and 3,000 vehicles per day. The greatest number of construction-related vehicle trips per day would be up to approximately 139 vehicle trips per day during grading (15 for worker trips and 124 for hauling trips). Conservatively assuming all construction vehicle trips travel along each roadway, project construction would be anticipated to increase noise levels by up to approximately 1.3 dB along E Abbey Lane, between 0.79 to 2.29 dB along Abbey Lane, and between 0.19 to 0.22 dBA along Stoddard Wells Road. Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes necessary to increase noise levels by 3 dBA. It is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment. Off-site project generated construction vehicle trips would therefore result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels.

<u>Operation</u>

On-Site Noise Sources

The Project Site is surrounded by properties zoned for light industrial use to the north, south, and west. Properties to the east are zoned light industrial and public-civic. Properties zoned for heavy industrial land uses are located approximately 205 feet west of the Project Site; properties zoned for high density mixed use are located as close as 525 feet to the east and properties zoned for single family land uses are located as close as 825 feet northeast of the Project Site.

Stationary noise source standards are established within Sections 13.01.040 and 13.01.050 of the City of Victorville Municipal Code. Accordingly, the Proposed Project would result in a significant impact if Project operational noise exceeds the base ambient noise levels of 55 dBA (10:00 PM to 7:00 AM) and 65 dBA (7:00 AM to 10:00 PM) for all residential zones, 70 dBA for all commercial zones, and 75 dBA for all industrial zones for the cumulative period of time specified in Table 5 of Appendix I. For the purposes of analysis, it is generally accepted that if the applicable Leq (30-minute) and Lmax are not exceeded, other standards will not be exceeded. The applicable Leq(30-minute) standard is the applicable sound level decibel plus 5 dB.

Based on the operational noise modeling, project operation is expected to range between 33 and 56 dBA Leq at the property line of nearby parcels. Modeled project operational noise levels would be below the City's Municipal Code daytime and nighttime noise standards shown above for residential and industrial uses. Therefore, project operational noise impacts would be less than significant, and no mitigation is required.

Offsite Operational Noise Sources

It is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is readily perceptible. Therefore, considering relevant case law, the project would result in a significant impact if the addition of project trips on surrounding roadways causes noise levels to increase by:

- 5 dBA where the existing ambient noise level is less than or equal to a CNEL of 60 dBA; or,
- 3 dBA where the existing ambient noise level is a CNEL of 60 dBA to 65 dBA; or
- 1.5 dBA where the existing ambient noise level is greater than or equal to a 65 dBA CNEL.

Modeled existing traffic noise levels range between 49-67 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 51-67 dBA CNEL at the right-of-way of each study roadway segment. The addition of project trips is not expected to change noise levels in excess of the applicable increase thresholds listed above, at any of the modeled study roadway segments.

Less than significant impacts are identified, and no mitigation measures are required.

b. The City of Victorville has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Transportation and Construction Vibration Guidance Manual (California Department of Transportation, 2020). The Proposed Project would result in a significant impact if groundborne vibration levels generated by the Proposed Project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:

- 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments
- 0.10 in/sec at fragile buildings
- 0.25 in/sec at historic and some old buildings
- 0.30 in/sec at older residential structures
- 0.50 in/sec at new residential structures and modern industrial/commercial buildings.

Groundborne vibration levels generated by the Proposed Project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 in/sec. Existing structures in the immediate vicinity of the Project Site include the residential building located as close as approximately 58 feet to the southeast, the park buildings/structures located as close as approximately 325 feet to the east, the church buildings located as close as approximately 3,676 feet to the north, and the industrial buildings located as close as approximately 110, feet to the west, 337 feet to the east, and 444 fee to the southwest of the Project Site.

Based on the groundborne vibration modeling, use of a vibratory roller is expected to generate a PPV of 0.059 in/sec and use of a bulldozer is expected to generate a PPV of 0.025 in/sec at the closest off-site building, a residential structure located as close as approximately 58 feet southeast of the Project Site boundaries. Other equipment anticipated to be used during project construction generate lower PPV. Therefore, groundborne vibration generated by project construction would not exceed the levels necessary to cause architectural damage or severe annoyance to persons living or working in nearby buildings.

The most substantial sources of groundborne vibration during post-construction project operations would include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet, which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c. The closest airport to the Project Site is the Southern California Logistics Airport (SCLA), with airport runways located as close as approximately 4.82 miles northwest of the project site. The City of Victorville Southern California Logistics Airport Specific Plan Exhibit 2.3, Long Range Noise Contours, shows that the Project Site is well outside the 60 dBA CNEL noise contour for the SCLA. Therefore, the Proposed Project would not expose people residing or working in the area to excessive noise levels. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

References

Ganddini Group, Inc. Burrtec C&D Processing Facility Noise Impact Analysis. March 3, 2025.

XIV. Population and Housing *Would the project:*	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

Discussion

a. The Proposed Project would generate a maximum of 20 employees. New employment opportunities are projected to be filled by local residents who reside in or near the City of Victorville. A large influx of new residents to the City due to the Proposed Project is not expected.

The Proposed Project would not have a direct effect on population growth within the City. The Proposed Project would generate employment opportunities but is not expected to induce substantial growth in the City or region beyond the growth forecasts detailed in the City's General Plan or the Southern California Association of Governments (SCAG's) regional growth forecasts since the Proposed Project is consistent with the existing land use and zoning designations (i.e., Light Industrial). Therefore, less than significant impacts are identified, and no mitigation measures are required.

b. There are no residences on the Project Site. No people would be displaced due to construction of the Proposed Project. Therefore, less than significant impacts are identified, and no mitigation measures are required.

XV. Public Services *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:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Fire protection?	☐	☐	☒	☐
2. Police protection?	☐	☐	☒	☐
3. Schools?	☐	☐	☒	☐
4. Parks?	☐	☐	☒	☐
5. Other public facilities?	☐	☐	☐	☒

Discussion

a.

1) Fire Protection within the City of Victorville is provided by the City of Victorville Fire Department. The Victorville Fire Department actively operates out of four Fire Stations. The closet City Fire Station is located at 16200 Desert Knoll Road, approximately 4.9 miles southeast of the proposed facility. Drive time from the station is under ten minutes. According to the City's General Plan, fire protection services have a goal to be on scene within five-minutes. However, due to the nearest fire station distance to the Project Site, the Proposed Project would not retain an acceptable response time according to the City's General Plan. However, all Proposed Project buildings would be equipped with fire sprinkler systems and monitored fire alarms. Fire hoses would be located within the CDI building to allow facility staff to fight fires prior to the arrival of the Fire Department. Additionally, Developer Impact fees would be collected at the time of building permit issuance to mitigate the impacts of development projects on fire protection services. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

2) Police service in the City of Victorville is provided by the San Bernardino County Sheriff's Department. Victorville Sheriff's Department is located at 14200 Amargosa Road, approximately 4.3 miles southwest of the Project Site. The Victorville Police Department is responsible for providing public safety services to a geographical area of over 74 square miles and to a population of approximately 125,000 residents. The average response time in 2021 was 49.41 minutes.[26] The Proposed Project would require approximately 20 new

[26] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: 2021-2029 Safety Element. November 2022.

employees that are expected to be from the local area. Police services are funded through the City's General Fund. Police Department requests for more officers are based on service needs; officers have been added annually for the last decade based on professional judgment to meet demands. Developer Impact fees are collected at the time of building permit issuance to mitigate the impacts of development projects on police services. Therefore, no significant adverse impacts to law enforcement are identified or anticipated, no mitigation measures are required.

3) The Project Site is located within the boundaries of the Victor Valley Union High School District. The nearest school is Puesta Del Sol Elementary School, located approximately 1.7 miles southwest of the Project Site. The increase in employment from the Proposed Project is anticipated to be fulfilled by the local, existing population. The Proposed Project is therefore not anticipated to generate school aged children. Therefore, no impact would occur related to this issue and no mitigation is required.

4) The nearest park to the Project Site is Grady Trammel Park, located immediately east of the Project Site. Project employees, as existing residents of the area may visit the park. However, as only approximately 20 employees are required, their use of the park would not result in substantial physical deterioration. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

5) Implementation of the Proposed Project would not induce population growth in the City of Victorville or adversely affect other public facilities or require the construction of new or modified facilities. The Proposed Project is not expected to have a significant impact on public facilities or services, such as libraries, community recreation centers, and/or animal shelters. The Proposed Project would require a maximum of 20 employees, which are anticipated to come from the local population. Because the Proposed Project would not introduce a substantial amount of population into the City of Victorville, development of the Proposed Project would have a less than significant impact. No mitigation is required.

References

City of Victorville Development Department Planning Division. Adopted October 21, 2008. City of Victorville General Plan 2030: 2021-2029. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

City of Victorville. School Districts Boundaries Map. https://www.vvuhsd.org/our-district/district-boundaries. Accessed July 8, 2024.

XVI. Recreation *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

a. The Proposed Project includes the construction and operation of a light industrial development. The nearest park to the Project Site is Grady Trammel Park, located immediately east of the Project Site. Project employees may visit the park. However, as only approximately 20 employees are required, their use of the park would not result in substantial physical deterioration. The City maintains approximately 410 acres of parkland, which includes 23 parks and golf courses. The City strives to comply with the 1975 Quimby Act for parks requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b. The Proposed Project does not include any recreational facilities or parkland. Furthermore, as stated above, the Proposed Project does not include any residential development and would not directly increase population such that a construction or expansion of recreational facilities is required. Therefore, the construction or expansion of recreational facilities in the absence of a population increase is not necessary. No impact would occur regarding this issue. No mitigation is required.

XVII. Transportation *Would the project:*	Potentially Significant Impact	Less than Significant 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)? NOTE: While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. The PDT may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b). Projects for which an NOP will be issued any time after December 28th, 2018 should consider including an analysis of VMT/induced demand if the project has the potential to increase VMT (see page 20 of OPR's updated SB 743 Technical Advisory), particularly if the project will be approved after July 2020.	☐	☐	☒	☐
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?	☐	☐	☒	☐

Existing Environmental Setting

Regional access to the project site is provided by Interstate 15 approximately 0.5 miles to the south of the project site. Local north-south circulation is provided by Stoddard Wells Road and Bimini Road (formerly E Abbey Lane); and east-west circulation is provided by Abbey Lane.

Discussion

a. A Traffic Impact Analysis (TIA), dated November 6, 2024, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix J) and is summarized herein. The facility is designed to receive and process 500 tons per day of incoming construction and demolition inert (CDI) material which would otherwise go to the Victorville Landfill. The Proposed Project is estimated to generate a total of approximately 158 net daily vehicle trips (15 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hours) with the diversion of the equivalent amount of material from the Victorville Landfill.

The purpose of the Mobility Element of the Desert gateway Specific Plan is to establish a framework that promotes a multi-modal transportation network and perpetuates connections to regional facilities. The Circulation Element of the General Plan is intended to provide guidance to decisions that expand and improve the transportation system for local and regional trips, and to accommodate the diverse transportation needs of the residents. The Proposed Project is consistent with the following applicable policies of the Specific Plan Mobility Element and General Plan Circulation Element:

<u>Specific Plan</u>
Policy 5.2.2: Additional right-of-way shall be provided at intersections and interchanges when required based on a City-approved traffic study.
Consistency: No bike lanes or off-streets trails are proposed adjacent to the Project Site. The owner/developer must construct street improvements to City standards along the frontage of the property where the improvements do not exist. The developer shall be required to construct street improvements, i.e., pavement widening, street lighting, curb & gutter, accessibility ramps, and residential sidewalk, to City standards along the street frontages (Abbey Lane & E Abbey Lane/Bimini Street).

Policy 5.5.1: All roadways, except the rural roadway, shall provide sidewalks on both sides, separated from the curb and travel lanes by either a landscaped parkway or hardscape parkway. Bicycle lanes must be provided for all roadway cross-sections that depict bicycle lanes. Automobile turn-lane pockets shall be separately striped from bicycle lanes. All backbone trails depicted in Figure 5.23 (of the Specific Plan) shall be usable by bicycles on either paved or unpaved trail surfaces. Trails shall be a minimum of 8 feet wide with fully improved hard or soft surfaces. All commercial, village, and employment centers and public facilities shall include bicycle parking. One bicycle parking space shall be provided for every 15 automobile parking spaces, up to 20 bicycle parking spaces.
Consistency: The Project Site is not located adjacent to an existing or proposed bike path or off-street trail, so dedication for bicycle lanes would not be required. The developer shall construct street improvements, including sidewalks to City standards along the street frontages (Abbey Lane & E Abbey Lane). The Proposed Project would provide 2 bicycle parking spaces.

Policy 5.8.1: On-street parking spaces will count toward meeting the parking requirement when the spaces are on a street within or fronting the project property and the street conforms to a roadway cross section approved for Desert Gateway.
Consistency: The Proposed Project would provide 34 off-street parking spaces that will meet the minimum parking requirements.

<u>General Plan</u>
Policy 2.1.3: Wherever possible, Transportation Projects shall strive to create a network of continuous bicycle- and pedestrian-friendly routes, including routes that connect with transit and allow for convenient access to work, home, commercial areas, and schools.

Consistency: The Project Site is not located adjacent to an existing or proposed bike path or off-street trail, so dedication for bicycle lanes would not be required. The developer shall construct street improvements, including sidewalks to City standards along the street frontages (Abbey Lane & E Abbey Lane/Bimini Street). Bus Route 22 runs along Stoddard Wells Road. The closest bus stop to the Project Site is on the southwest corner of Stoddard Wells Road and Abbey Lane, located approximately 600 feet east of the Project Site, allowing Proposed Project the option to commute via transit.

Policy 3.3.1: Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project.
Consistency: The developer would construct street improvements, i.e., pavement widening, street lighting, curb & gutter, accessibility ramps, and residential sidewalk, to City standards along the street frontages (Abbey Lane & E. Abbey Lane/Bimini Street). Site-adjacent roadways would be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Victorville.

The Proposed Project would be consistent with the Mobility Element of the Desert Gateway Specific Plan and the Circulation Element of the Victorville General Plan, and is consistent with the City guidelines. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b. The TIA includes a Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Project. The project VMT impact has been assessed in accordance with the City of Victorville Resolution 20-031: Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA) (June 2020) ["City VMT Guidelines"]. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The City VMT Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. The proposed project is estimated to generate approximately 158 daily vehicle trips, which is below the daily vehicle trip threshold established by the City of Victorville of 1,285 daily trips; therefore, it may be presumed to have a less than significant impact on VMT. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c. Abbey Lane and E. Abbey Lane/Bimini Street are classified as local roads in the General Plan Circulation Element. Local Streets provide direct access to adjacent properties and transport local traffic from these properties to higher volume, higher speed facilities. As stated previously, the Proposed Project is estimated to generate a total of approximately 158 daily vehicle trips. The Proposed Project access driveways would be two off of E. Abbey Lane/Bimini Street and one off of Abbey Lane. A clear line of sight shall be maintained to ensure safe egress of project vehicles. The Proposed Project would be adjacent to the Burrtec Waste Hauling Yard and the Victor Valley MRF/Compost Facility. The proposed CDI facility would be compatible with and work in tandem with these surrounding facilities. The Proposed Project would not include geometric designs or incompatible uses that would substantially increase hazards to the surrounding area. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d. The Project Site does not contain any critical facilities.[27] The Project Site is adjacent to Abbey Lane and E. Abbey Lane, which are not evacuation routes[28] nor viable routes for evacuation.[29] Customer/employee parking areas and drive aisles would not be shared with truck access to and from the site. Moreover, the Proposed Project would provide 41 parking spaces for facility employees and visitors, which would be adequate as a standard daily shift would involve 20 employees. The proposed parking lot will also serve as additional employee parking for the adjacent Material Recovery/compost facility. As such, project vehicles are not anticipated to park off-site and interfere with the public right-of-way. Therefore, the Proposed Project would not result in inadequate emergency access. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

References

City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: Circulation Element. Adopted October 21, 2008.

Ganddini Group, Inc. Burrtec C&D Processing Facility Traffic Impact Analysis. November 6, 2024.

[27] City of Victorville Development Department Planning Division. Adopted October 21, 2008. City of Victorville General Plan 2030: 2021-2029. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.
[28] San Bernardino County. Countywide Policy Plan web maps: PP-2 “Evacuation Routes.” Accessed February 16, 2024.
[29] City of Victorville Development Department Planning Division. Adopted October 21, 2008. City of Victorville General Plan 2030: 2021-2029. https://www.victorvilleca.gov/government/city-departments/development/planning/city-of-victorville-general-plan.

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

Existing Environmental Setting

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Discussion

a i.) Based on the cultural records search results, the Project Site is sensitive for historic cultural resources. Aerial photographs illustrate that occupation within the Project Site began as early as 1952, and historic resources have been identified within one-half mile of the Project Site. Based upon the historic aerial photograph review and records search information, it appears the four remnant concrete slab foundations in the northwest corner of the Project Site, the 16992 Abbey Lane residence in the southeast corner of the Project Site, and two of the associated ancillary structures are older than 50 years in age. The four concrete slab foundations in the northwest corner of the Project Site were designated in the field as Temp-1, and the existing residence and two ancillary structures in the southeast corner of the Project Site (16992 Abbey Lane) were designated as Temp-2. No historic artifacts were identified in association with Temp-1 or Temp-2. Both sites are evaluated as not eligible for the CRHR and, therefore, are not considered a Historical Resource under CEQA Criteria. As such, no site-specific mitigation is required for removal of sites Temp-1 and Temp-2.

However, given the Proposed Project's proximity to the Mojave River and Bell Mountain Wash, coupled the historic occupation of the property, past impacts associated with development, and records search results, the property remains sensitive for cultural resources. Archaeological and Native American monitoring of grading is required, as identified previously for Mitigation Measure CUL-1 and CUL-2.

ii) On May 21, 2025, the City provided notification to the following tribes in accordance with AB52: Morongo Band of Mission Indians, Cabazon Band of Mission Indians, Yuhaaviatam of San Manuel Nation (YSMN), Twenty-Nine Palms Band of Mission Indians.

In an email dated June 18, 2025, the YSMN determined the Proposed Project may have potential for inadvertent discoveries and requested that the following Mitigation Measures be implemented, in addition to Mitigation Measures CUL-1 to CUL-4 identified previously:

TCR-1 Tribal Monitoring

Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within CUL-1, and submitted to the Lead Agency for dissemination to the YSMN. Once all parties review and agree to the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

TCR-2 Treatment of Cultural Resources During Project Implementation

If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.

The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site.

It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject to a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.

XIX. Utilities and Service Systems *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

a.

Water

The Proposed Project would be served by the Victorville Water District (VWD). The City operates an 8" PVC water main on E. Abbey Lane that the Proposed Project would connect to. The Project Proponent will be required to pay all connection and meter fees to VWD and adhere to VWD's requirements for ensuring that the appropriate connections are made to the existing main.

Wastewater Treatment

The City owns approximately 437 miles of gravity sewers and 1.1 miles of force mains.[30] Sewer is treated by the Victor Valley Wastewater Reclamation Authority (VVWRA).

[30] City of Victorville. May, 20, 2019. 2019 Sewer System Management Plan Update. https://www.victorvilleca.gov/home/showpublisheddocument/1722/636971368986230000

There are two treatment plants that the City discharges its wastewater to; the VVWRA regional wastewater treatment plant and the City of Victorville's Industrial Wastewater Treatment Plant (IWWTP), which treats up to 10.7 million gallons of wastewater per day.[31] Approximately 80% of sewer flows are conveyed to the VVWRA regional wastewater treatment plant. The remaining 20% of the collected sewer flows are discharged to the City-owned IWWTP. The City operates an 8" AC sewer main on E. Abbey Lane that the Proposed Project would connect to. APN Nos. 0472-181-23 and 0472-781-65 have an existing sewer lateral.

Stormwater Drainage

The Proposed Project run-off would be conveyed to a retention/infiltration chamber system and infiltration/retention basins 1 through 4. When at full capacity, the proposed infiltration/retention basins and the chamber system would drain out to the existing drainage course on E. Abbey Lane/Bimini Street.

Electric Power

Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project would receive electrical power through connection to Southern California Edison's existing power lines surrounding the Project Site. Undergrounding of utilities is required.

Natural Gas

Southwest Gas provides natural gas service to the area of the Project Site. The Proposed Project would have no demand for natural gas and would therefore not require connection to natural gas pipelines.

Telephone and Cable

Adequate communications equipment is available to onsite personnel to allow quick response to emergencies. Supervisors and equipment operators communicate via handheld radios, units mounted on mobile equipment or by cellular phone. Telephones are located in the scale house and office. Scale house personnel also have access to radios. The Proposed Project would not require or result in the relocation or construction of new or expanded telecommunication facilities.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b. The Project Site is located within the service area of the Victorville Water District (VWD). VWD provides water services to approximately 36,700 customer connections, serving a population of approximately 127,700 within its 85 square mile service area, which is located

[31] Victor Valley Wastewater Reclamation Authority. Operations Department. Accessed September 25, 2023.

in the High Desert area of San Bernardino County, California. VWD's water enterprise includes approximately 694 miles of distribution and transmission mains, 34 active wells, 4 booster pumping stations, 26 water storage reservoirs, 1 recycled water storage tank, and 25 pressure-regulating stations.[32]

During a multiple dry-year period, VWD's total water supply is projected to be 32,699 acre-feet (AF) by 2045, while the total water demand is projected to be 32,699 AF in the same year, resulting in neither surplus or deficit.[33] Additionally, Chapter 13.60 of the City's Municipal Code, Water Conservation, contains provisions for water conservation and recycling. Such provisions include chapters 13.60.030 Drought tolerant plants, 13.60.040 Prohibited water uses and water waste, 13.60.050 Limitation on water intensive landscape and turf areas within new nonresidential facilities, and 13.60.080 Drought management plan implementation. The Proposed Project is anticipated to have a water demand of 15,600 gallons per day, based on 2600 gallons per day per acre.[34] However, it should be noted that there were residences on APNs 0472-181-23, 0472-181-65, and 0472-181-15 with water lines that were disconnected. Therefore, there was a reduction in water demand for these parcels when the residences were demolished. The Proposed Project is consistent with the current land use designation and therefore estimated water use has been anticipated by VWD. Therefore, VWD's supplies are sufficient to meet projected demand within the district's service area. The exact number and location of domestic and fire service laterals shall be coordinated and confirmed with the City during design. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c. The Proposed Project is within the Victor Valley Wastewater Reclamation Authority (VVWRA) service area. There are two treatment plants that the City utilizes to discharge its wastewater, the VVWRA regional wastewater treatment plant and the City of Victorville's Wastewater Treatment Plant (IWWTP). The treatment capacity at the VVWRA plant is approximately 12.5 million gallons per day (MGD)[35] and the treatment capacity of the IWWTP is 2.5 MGD.[36] The Proposed Project is anticipated to generate 4,800 gallons of wastewater per day, based on 800 gallons per day per acre.[37] However, the residences that were on APNs 0472-181-23, 0472-181-65, and 0472-181-15 had sewer lines that were disconnected. Therefore, there was a reduction in sewer generation for these parcels when the residences were demolished. Due to the Proposed Project being consistent with the existing land use designation, the projected wastewater volumes have already been

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[32]Victorville Water District. 2020 Urban Water Management Plan. https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000. June 2021.
[33] Victorville Water District. 2020 Urban Water Management Plan. https://www.victorvilleca.gov/home/showpublisheddocument/6679/637607472586500000. June 2021.
[34] Comprehensive Planning Services. Draft Program Environmental Impact Report – City of Victorville General Plan 2030. August 14, 2008.
[35] Comprehensive Planning Services. Draft Program Environmental Impact Report – City of Victorville General Plan 2030. August 14, 2008.
[36] City of Victorville. SCLA Wastewater Treatment Plan - https://www.victorvilleca.gov/government/city-departments/water/wastewater#:~:text=The%20City%20operates%20a%202,industrial%20waste%20from%20a%20Dr. Accessed February 26, 2024.
[37] David Evans and Associates, Inc. December 2016. City of Victorville Sewer Master Plan. https://www.victorvilleca.gov/home/showpublisheddocument/1501/636711600593100000

anticipated by VVWRA. Therefore, no significant adverse impacts to wastewater service capacity are identified or anticipated, and no mitigation measures are required.

d-e. The City of Victorville disposes solid waste at the Victorville Sanitary Landfill, which is operated by the Solid Waste Management Division of the San Bernardino County Public Works Department in accordance with a Waste Disposal Agreement between the City and the County.[38] The Victorville Sanitary Landfill has a waste capacity of 3,000 tons per day.[39] The proposed CDI facility is designed to recover recyclable materials such as cardboard, metals, drywall, plastics, and inerts from loads of construction and demolition wastes. The Proposed Project would therefore reduce impacts to local utilities and service systems by removing materials that would otherwise go into local landfills. The anticipated average recovery rate is 65 percent. Recovered material would include inerts, fines, wood, recyclables including plastic, metal, and cardboard. At 500 tons per day, recovered residual waste would be approximately 175 tons per day. Recovered recyclable materials would average 325 tons per day.

SB 1383 regarding reductions in greenhouse gases requires all solid waste and recycling facilities to implement specific programs to reduce the disposal of organic materials at landfills. SB1383 also requires specific sampling programs for various material streams. The Proposed Project would include these required programs, as described in Section III of the Report of Facility Information prepared by Burrtec (see Appendix K).

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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[38] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: Resource Element. Adopted October 21, 2008.

[39] CalRecycle. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652. Accessed September 25, 2023.

XX. 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 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?	☐	☐	☒	☐

Existing Environmental Setting

The City contains the following native plant communities: Mojave creosote bush scrub, Mojave Desert saltbush scrub, rabbitbush scrub, Mohavean juniper woodland and scrub, ruderal (disturbed) communities, Joshua tree woodland, and riparian communities associated with the Mojave River and its floodplain, including transmontane alkali and freshwater marsh, Mojave riparian forest, and southern willow scrub. There is potential in these plant community areas for wildland fires to occur. The Project Site is not within a fire hazard severity zone.

Discussion

a. The Project Site does not contain any critical facilities.[40] The Project Site is adjacent to Abbey Lane and E. Abbey Lane, which are not evacuation routes[41] nor viable routes for evacuation.[42] Customer/employee parking areas and drive aisles would not be shared with truck access to and from the site. Moreover, the Proposed Project would provide 41 parking spaces for facility employees and visitors, which would be adequate as a standard daily shift would involve 20 employees. The proposed parking lot would also

[40] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element. Appendix – Critical Facilities.
[41] San Bernardino County. Countywide Policy Plan web maps: PP-2 “Evacuation Routes.” Accessed February 16, 2024.
[42] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element.

serve as additional employee parking for the adjacent Material Recovery/compost facility. As such, project vehicles are not anticipated to park off-site and interfere with the public right-of-way. Therefore, the Proposed Project would not result in inadequate emergency access. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b. The Project Site is not within a fire hazard severity zone.[43] The Proposed Project would comply with all 2022 California Building and Fire Code requirements based on occupancy classification; and all applicable City of Victorville Fire Prevention Standards to reduce impacts on people or structures and to reduce exposure of wildland fire hazards. Automatic Fire Sprinkler Systems would be required for the proposed buildings and would be monitored. Because the risk of wildfire at the Project Site is low, the Proposed Project would not expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c. The Proposed Project may include the installation of utilities; however, installation, operation and maintenance of utilities would be in compliance with fire safety regulations. As stated previously, the Project Site is not within a fire hazard severity zone and needed utilities exist with the area of the Project Site. The Proposed Project would replace the existing vegetation onsite with impervious surface, buildings with fire safety and fire suppression design elements, and proper landscaping, thereby minimizing the risk of wildfire. The proposed facility would implemented a fire prevention to minimize the risk of fire. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d. The Project Site is not located in an area known to have slope hazards.[44] The Project Site is not located in an area known to contain flood hazards[45] nor within a fire hazard severity zone. Therefore, the Proposed Project would not expose persons or structures to post-fire slope instability or post-fire drainage. No significant impacts are identified or are anticipated, and no mitigation measures are required.

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[43] City of Victorville Development Department Planning Division. City of Victorville 2030 General Plan – Safety Element.
[44] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: 2021-2029 Safety Element. November 2022.
[45] City of Victorville Development Department Planning Division. City of Victorville General Plan 2030: 2021-2029 Safety Element. November 2022.

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

Discussion

a. Based on Jenning's literature review and personal observations made in the immediate vicinity, no State and/or federally-listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented to occur on-site in the relevant databases. No sensitive species were observed within the project area or buffer area. The habitat on-site is minimally suitable for desert tortoise. Because the Project Site is minimally suitable, pre-construction surveys for desert tortoise are required (Mitigation Measure BIO-1). The Project Site contains minimally suitable habitat for burrowing owl. Pre--construction surveys shall be completed for this species (Mitigation Measure BIO-2). The Project Site and immediate surrounding area contains habitat suitable for nesting birds. As such the Proposed Project is subject to the Migratory Bird Treaty Act and California Fish and Game Code. Therefore, Mitigation Measure BIO-3 shall be implemented to ensure no significant impacts to nesting birds occur.

The records search for the Proposed Project identified 16 historic and prehistoric sites within a one-half-mile radius of the Project Site, four of which are prehistoric sites documented during grading activities at the construction of the adjacent Burrtec Waste facility in 1995. A review of historic aerial imagery and information on-file with the San

Bernardino Property Information Management System (PIMS) indicate historic occupation within the property beginning in 1948. The cultural resources survey of the property did not locate any prehistoric resources. However, the survey did identify two historic resources, Temp-1 (historic foundations) and Temp-2 (one residence and two ancillary structures). The review of historical maps, aerial photographs, and San Bernardino PIMS information illustrate that that the Temp-1 foundations correspond with structures built between 1948 and 1953, while the residence and structures that comprise Temp-2 were constructed in 1955. No artifacts were found in association with Temp-1 and Temp-2 and both sites are evaluated as not eligible for the California Register of Historical Resources (CRHR) and, therefore, are not considered a Historical Resource under CEQA Criteria. Given the Proposed Project's proximity to the Mojave River and Bell Mountain Wash, coupled the historic occupation of the property, past impacts associated with development, and records search results, the property remains sensitive for cultural resources. Archaeological and Native American monitoring of grading is required, as identified for Mitigation Measures CUL-1 and CUL-2.

b. Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

> (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
>
> (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Greenhouse emissions and criterial pollutant emissions resulting from the Proposed Project would not exceed MDAQMD thresholds. Therefore, impacts are not cumulatively considerable. Development of the Proposed Project will be conditioned to comply with current MDAQMD rules and regulations to minimize impacts to air quality.

Cumulative impacts identified in this Initial Study are anticipated to be less than significant. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c. As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. As a mandatory condition of project approval, the Proposed Project would be required to construct proposed structures in accordance with the California Building Code (CBC) which is established by the California Building Standards Code. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. With mandatory compliance with standard design measures and with the City Geologist's approval of building design, the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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