



## NOTICE OF PREPARATION

**DATE:** October 22, 2019

**TO:** Agencies, Organizations and Interested Parties

**PROJECT:** Notice of Preparation - Southern California Logistics Airport (SCLA) Specific Plan Amendment (PLAN-19-00004) Draft Subsequent Program Environmental Impact Report

**PROJECT APPLICANT/  
LEAD AGENCY:** City of Victorville  
Contact: Mike Szarzynski  
760/955-5135  
mszarzynski@victorvilleca.gov

**PROJECT CO-APPLICANT:** Stirling Development  
Jason Huber, Project Manager  
949/462-0909

The City of Victorville (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has determined that it will prepare a Subsequent Program Environmental Impact Report (SPEIR) for the SCLA Specific Plan Amendment (PLAN-19-00004). The City will prepare the SPEIR in accordance with CEQA, implementing guidelines ("Guidelines"), and City procedures. The purpose of this notice is: 1) to serve as the Notice of Preparation (NOP) to potential Responsible Agencies as required by Section 15082 of the CEQA Guidelines; and 2) to advise and solicit comments and suggestions regarding the preparation of the SPEIR, environmental issues to be addressed in the SPEIR, and any related issues, from interested parties other than potential Responsible Agencies, including interested or affected members of the public. The City requests that any Responsible or Trustee Agency responding to this notice respond in a manner consistent with CEQA Guidelines Section 15082(b). We request that your agency review and submit written comments on the scope and content of the environmental information provided in this NOP, as relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the SPEIR when considering any permit or other approval for the project. The co-applicant with the City of Victorville, Stirling Development, is a participant in a master agreement with the SCLA Airport Authority established by the City of Victorville. This NOP is available for view at the City of Victorville Development Department (Planning Division), located at 14343 Civic Drive, Victorville, California, and can also be accessed online at <https://www.victorvilleca.gov/government/city-departments/development/planning/environmental-review-notices>.

**30-DAY NOP PUBLIC REVIEW:** In accordance with CEQA and City procedures, your agency is requested to provide a written response to this NOP within the 30-day NOP review period between October 22, 2019 and November 20, 2019. The City will endeavor to incorporate relevant issues and information into the Draft SPEIR as identified in the NOP responses and throughout the SPEIR process. Please note that the content and timeliness of your NOP comments may limit your ability to challenge the SPEIR. Please indicate a contact person for your agency in your response and send your response to the following:

Mr. Mike Szarzynski  
City of Victorville  
Development Department  
14343 Civic Drive  
Victorville, CA 92392  
[mszarzynski@victorvilleca.gov](mailto:mszarzynski@victorvilleca.gov)





**PUBLIC SCOPING MEETING:** A scoping meeting will be held on October 30, 2019, 5:00 PM consisting of a brief project overview and discussion of environmental issues. The meeting will be held at the City of Victorville City Hall, Conference Room D, 14343 Civic Drive, Victorville, California. Any agencies or interested members of the public may attend to gain a better understanding of the project and to identify environmental issues of concern.

## **ADDITIONAL INFORMATION**

### **PROJECT LOCATION**

The City is located in the southwestern portion of San Bernardino County, in the geographic sub-region of the southwestern Mojave Desert (known as Victor Valley, or the High Desert); refer to Exhibit 1, Regional Vicinity. On a regional basis, the City and its sphere of influence (SOI) are accessible via Interstate 15 (I-15), U.S. Federal Highway 395 (US-395), State Route 18 (SR-18), and Historic Route 66 (National Trails Highway). Cities surrounding Victorville include the City of Adelanto to the northwest, Town of Apple Valley to the east, City of Hesperia to the south, and unincorporated San Bernardino County to the southwest and north. The SCLA Specific Plan (totaling approximately 8,611 acres) is specifically located in the northwestern portion of the City, and bound on the north, west, and partially south by the City of Adelanto municipal boundary; refer to Exhibit 2, Site Vicinity. The Specific Plan is generally situated to the north of Air Expressway, east of Adelanto Road, south of Desert Flower Road, and west of National Trails Highway.

### **ENVIRONMENTAL SETTING**

#### **Existing Environment**

The SCLA Specific Plan area is situated in a geographic sub-region of the southwestern Mojave Desert known as Victor Valley. The region is commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Mojave Desert is bounded to the north by the Tehachapi Mountains and to the south by the San Gabriel and San Bernardino Mountains. The subject site and surrounding area are relatively flat, gently sloping to the north, northeast and northwest. Most of the Specific Plan area is virtually flat (less than a five percent slope), providing a suitable area for aircraft runways.

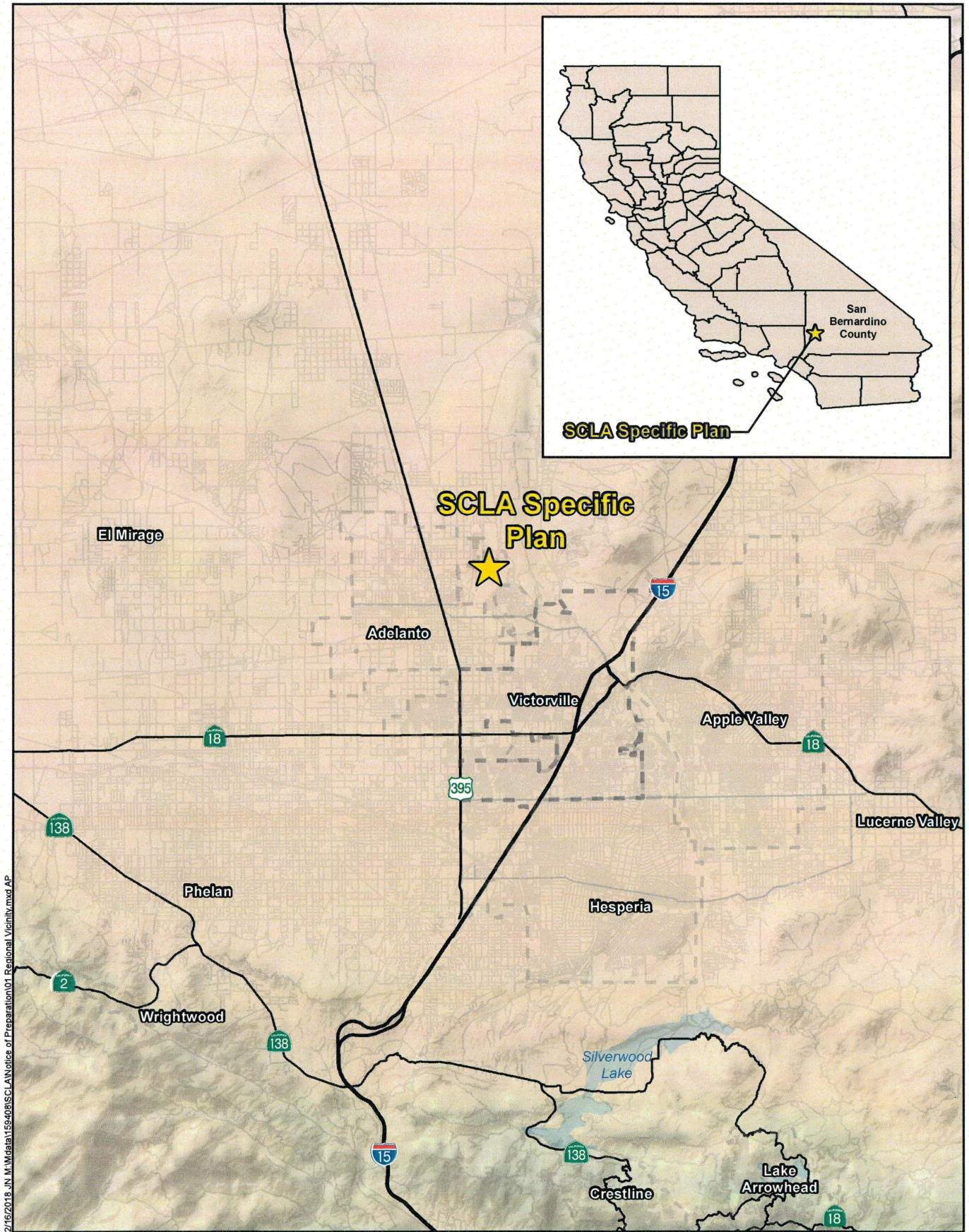
The Mojave River exists to the east of the Specific Plan area, flowing to the north. The principal Mojave River drainage basin covers an approximate area of over 3,000 square miles in the south-central portion of the Mojave Desert. The river channel is approximately 125 miles long and has a gradient of about 15 feet per mile. Watersheds in the mountain ranges south of the subject site comprise the majority of the Mojave River's flow. Surface runoff from the SCLA Specific Plan area and surrounding vicinity travels north/northeast towards the Mojave River. Infrequent rains with heavy precipitation are the principal source of surface water and are responsible for the formation of gullies and drainage tributaries to the Mojave River.

Hot summers, cool winters, low humidity, infrequent precipitation, and generally clear skies characterize the climate of the Victor Valley area. Daily mean temperatures range from approximately 46 degrees Fahrenheit in the winter to 79 degrees Fahrenheit in the summer. Rainfall is typically less than 10 inches per year, and humidity rarely exceeds 50 percent.

#### **On-Site Conditions**

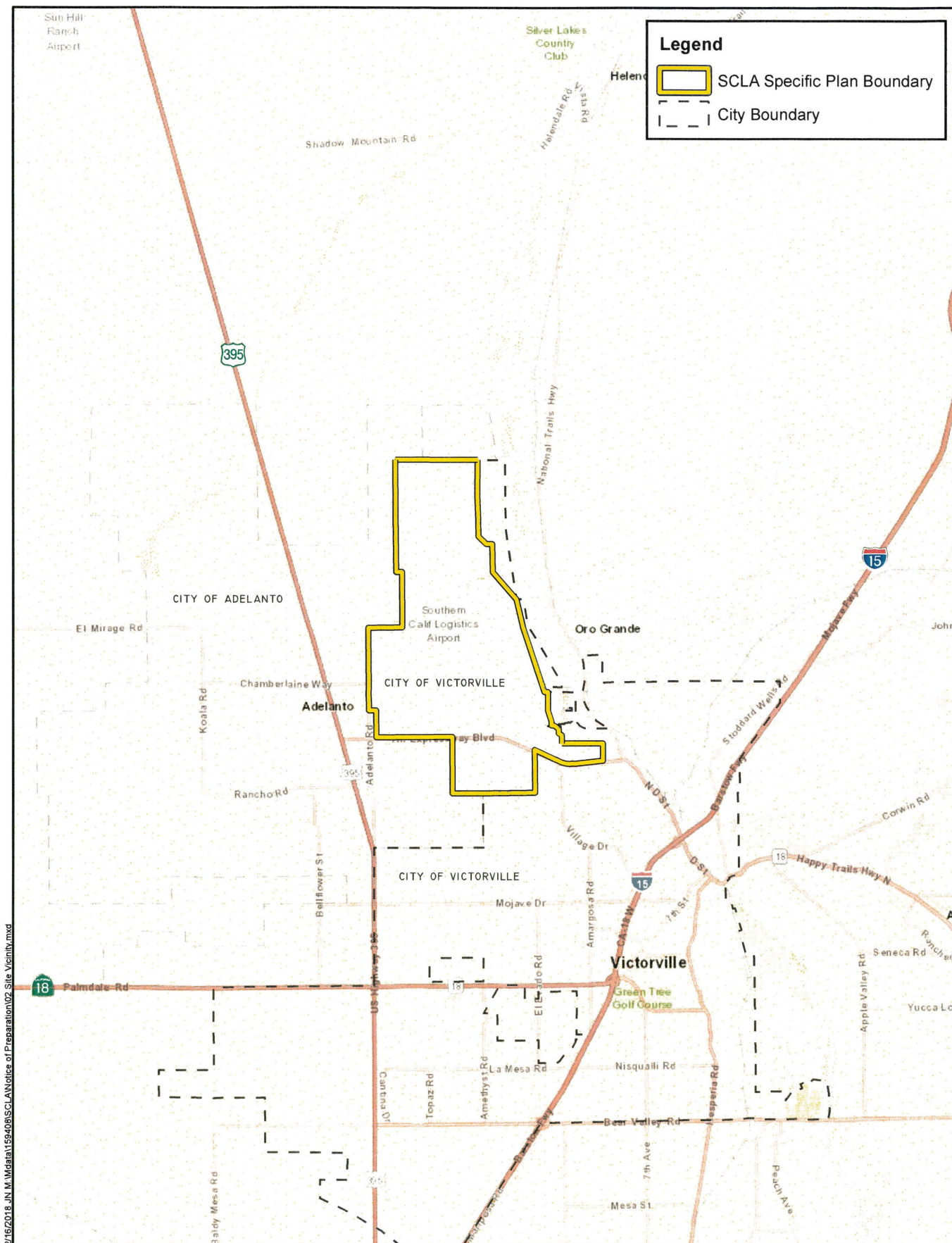
As a large 8,611-acre Specific Plan, on-site conditions vary substantially based upon existing and previous development, available infrastructure, and topography. The proposed SCLA Specific Plan Amendment identifies a number of "development districts" within the Specific Plan area; refer to Exhibit 4, Proposed SCLA Land Use Plan and Development Districts. A description of existing conditions by development district is provided below.





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- **Airport:** The Southern California Logistics Airport facility is located within the central/western portion of the Specific Plan, and operates as an air cargo/intermodal interface air facility. Primary airport facilities include runways, taxiways/aprons, air traffic control, and airport-associated facilities and uses (terminals, hangars, support facilities). The airport consists of two runways: 1) Runway 17-35, with a north-south orientation with a length of 15,050 feet and width of 150 feet; and 2) Runway 3-21, with a northeast-southwest orientation and a length of 9,138 feet and width of 150 feet. Several areas of the airport (aprons and unpaved areas adjacent to taxiways and runways) are utilized for commercial aircraft storage.
- **Central Core:** The area immediately east of the airport is referred to as the "Central Core", within the area bounded by Phantom East and Phantom West. This area consists of numerous commercial, industrial, and institutional uses, primarily within the eastern portion of this area ("East Core"). The western portion of this area ("West Core") is primarily occupied by abandoned military housing associated with the former George Air Force Base. The remnants of a former military golf course (Westwinds Golf Course) are also located within this area.
- **North Industrial Area:** This area north of the airport is primarily undeveloped, with minimal infrastructure available. However, a large 624-acre solar project is currently in the entitlement process, and may be functional within the next two years (PLAN-18-00048). Numerous dirt roads exist throughout the area, providing access to scattered homesteads spread over a large geographic area. Within the southeasterly corner of this area, there are several spreading ponds operated by the Victor Valley Wastewater Reclamation Authority (VWVRA) that support operations at their existing treatment plant situated just outside of the SCLA Specific Plan boundary.
- **East Side:** This area generally occupies the easterly boundary of the Specific Plan area, parallel to the Mojave River. It is primarily undeveloped, with minimal infrastructure. East of Shay Road are several scattered residential uses and utility infrastructure. An existing 7.5-megawatt powerplant is located within this area, immediately east of the airport. Within the southeasterly portion of this area exists a graded (but unimproved) rail spur leading from the Burlington Northern Santa Fe (BNSF) rail alignment east of the Mojave River, towards SCLA.
- **West Side:** The West Side is generally located west and southwest of the airport. The majority of this area is undeveloped. An existing warehousing/distribution facility exists to the north of Innovation Way and west of Gateway Drive. Graded areas immediately east of Adelanto Road are fenced and frequently utilized for automobile storage.

The Federal Correctional Complex (FCC), Victorville includes a high security prison, and is situated in the southerly portion of the Specific Plan area, south of Air Expressway. FCC Victorville is a medium-security facility operated by the U.S. Federal Bureau of Prisons. Although this area is within the boundaries of the Specific Plan, the Specific Plan does not account for any development or improvements within this area. As such, it is not part of any development district.

#### Surrounding Uses

Surrounding areas are predominantly undeveloped, with some industrial, commercial, manufacturing, and residential uses, which are further described as follows:

- **North:** Vacant land within the City of Adelanto is situated to the north. The *Adelanto North 2035 Comprehensive Sustainable Plan (Adelanto Comprehensive Plan)* designates land use districts to the north as Desert Living (DL-9) (1 du/9 ac).
- **East:** The Victor Valley Wastewater Treatment Plant and percolation ponds, solar energy uses, scattered residential and industrial uses, vacant land, and the Mojave River are located to the east. The *Victorville*





*Land Use and Zoning Map* designates land uses to the east as Open Space (AE, AEB10, AE 30, FP, R-1B2.5), Low Density Residential (5 du/ac) (R-1T), and Heavy Industrial (M-2).

- **South:** Vacant land, residential, and heavy industrial uses are present to the south, within the City of Victorville. Vacant land, industrial, and solar farm uses are present to the south, within the City of Adelanto. The *Victorville Land Use and Zoning Map* designates land uses to the south as Very Low Density Residential (2 du/ac) (R-1B1/2) and Rancho Tierra Specific Plan (SP1-91) (Residential and Commercial). The *Adelanto Comprehensive Plan* designates land use districts to the south as Business Park (BP).
- **West:** The majority of land to the west is vacant with various scattered residential structures and homesteads. Areas of developed land are focused near the southwest portion of the Specific Plan area and include residential and industrial uses. All land uses to the west of the Specific Plan area are situated in the City of Adelanto. The *Adelanto Comprehensive Plan* designates land use districts to the west as DL-9 (1du/9ac), Airport Development District (ADD), and BP.

### Land Use

Based on the *City of Victorville General Plan Land Use Policy and Zoning Map (Victorville Land Use and Zoning Map)*, dated August 19, 2013, the project site is designated/zoned Specific Plan (SP1-92). Exhibit 3, Approved 2004 SCLA Land Use Plan, identifies the existing land use districts within the Specific Plan area. These existing land use districts include Airport and Support Facilities (ASF), Business Park (BP), Industrial (I), Public/Open Space (P/OS), and Runway Protection Zone (RPZ).

## **BACKGROUND AND HISTORY**

The existing SCLA Specific Plan encompasses the area previously known as George Air Force Base (AFB). George AFB was previously known as the Victorville Army Airfield. Initial construction of the facility began on July 23, 1941 and was completed in 1943. When fully activated, the basic mission of George AFB was to support two Tactical Fighter Wings, where the primary aircraft was the F-4. In 1989, George AFB was closed pursuant to the Base Closure and Realignment Act (BCRA). The Department of the Air Force in 1992 officially deactivated the base. Consequently, the Victor Valley Economic Development Authority (VVEDA) was formed, comprised of elected officials from San Bernardino County, Apple Valley, Hesperia, Adelanto, and Victorville. VVEDA directed the City of Victorville to annex the former airfield to establish General Plan designations and Zoning and Specific Plan regulations. The airfield was officially annexed into the City of Victorville on July 21, 1993.

The SCLA Specific Plan became effective in March 1993. The General Plan Amendment associated with the SCLA Specific Plan was approved in January 1993 and the associated Zone Change was approved in February 1993. The SCLA Specific Plan is a focused guiding document for implementation of the City's General Plan for the Specific Plan area. The SCLA Specific Plan provides a description of the proposed land uses, infrastructure, and specific implementation requirements. The Development Standards establish permitted uses, building regulations, and general development criteria.

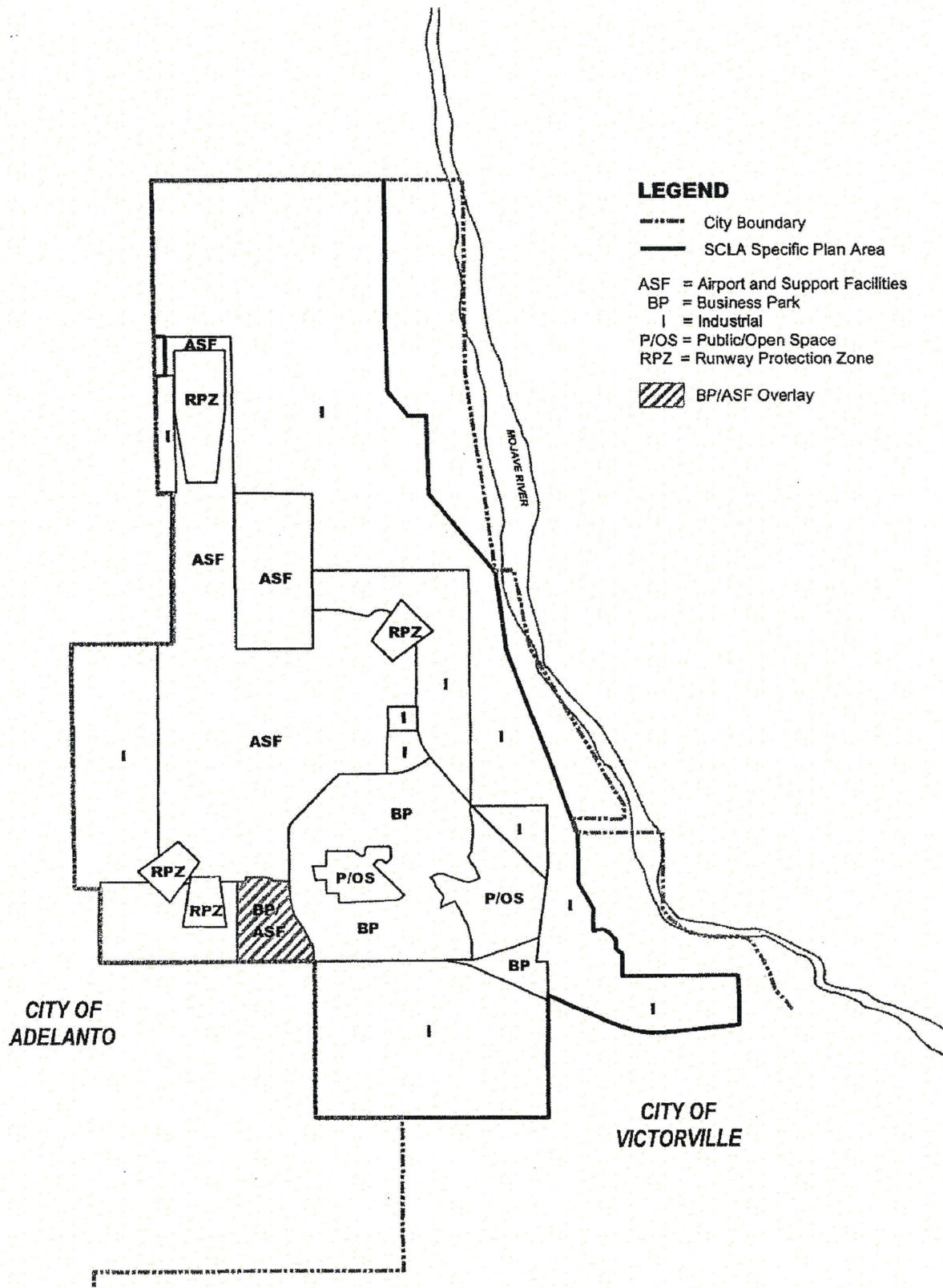
Since the original 1993 SCLA Specific Plan approval, the plan has been amended numerous times, with the most recent major amendment approved in April 2004. The 2004 SCLA Specific Plan Amendment added approximately 2,833 acres to the Specific Plan area, primarily along the eastern portion of the Specific Plan, along the Mojave River.

## **PROJECT DESCRIPTION**

As noted above, the SCLA Specific Plan became effective in 1993; the only major amendment to the Specific Plan occurred in 2004. Many of the foundational elements of the Specific Plan are now over 25 years old. Thus, the City, in partnership with Stirling Development, proposes to amend the Specific Plan to: 1) decrease the development



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footprint of the existing SCLA Specific Plan area, including removal of over 1,000 acres for industrial development; 2) reflect current development trends, economic and market conditions, and design guidelines; 3) provide an updated description of existing infrastructure serving SCLA, and projected requirements to serve future development; and 4) modernize the format and framework of the Specific Plan to more efficiently guide development at SCLA.

It should be noted that the development of approximately 25,973,000 square feet of new building area as part of the proposed Specific Plan Amendment represents a substantial reduction in planned development feasibly occurring at SCLA. Previous development forecasts for the Specific Plan area (i.e., in the early 2000s when the intermodal/multimodal rail facility was proposed) estimated a total of 60 million square feet of industrial development, much of which was proposed to be constructed by 2015. Based on current market conditions and development trends in the region, the development forecast for SCLA has been modified to reflect a more realistic expectation for buildout of the Specific Plan area.

Exhibit 4, *Proposed SCLA Land Use Plan and Development Districts*, depicts the proposed land use plan associated with the proposed Specific Plan Amendment. Generally, primary modifications to the Specific Plan would involve the following:

- Modification of the existing land use district boundaries to more appropriately guide future development at SCLA (the specific changes in acreage of each district are depicted in Table 1, *Proposed Changes in Land Use*);
- Reduction of the development footprint of the SCLA Specific Plan area, including the removal of over 1,000 acres for industrial development;
- Enlarging the acreage available for the development of Airport and Support Facilities (ASF);
- Removal of the ASF Overlay;
- Creation of a new land use district (Public Institutional [PI]) applicable to the existing FCC Victorville, located within the southerly portion of the Specific Plan, south of Air Expressway. This area was previously designated Industrial (I);
- Revisions to the circulation and infrastructure planning components of the Specific Plan; and
- Updates to the design guidelines (site planning, landscape, architectural, and lighting).

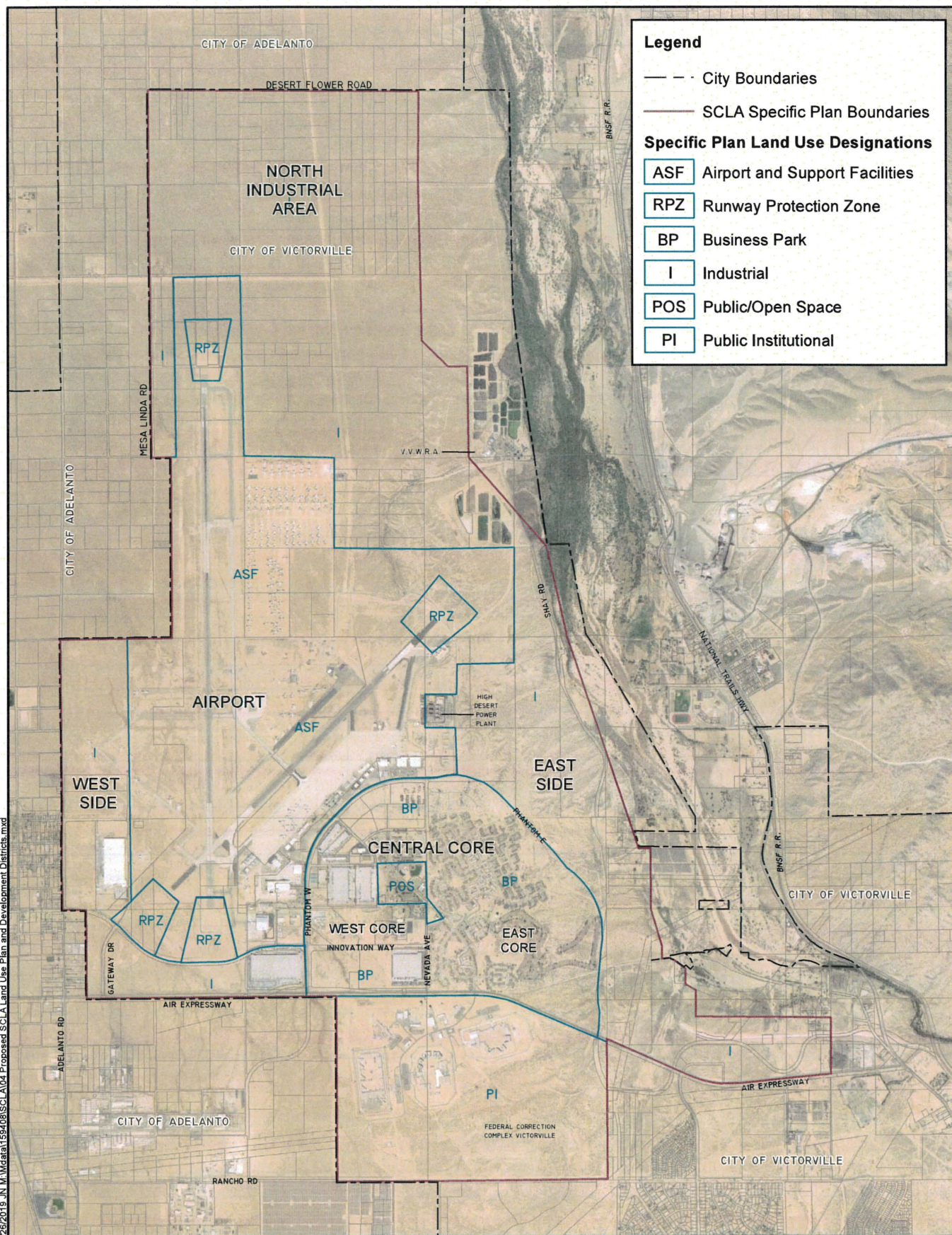
**Table 1**  
**Proposed Changes in Land Use**

Land Use District	Existing Specific Plan	Proposed Amended Specific Plan	Net Change in Acreage
Airport and Support Facilities (ASF)	2,120	2,525	405
Business Park (BP)	1,160	1,125	-35
Industrial (I)	4,773	3,767	-1,006
Public/Open Space (P/OS)	350	44	-306
Runway Protection Zone (RPZ)	300	210	-90
Public Institutional (PI)	--	940	
<b>Total</b>	<b>8,703<sup>1</sup></b>	<b>8,611<sup>1</sup></b>	<b>-82<sup>1</sup></b>

1. Acreage of 8,703 is based on the 2004 SCLA Specific Plan Amendment. However, this acreage appears to have been over estimated and the proposed total acreage off 8,611 is a more accurate measurement of the Specific Plan area. Thus, although the net change in acreage reflects a reduction in the Specific Plan area, the total boundaries of the Specific Plan area remain unchanged from the 2004 Specific Plan Amendment.



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NOTICE OF PREPARATION  
SCLA SPECIFIC PLAN AMENDMENT (PLAN-19-00004) SPEIR  
**Proposed SCLA Land Use Plan  
and Development Districts**

Exhibit 4





With a sizable area of 8,611 acres, the vast majority of the Specific Plan area is undeveloped, and large portions (particularly within the North Industrial and East Side development districts) lack any infrastructure required to support development. For the most part, development at SCLA has been focused in the Central Core, Airport, and West Side development districts. A large portion of the Specific Plan (approximately 2,833 acres, comprising the majority of the North Industrial and East Side districts) was added in 2004 as part of a major multimodal/intermodal rail service facility that is no longer proposed. Development within these districts is considered highly speculative due to: 1) current market conditions; 2) lack of available infrastructure; and 3) primarily private ownership, composed of over 100 different land owners over a large geographic area. It is not considered feasible that development would occur in these areas for at least 25 years, and potentially even 50 to 75 years from today.

To address this uncertainty for development in large portions of the Specific Plan, the City has established a "Priority Development Area" for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development; refer to Exhibit 5, Priority Development Area. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts, with an area of approximately 2,312 acres. Development within this area is anticipated to occur over a total of 5 phases, in 5-year increments over the next 25 years, and could result in approximately 25,973,000 square feet of new building area; refer to Table 2, SCLA Specific Plan Amendment Phasing Projections.

**Table 2**  
**SCLA Specific Plan Amendment Phasing Projections**

Phases	Building Area (Square Feet)	Gross Acres
Existing Development - 2019	3,750,000 <sup>1</sup>	216 <sup>2</sup>
Phase 1 – 1 to 5 years	2,654,000 <sup>1</sup>	125 <sup>2</sup>
Phase 2 – 5 to 10 years	5,115,000 <sup>3</sup>	226 <sup>2</sup>
Phase 3 – 10 to 15 years	5,570,000 <sup>4</sup>	252 <sup>2</sup>
Phase 4 – 15 to 20 years	5,297,000 <sup>5</sup>	235 <sup>2</sup>
Phase 5 – 20 to 25 years	7,337,000 <sup>1</sup>	423 <sup>2</sup>
Phase 6 – 25 to 50+ years	TBD	3,275 <sup>2</sup>
Airport Area	see above for building projections in all phases	2,735
Public Open Space	N/A	44
Public Institutional	N/A	940
Existing Roadways and Other	N/A	140
Totals	New Building Area: 25,973,000	8,611
	Total Building Area: 29,723,000	

**Definitions**

Existing Development – 2019: does not including earlier constructed buildings prior to 2004 or existing former base buildings

Phase 6: Specific Plan areas in Phase 6 include the remainder of the East Side area and the North Industrial Area, north of the airport. Development in these areas is not expected in the next 25 years and is considered speculative.

Airport Area: Includes ASF and RPZ areas within the Specific Plan. Proposed new airport buildings are included in the Phases 1-5 above

Public Open Space: Existing park area, i.e. Schimit Park, Westwinds Activity Centers

Public Institutional: Existing Federal Correctional Institution

**Notes**

1. Does not include any airport buildings

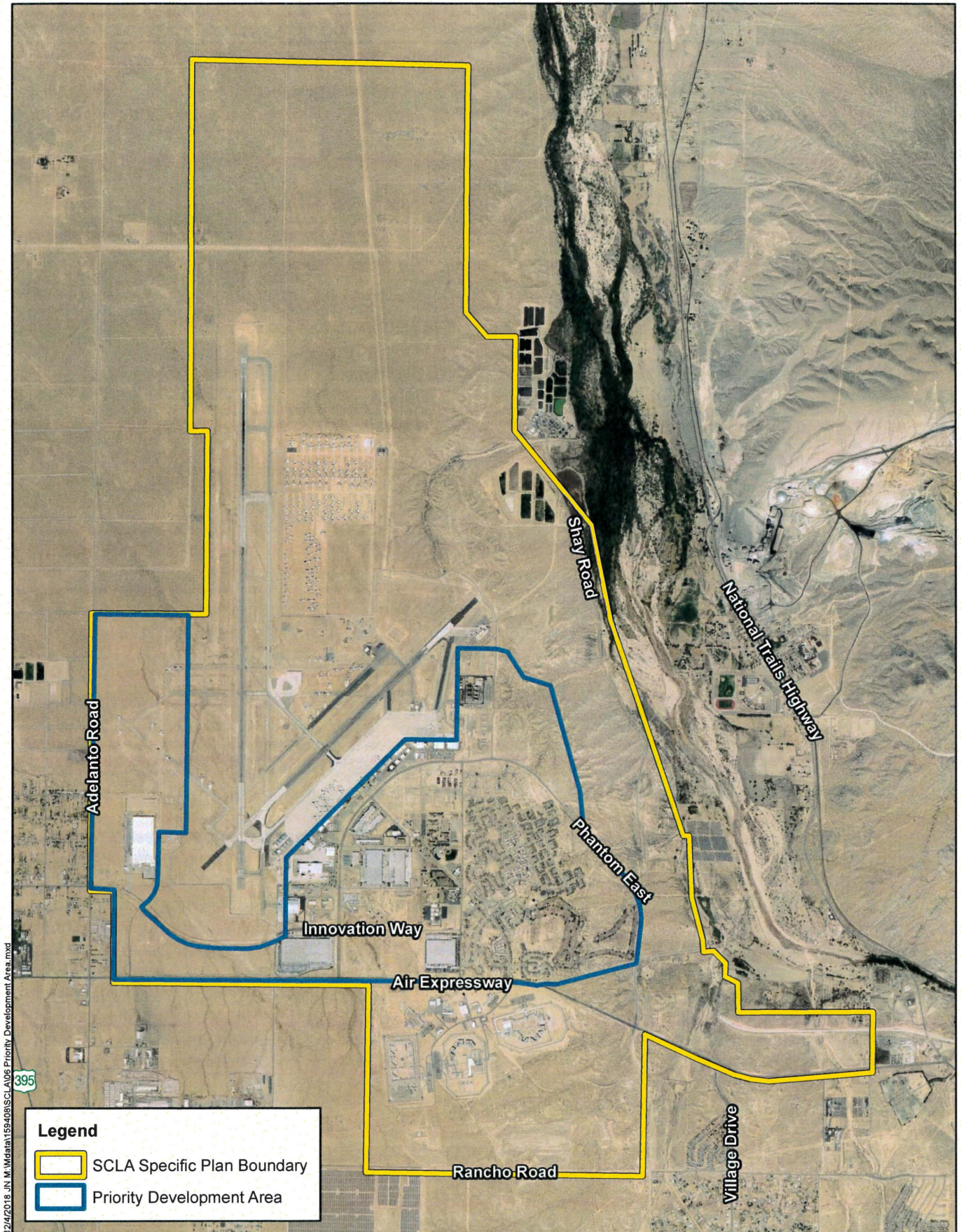
2. Does not include any airport acreage

3. Phase 2 includes 920,000 square feet of projected new airport building area

4. Phase 3 includes 770,000 square feet of projected new airport building area

5. Phase 4 includes 1,060,000 square feet of projected new airport building area





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A list of permits and approvals required by the City of Victorville include the following:

- Certification of Final SPEIR;
- Approval of Specific Plan Amendment;
- General Plan Amendment;
- Subsequent Approvals of the following:
  - Subdivision Maps;
  - Site Plan Reviews;
  - Conditional Use Permit (CUP) Reviews;
  - Grading and Building Permits; and
  - Roadway and Infrastructure Improvement Plans and Permits.

A list of permits and approvals required by other agencies include the following:

- U.S. Army Corps of Engineers – Section 404 Permit, Clean Water Act;
- U.S. Fish and Wildlife Service – Endangered Species Act Compliance;
- California Department of Fish and Wildlife – 1602 Streambed Alteration Agreement;
- Mojave Desert Air Quality Management District – Air Quality Permits;
- Regional Water Quality Control Board – 401 Water Quality Certification; and
- County of San Bernardino – Stormwater Infrastructure Permits.

**POTENTIAL ENVIRONMENTAL EFFECTS.** Due to the decision to prepare a SPEIR, an Initial Study was not prepared. This option is permitted under *CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR. Provided below is a summary of potential environmental impacts related to the project.

**Aesthetics.** The proposed project could change the character/quality of the Specific Plan area during both construction and operations of buildout of the Specific Plan. Other impacts that could result include introduced lighting from both interior and exterior lighting sources as well as vehicle headlights entering and exiting the project site. The Draft SPEIR will consider these potential changes in aesthetics/light and glare as a result of the proposed Specific Plan Amendment.

**Agriculture and Forestry Resources.** Based on mapping prepared by the California Department of Conservation, the Specific Plan area is designated "Urban and Build-Up Land" and "Grazing Land". There is no Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance within Specific Plan boundaries.<sup>1</sup> Additionally, there are no Williamson Act contracts that apply to the Specific Plan Area.<sup>2</sup> Further, the Specific Plan area is not used for forest land or forest production nor is the Specific Plan zoned for agricultural or forest land uses. Thus, the Draft SPEIR will confirm that there is no effect on agriculture and forestry resources.

**Air Quality.** The proposed Specific Plan Amendment may result in air quality impacts due to temporary construction-related emissions, as well as long-term air emissions from project operations associated with stationary sources and vehicle traffic. Short-term construction air quality impacts may include dust generation, construction vehicle emissions, and possible odors. Future development within the Specific Plan area may result in increased long-term air quality impacts within the Mojave Desert Air Basin. These issues will be addressed in the Draft SPEIR, including project consistency with regional air quality planning programs.

**Biological Resources.** A Habitat Assessment and Jurisdictional Delineation will be prepared for the Priority Development Area and the results will be incorporated into the Draft SPEIR. Consideration of potential impacts

<sup>1</sup> California Department of Conservation, *San Bernardino County Important Farmland 2016*, August 2017.

<sup>2</sup> California Department of Conservation, *San Bernardino County Williamson Act FY 2015/2016*, 2016.





associated with special status plant and wildlife species and species of concern will be made. Potential impacts to sensitive natural communities and/or riparian habitat and jurisdictional waters (including wetlands) will be considered. The projects potential to impact wildlife corridors, including the nearby Mojave River will be analyzed.

*Cultural Resources.* A Cultural Resources Assessment will be prepared for the Priority Development Area to address potential impacts related to the Specific Plan Amendment. The Draft SPEIR will evaluate the potential impacts on potential archaeological and historical resources.

*Energy.* The Draft SPEIR will include an analysis to determine if the project could potentially result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, in addition to consistency with state or local plans for renewable energy/efficiency.

*Geology/Soils.* The City and surrounding area is situated within a seismically active region, capable of producing surface rupture, ground motion, liquefaction, or soil settlement of sufficient magnitude to damage buildings or structures during an earthquake. The Draft SPEIR will evaluate seismicity of the local area, presence of existing fault lines and effect on development, the potential for erosion of site soils, soil stability, and expansive characteristics of project area soils. The analysis will also address potential impacts to paleontological resources.

*Greenhouse Gas Emissions.* Future development within the Specific Plan area could result in greenhouse gas emissions impacts both during construction and operation. The Draft SPEIR will analyze short-term construction activities and long-term operational emissions associated with proposed stationary and mobile sources, as these activities pertain to greenhouse gas emissions.

*Hazards and Hazardous Materials.* As part of SCLA's former use as a military facility (George AFB), several areas of the site are documented to be affected by soil and groundwater contamination. Remediation activities are ongoing in numerous areas of the Specific Plan area. The Draft SPEIR will address impacts related to upset or accident conditions as a result of net new development in the Specific Plan area. The Draft SPEIR will consider the potential for accidental releases that could occur as a result of new development within the Specific Plan area. Further, future uses within the Specific Plan area could involve the use/storage/transport of hazardous materials during operations. The Draft EIR will identify whether future development within the project site would interfere with any emergency response plans.

*Hydrology/Water Quality.* Future development could generate pollutants typical of urban development, which may adversely impact receiving waters. The Draft SPEIR will analyze short-term temporary construction-related effects on hydrology and water quality; long-term project-related water quality; permanent changes to stormwater drainage and/or flooding; project-related impacts to groundwater quantity and quality; and off-site hydrology and water quality impacts.

*Land Use/Planning.* The proposed Specific Plan Amendment will be evaluated in regards to consistency with existing land use plans, policies, and regulations, and the potential for the project to divide an established community.

*Mineral Resources.* The *Victorville General Plan* and *SCLA Specific Plan* do not designate the Specific Plan area for mineral resource recovery, and no mineral resource recovery activities occur within Specific Plan boundaries. Thus, the Draft SPEIR will illustrate that there is no effect on mineral resources.

*Noise.* Future development within the Specific Plan area may result in short-term construction noise and long-term changes in noise levels in the area due to stationary sources and trip generation on surrounding roadways. The Draft SPEIR will describe these potential construction and operational noise impacts and will compare these impacts to applicable noise thresholds. It is acknowledged that the proposed Specific Plan Amendment is not expected to substantially alter flight patterns or frequency into or out of SCLA.





**Population/Housing.** The Draft SPEIR will present existing population, housing, and employment figures for the Specific Plan area and the projected changes in these variables as a result of the proposed Specific Plan Amendment. The population analysis will compare the amount and type of growth anticipated under the proposed Specific Plan Amendment with estimates from the approved *SCLA Specific Plan* and the *Victorville General Plan*, the U.S. Census Bureau, the California Department of Finance, and other adopted planning documents.

**Public Services.** Potentially affected agencies such as fire and law enforcement protection, schools, and parks will be contacted to confirm relevant existing conditions, proposed Specific Plan Amendment changes, potential increased impacts, and recommended mitigation measures. The discussion will focus on the potential alteration of existing facilities, extension, or expansion of new facilities, and the increased demand on services based on the proposed implementation of the Specific Plan Amendment. The Draft SPEIR will evaluate the ability of the project to receive adequate service based on applicable standards and, where adequate services are not available, will identify the effects of inadequate service.

**Recreation.** The Draft SPEIR will analyze the potential for increased use of or substantial degradation of existing local and regional parks. The Draft SPEIR will also evaluate potential impacts related to construction or expansion of existing recreational facilities based on the Specific Plan Amendment.

**Transportation.** Potential impacts associated with construction-related traffic, project-related operational traffic on local and regional transportation facilities, internal circulation, traffic hazards, and emergency access of the Specific Plan area and surrounding vicinity will be addressed in the Draft SPEIR. The Draft SPEIR will summarize the results of a Traffic Impact Analysis addressing these issues and will analyze effects on public transit, as well as public transit needs and alternative modes of transportation.

**Tribal Cultural Resources.** The Draft SPEIR to be prepared for the project will evaluate potential impacts related to tribal cultural resources, as defined under Public Resources Code 21074. The Draft SPEIR will also summarize the results and conclusions of the Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) Tribal consultation that will be conducted by the City.

**Utilities/Service Systems.** Impacts related to utility services such as water service, wastewater treatment, storm water, electricity, natural gas, telecommunications, and solid waste providers will be discussed in the Draft SPEIR. A Water Supply Assessment will be prepared for the proposed Specific Plan Amendment and will be incorporated into the Draft SPEIR. The discussion will focus on the potential of development requiring the construction of new facilities, potential expansion of existing facilities, and the potential of increased demand on services based on the proposed land uses.

**Wildfire.** The Specific Plan area is not located in or near a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone.<sup>3</sup> The Draft SPEIR will illustrate that there is no effect related to wildfire impacts.

**Additional Environmental Topics.** The SPEIR will also address CEQA-mandated sections such as cumulative impacts, growth-inducing impacts, alternatives, and other required sections.

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<sup>3</sup> California Department of Forestry and Fire Protection, *Draft Fire Hazard Severity Zones in LRA*, October, 4, 2007.