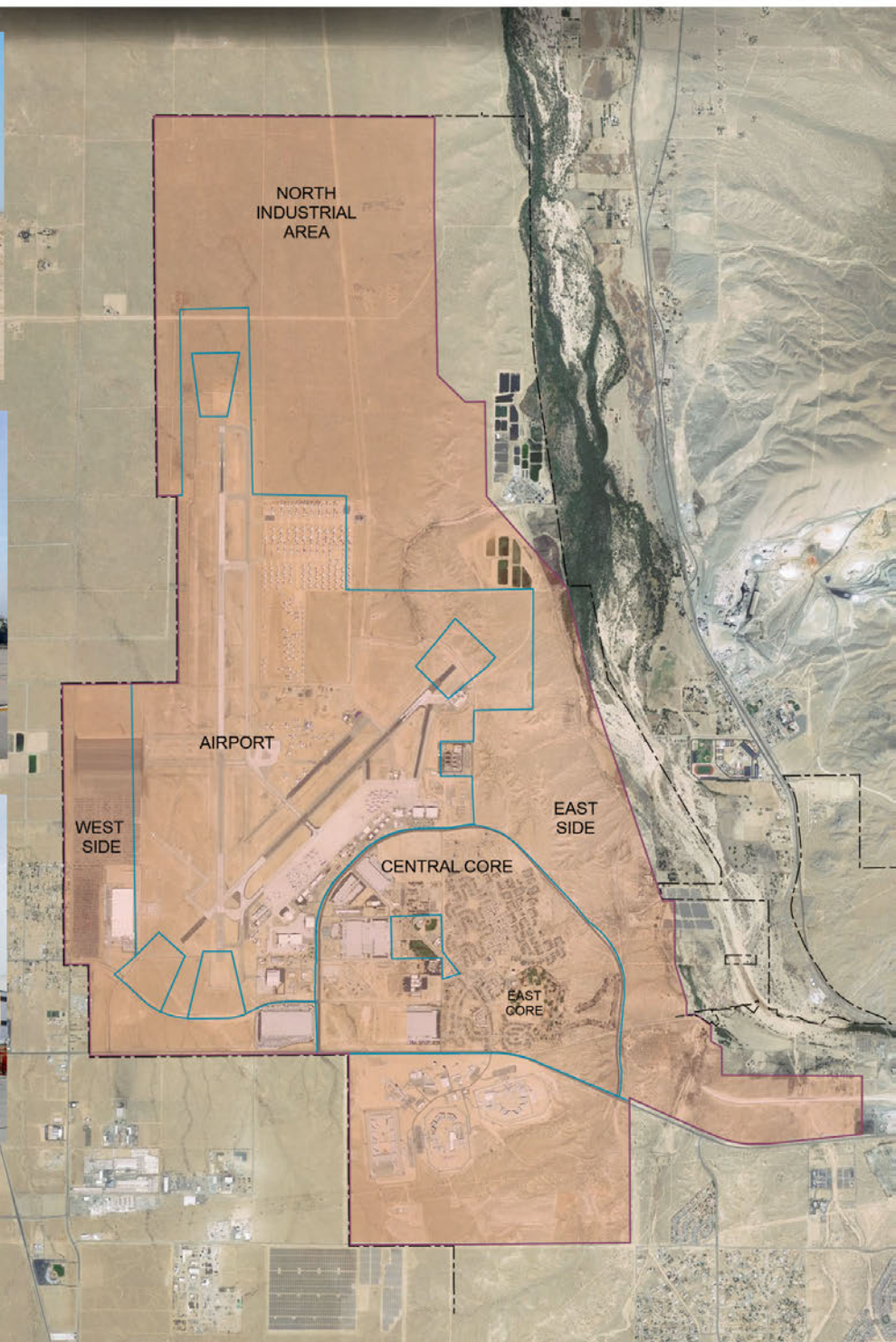


Southern California Logistics Airport (SCLA) Specific Plan Amendment (PLAN19-00004)

Subsequent Program Environmental Impact Report

Public Review Draft | December 2020



Prepared for
City of Victorville



Prepared By

Michael Baker
INTERNATIONAL

**PUBLIC REVIEW DRAFT
SUBSEQUENT PROGRAM
ENVIRONMENTAL IMPACT REPORT**

**Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)**

SCH NO. 2003011008

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DRAFT EIR AND APPENDICES ON CD

This CD contains the Southern California Logistics Airport Specific Plan Amendment Draft Subsequent Program Environmental Impact Report (Draft EIR) and Appendices.



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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The City of Victorville (City) undertook analysis of the proposed Southern California Logistics Airport (SCLA) Specific Plan Amendment (the project) and evaluated it against the standards set forth in Public Resources Code, Section 21166, and State California Environmental Quality Act (CEQA) Guidelines, Section 15162. The City, as the Lead Agency under CEQA, has determined that a Subsequent Program Environmental Impact Report (EIR) is required for the proposed project (State Clearinghouse No. 22003011008). The EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for the implementation of CEQA, as adopted by the City. The principal CEQA Guidelines sections governing content of this document include Article 9 (*Contents of Environmental Impact Reports*) (Sections 15120 through 15132), and Section 15162 (*Subsequent EIRs and Negative Declarations*).

1.2 PROJECT BACKGROUND

The existing SCLA Specific Plan Area encompasses the area previously known as George 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). In 1992, the Department of the Air Force 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. However, the only major amendment was processed and approved in April 2004. The 2004 Specific Plan Amendment provided for 3,373 acres to be added to the Specific Plan, and 171 acres for related off-site improvements. The amendment focused on a 2,833-acre expansion that was proposed to include a major intermodal/multimodal rail cargo facility and supporting commercial/industrial development. These facilities were proposed to occur within the East Side and Northern Industrial Area portions of the Specific Plan. The 2004 Specific Plan Amendment included preparation of the *Southern California Logistics Airport Specific Plan Amendment and Rail Service Project Final Subsequent Program Environmental Impact Report* (2004 SCLA SPEIR). It should be noted that the rail service project and



supporting commercial/industrial development analyzed within the 2004 SCLA SPEIR are no longer proposed, as market factors, demand, and economic conditions have changed substantially since that time.

1.3 PROJECT SUMMARY

Based on the age of the SCLA Specific Plan (now more than 25 years old) and current market conditions and development trends in the region, the City, in partnership with Stirling Development, proposes to amend the Specific Plan to: 1) decrease the development 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.

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 described in Table 3-1, *Proposed Changes in Land Use*);
- Reduction of the development footprint of the SCLA Specific Plan area, including the removal of more than 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 Federal Correctional Complex (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).

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. 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 five phases, in five-year increments over the next 25 years, and could result in approximately 25,973,000 square feet of new building area.



1.4 GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines Section 15124(b), the project description must include “[a] statement of objectives sought by the proposed project.... The statement of objectives should include the underlying purpose of the project.”

The proposed project’s objectives are to:

1. Create an economically viable employment center for the City of Victorville and surrounding Victor Valley area, including enhancing the tax base;
2. Enhance the SCLA Specific Plan to optimize the use of the area for economic development and job creation and to provide synergy with airport services, future development and business uses;
3. Provide adequate infrastructure and site amenities to create an efficient and attractive location for businesses, and to promote future airport and industrial development;
4. Modernize the SCLA Specific Plan to reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines; and
5. Enhance the format and framework of the Specific Plan to more efficiently guide development at SCLA.

1.5 ENVIRONMENTAL ISSUES/ MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Impacts are generally classified as potentially significant impact, less than significant impact, or no impact. For the purposes of this environmental analysis, impacts were analyzed in each environmental issue area for the proposed project. If necessary, mitigation measures are recommended in order to reduce any significant impacts. The “Mitigation Measures” are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment. Refer to the appropriate EIR Section for additional information.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
5.1 Aesthetics/Light and Glare			
AES-1	Scenic Views and Vistas <i>Project implementation would not have a substantial adverse effect on a scenic view or vista.</i>	No mitigation measures are required.	Less Than Significant Impact.
AES-2	State Scenic Highways <i>Project implementation would not have a substantial adverse effect on visual resource within a state scenic highway.</i>	No mitigation measures are required.	Less Than Significant Impact.
AES-3	Short-Term Visual Character/Quality <i>Project construction activities would temporarily degrade the visual character/quality of the site and its surroundings.</i>	AES-1 Construction equipment staging areas shall be screened (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be approved by the City of Victorville Development Department and indicated on Final Grading and Building Plans.	Less Than Significant Impact With Mitigation Incorporated.
AES-4	Long-Term Visual Character/Quality <i>Project implementation could degrade the visual character/quality of the site and its surroundings.</i>	No mitigation measures are required.	Less Than Significant Impact.
AES-5	Light and Glare <i>Development of the proposed project would introduce new sources of light and glare into the project area.</i>	AES-2 All construction-related lighting fixtures (including portable fixtures) shall be oriented downward and away from adjacent sensitive receptors and airport runways. Lighting shall consist of the minimal wattage necessary to provide safety at the construction site. A construction lighting plan shall be submitted to the City of Victorville Development Department for review concurrent with Grading Permit application.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Scenic Views and Vistas <i>Project implementation would not have a substantial adverse cumulative affect on a scenic view or vista.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts State Scenic Highways <i>Project implementation would not have a substantial adverse cumulative affect on visual resources within a state scenic highway.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Short-Term Visual Character/Quality <i>Development associated with the proposed project and related cumulative projects could result in a significant cumulative short-term aesthetic impact.</i>	Refer to Mitigation Measure AES-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Long-Term Visual Character/Quality <i>Development associated with the proposed project and related cumulative projects could result in significant long-term cumulative character/quality impacts.</i>	No mitigation measures are required.	Less Than Significant Impact.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	Cumulative Impacts Light and Glare <i>Development of the proposed project would introduce new sources of light and glare into the project area, which could result in cumulatively considerable light and glare impacts.</i>	Refer to Mitigation Measure AES-2.	Less Than Significant Impact With Mitigation Incorporated.
5.2 Air Quality			
AQ-1	Consistency with Regional Plans <i>Development associated with the project would not be consistent with regional plans.</i>	Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4.	Significant and Unavoidable Impact with Mitigation Incorporated.
AQ-2	Project Emissions <i>Short-Term construction a long-term operational activities associated with the proposed project would potentially result in cumulatively considerable net increase of criteria pollutants for which the basin is in non-attainment.</i>	<p>AQ-1 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to use low volatile organic compound (VOC) cleaning products that go beyond the requirements set in the Mojave Desert Air Quality Management District (MDAQMD) Rule 442 – Usage of Solvents. A copy of specification for each type of cleaning product to be used shall be provided to the City of Victorville for verification before issuance of building permit(s).</p> <p>AQ-2 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to implement the following:</p> <ul style="list-style-type: none"> The installation of outdoor electrical outlets on buildings and within parking lots to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. All landscaping equipment (e.g., lawnmowers, leaf blowers, chainsaws) used within the proposed development shall be 100 percent electric. <p>The final building design plans showing outdoor electrical outlets shall be provided to the City of Victorville before issuance of building permits.</p> <p>AQ-3 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to conduct a Health Risk Assessment (HRA) in accordance with Mojave Desert Air Quality Management District (MDAQMD) recommended</p>	Significant and Unavoidable Impact.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
		<p>guidance as part of the environmental review process if:</p> <ul style="list-style-type: none"> • A proposed distribution centers is within 1,000 feet of sensitive land uses and would accommodate more than 100 trucks per day, and/or; • A proposed distribution center is within 1,000 feet of sensitive land uses and would accommodate more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operations exceed 300 hours per week. <p>AQ-4 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to install electrical outlets at each dock bays to power transport refrigeration units (TRUs). The final building design plans showing electrical outlets at each dock bays shall be provided to the City of Victorville before issuance of building permits.</p>	
AQ-3	<p>Localized Emissions</p> <p><i>Development associated with the project would not result in significant localized emissions impacts or expose sensitive receptors to substantial increased pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
AQ-4	<p>Odor Emissions</p> <p><i>Development associated with the project would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p>Air Quality Plan Consistency</p> <p><i>Implementation of the project and other related cumulative projects could conflict with or obstruct implementation of the applicable air quality plan.</i></p>	Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4.	Significant and Unavoidable Impact.
	<p>Cumulative Impacts</p> <p>Short-Term (Construction) Air Emissions</p> <p><i>Short-term construction activities associated with the proposed project and other related cumulative projects, would not result in increased air pollutant emission impacts or expose sensitive receptors to increases pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.



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	Cumulative Impacts Long-Term (Operational) Air Emissions <i>Development associated with the proposed project and other related cumulative projects, would result in increased impacts pertaining to operational air emissions.</i>	Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4	Significant and Unavoidable Impact.
5.3 Biological Resources			
BIO-1	Special-Status Plant and Wildlife Species <i>Future development associated with the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special statuses species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</i>	<p>BIO-1: Projects outside of the Priority Development Area that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects), and with the potential to reduce or eliminate habitat for native plant and wildlife species or sensitive habitats, as determined by the City of Victorville's Development Department, shall provide a Biological Resources Assessment prepared by a City-approved qualified biologist for review and approval by the Development Services Department. The assessment shall include biological field survey(s) and a jurisdictional delineation of the project site to characterize the extent and quality of habitat that would be impacted by development. Surveys shall be conducted by qualified biologists and/or botanists in accordance with California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service survey protocols for target species. If no sensitive species are observed during the field survey and the regulatory agencies agree with those findings, then no further mitigation would be required. If sensitive species or habitats are documented on the project site, the project applicant shall comply with the applicable requirements of the regulatory agencies and shall apply mitigation determined through the agency permitting process.</p> <p>BIO-2: Prior to construction, and during the appropriate blooming periods for special-status plant species with the potential to occur within the Priority Development Area, a qualified botanist shall conduct a focused rare plant survey in areas</p>	Less Than Significant Impact with Mitigation Incorporated.



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		<p>with suitable habitat to determine presence or absence. The surveys shall be floristic in nature (i.e., identifying all plant species to the taxonomic level necessary to determine rarity), and shall be inclusive of, at a minimum, areas proposed for disturbance. Any proposed work in areas with no suitable habitat shall not require a focused rare plant survey.</p> <p>The results of the survey shall be documented in a letter report that would be included in the environmental document. If individual or populations of special-status plant species are found within the areas proposed for disturbance, measures to avoid and minimize impacts shall be recommended. The surveys and reporting shall follow 2009 California Department of Fish and Wildlife and/or 2001 CNPS guidelines.</p> <p>If State- and/or Federally-listed plant species are present, and avoidance is infeasible, Incidental Take Permit(s) from the California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service shall be obtained prior to the commencement of project activities.</p> <p>BIO-3: Prior to construction, a qualified biologist shall conduct a burrowing owl protocol survey in areas of the Priority Development Area with suitable habitat to ensure that burrowing owls remain absent from the project site and impacts to any occupied burrows do not occur. A complete burrowing owl survey in accordance with the <i>Staff Report on Burrowing Owl Mitigation</i> (California Department of Fish and Wildlife, 2012), consists of four site visits. Surveys shall be conducted during the burrowing owl nesting season, which can begin as early as February 1 and continues through August 31. Further, two pre-construction clearance surveys shall be conducted 14 to 30 days</p>	



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		<p>and 24 hours prior to any vegetation removal or ground disturbing activities. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion plan shall be prepared and submitted to California Department of Fish and Wildlife for approval prior to initiating project activities. Any proposed work in areas with no suitable habitat shall not require a burrowing owl protocol survey.</p> <p>BIO-4: Prior to construction, a qualified biologist shall conduct a protocol survey to determine the presence/absence of desert tortoise in areas of the Priority Development Area with suitable habitat. In accordance with survey guidelines established by the U.S. Fish and Wildlife Service, the qualified biologist shall survey areas of suitable habitat located on and within 500 feet of the proposed development during the tortoise's most active periods (September through October) when air temperatures are below 95°F. Survey transects shall be oriented north to south and spaced at approximately 10-meter (33 feet) intervals throughout all areas containing suitable habitat to provide 100 percent visual coverage and increase the likelihood of detecting desert tortoise and/or sign. Following completion of the presence/absence survey, the biologist shall prepare a letter report with supporting Geographic Information Systems (GIS) figures to document the methods and results of the presence/absence survey, as well as identify any additional surveys, mitigation measures, and/or permitting requirements that may be required prior to implementation of a proposed project. Any proposed work in areas with no suitable</p>	



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		<p>habitat shall not require a desert tortoise protocol survey.</p> <p>BIO-5: Prior to construction, a qualified biologist shall conduct a protocol survey to determine the presence/absence for the Mohave ground squirrel in areas of the Priority Development Area with suitable habitat. Studies that include trapping for the Mohave ground squirrel shall be authorized by a Memorandum of Understanding (MOU) or Letter Permit issued by the Wildlife Branch of the California Department of Fish and Wildlife, or by another permit as determined by the California Department of Fish and Wildlife, and shall be undertaken by a qualified biologist. Visual surveys to determine Mohave ground squirrel activity and habitat quality shall be undertaken during the period of 15 March through 15 April. Any proposed work in areas with no suitable habitat shall not require a Mohave ground squirrel protocol survey.</p> <p>BIO-6: Within 30 days prior to construction, a qualified bat biologist shall survey all suitable structures and vegetation within the Priority Development Area for bat roosts. If bats roosts are found within the project impact area, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance. If any structures house an active maternity colony of bats, construction activities shall not occur during the recognized bat breeding season (March 1 to October 1). Any proposed work in areas with no suitable habitat shall not require a bat survey.</p> <p>If a bat roost is present within the vicinity of a proposed project impact area that does not need to be removed, a qualified bat biologist shall establish a no-disturbance buffer (typically 100</p>	



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		<p>feet) that must be maintained throughout the duration of the project. If a maternity roost is identified, a no-disturbance buffer shall be established and maintained until a qualified bat biologist determines that the roost is no longer active.</p> <p>If project activities must occur during non-daylight hours or during the bat breeding season (March 1 to October 1), a qualified bat biologist shall establish monitoring measures, including frequency and duration, based on species, individual behavior, and type of construction activities. Night lighting shall be used only within the portion of the project actively being worked on and focused directly on the work area. This measure would minimize visual disturbance and allow bats to continue to utilize the remainder of the area for foraging and night roosting. If bats are showing signs of distress, work activities shall be modified to prevent bats from abandoning their roost or altering their feeding behavior. At any time, the qualified biologist shall have the authority to halt work if there are any signs of distress or disturbance that may lead to roost abandonment. Work shall not resume until corrective measures have been taken or it is determined that continued activity would not adversely affect roost success.</p>	
BIO-2	<p>Wetlands, Riparian, or Sensitive Natural Communities</p> <p><i>Future development associated with the proposed project could have a substantial adverse effect on any state or federally protected wetlands, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</i></p>	<p>BIO-7: Prior to the commencement of construction within the Priority Development Area, mitigation to offset impacts must be agreed upon, and the appropriate permits/authorization must be procured for projects with the potential to impact jurisdictional waters, which includes the following:</p> <ul style="list-style-type: none"> • Army Corps of Engineers Clean Water Act Section 404 Nationwide Permit for impacts associated with dredge and fill material to non-wetland Waters of the United States not exceeding 0.5 acre, whereas impacts exceeding 0.5 	Less Than Significant Impact With Mitigation Incorporated.



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		<p>acre shall require a Standard Individual Permit, which includes an Alternatives Analysis;</p> <ul style="list-style-type: none"> Lahontan Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification for impacts associated with dredge and fill material to Waters of the United States; and California Department of Fish and Wildlife California Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement (or other approval such as an Operation by Law letter or Letter of Non-Substantial Impact) for impacts/alteration to streambed/banks and associated riparian vegetation. <p>BIO-8: Following the completion of site-specific development activities occurring within the Priority Development Area, areas disturbed during construction shall be restored to natural conditions or better. Restoration of jurisdictional areas affected by proposed activities shall include re-contouring slopes to pre-project grade and the installation of the appropriate seed mix, cuttings, and/or container stock according to specifications, including maintenance, monitoring, and success criteria, detailed in an agency-approved Habitat Mitigation and Monitoring Plan (HMMP) as required by California Department of Fish and Wildlife.</p>	
BIO-3	<p>Wildlife Corridors</p> <p><i>Future development associated with the proposed project could 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.</i></p>	<p>BIO-9: Proposed project activities occurring within the Priority Development Area shall avoid the bird breeding season (typically January through July for raptors and February through August for other avian species), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. The extent of the survey buffer area</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



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		<p>surrounding the nest shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, nesting bird surveys shall be performed twice per week during the three weeks prior to the scheduled project activities.</p> <p>In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist or overriding agencies) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest).</p> <p>Nesting bird surveys are typically not required for construction activities occurring September through December; however, hummingbirds (Family Trochilidae), for example, are known to nest year-round; therefore, a pre-construction nesting bird survey for activities outside of the breeding season shall be conducted within 24 hours of construction to ensure full compliance with the regulations.</p>	
BIO-4	<p>Tree Preservation</p> <p><i>Future development associated with the proposed project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i></p>	Refer to Mitigation Measures BIO-1 through BIO-9.	Less Than Significant Impact With Mitigation Incorporated.
	<p>Cumulative Impacts</p> <p>Special-Status Plant and Wildlife Species</p> <p><i>Project implementation could 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 or U.S. Fish and Wildlife Service.</i></p>	Refer to Mitigation Measures BIO-1 through BIO-6.	Less Than Significant Impact With Mitigation Incorporated



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	Cumulative Impacts Wetland, Riparian, or Sensitive Natural Communities <i>Project implementation could have a substantial adverse effect on any state or federally protected wetlands or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</i>	Refer to Mitigation Measures BIO-1, BIO-7, and BIO-8.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Wildlife Corridors <i>Project implementation could 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.</i>	Refer to Mitigation Measures BIO-1 through BIO-9.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impact Tree Preservation <i>Project implementation could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i>	Refer to Mitigation Measures BIO-1 through BIO-9.	Less Than Significant Impact With Mitigation Incorporated.
5.4 Cultural Resources			
CUL-1	Historic Resources <i>Future development associated with the proposed project could result in substantial adverse change in the significance of historical resources.</i>	CUL-1 To ensure identification and preservation of potentially historic resources outside of the Priority Development Area (as defined by CEQA Guidelines Section 15064.5 a resource listed in, eligible for listing in, or listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register), projects subject to California Environmental Quality Act (CEQA) review shall be conditioned as follows: prior to any construction activities that could impact potential or previously identified historical resources, the project proponent shall provide a Historical Resources Assessment performed by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history (as defined in 48 Code of Federal Regulations 44716) to the	Less Than Significant Impact With Mitigation Incorporated.



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		<p>City of Victorville Development Department for review and approval. The historical resources assessment shall include a records search at the South Central Coastal Information Center (SCCIC) and a survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the site-specific development. Results of the historic resources evaluation shall specify site-specific mitigation requirements, as applicable.</p> <p>CUL-2 To ensure identification and preservation of potentially historic resources within the Priority Development Area (as defined by CEQA Guidelines Section 15064.5 a resource listed in, eligible for listing in, or listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register), projects subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) shall be conditioned to include testing and formal CRHR evaluation of cultural resources prior to issuance of permits for any development or improvements with the potential to impact Resource 36-025787 (George Air Force Base). The investigation shall include archival research and a formal evaluation of the structural integrity and historical significance of any standing structures associated with Resource 36-025787. Results of the historic resources evaluation shall specify site-specific mitigation requirements, as applicable.</p>	
CUL-2	<p>Archaeological Resources</p> <p><i>Future development associated with the proposed project could result in a substantial adverse change in the significance of archaeological resources.</i></p>	<p>CUL-3 To ensure identification and preservation of archaeological resources and avoid significant impacts to those resources outside of the Priority Development Area, all projects subject to California Environmental Quality Act (CEQA) review shall be screened by the</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



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		<p>City of Victorville to determine whether an Archaeological Resources Assessment is required. Screening shall consider the type of project and whether ground disturbances would occur. Ground disturbances include activities such as grading, excavation, trenching, boring, or demolition that extend below the current grade. If there would be no ground disturbance, then an Archaeological Resources Assessment shall not be required. If there would be ground disturbance, prior to issuance of any permits required to conduct ground disturbing activities, the City of Victorville shall require an Archaeological Resources Assessment be conducted under the supervision of an archaeologist that meets the Secretary of the Interior's Professionally Qualified Standards in either prehistoric or historic archaeology. All Archaeological Resources Assessments shall include records searches conducted through the following databases through the respective repositories: California Historical Resources Information System (CHRIS) records search conducted through the South Central Coastal Information Center (SCCIC); and Sacred Land Files (SLF) search through the Native American Heritage Commission (NAHC). The records searches shall be conducted for the proposed project site and a radius of no less than 0.5-mile of the proposed action. The results shall be documented in the Archaeological Resources Assessment and shall state if the project site has been adequately assessed for archaeological resources and whether archaeological resources are present within the project site or radius. Results of the archaeological resources evaluation shall specify site-</p>	



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		<p>specific mitigation requirements, as applicable.</p> <p>CUL-4 If archaeological resources are encountered during site-specific ground-disturbing activities, work in the immediate area shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under California Environmental Quality Act (CEQA), additional work such as data recovery and Native American consultation may be warranted to mitigate any significant impacts.</p> <p>CUL-5 To ensure identification and preservation of historic archaeological resources within the Priority Development Area, projects subject to California Environmental Quality Act (CEQA) review shall be conditioned to include testing and formal California Register of Historical Resources (CRHR) evaluation of cultural resources prior to issuance of permits for any development or improvements with the potential to impact Resources 36-061265, 36-061280, AE-3995-01H, AE-3995-02H, AE-3995-03H, and AE-3995-04H. The investigation(s) shall include an Extended Phase I (XPI) testing program to determine the presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified during XPI, Phase II testing would then be required to determine the horizontal and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. Results of the archaeological resources evaluation shall specify site-specific mitigation requirements.</p>	



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CUL-3	<p>Tribal Cultural Resources</p> <p><i>Future development associated with the proposed project could cause a significant impact to tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a Local Register of Historical Resources, or impact a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant to a California Native American tribe</i></p>	<p>Refer to Mitigation Measures CUL-3 and CUL-4, as well as the following:</p> <p>CUL-6 As a result of Assembly Bill 52 (AB 52) consultation occurring between the City of Victorville and the San Manuel Band of Mission Indians (SMBMI) for this project, the SMBMI has provided a confidential list of properties occurring outside of the Priority Development Area that may include tribal cultural resources. To avoid significant impacts to these potential resources, the City of Victorville shall maintain a record of the identified properties for tracking as future development is proposed. These properties shall be categorized within the City's official permitting system to prevent any permit from being issued that involves ground disturbance without Tribal Consultation. Thus, no ground disturbing activities shall occur on these properties until site-specific tribal consultation has occurred and an Archaeological Resources Assessment and necessary mitigation (as necessary) has been implemented in consultation with the consulting tribe(s). The consulting tribe(s) shall have an opportunity to review the scope of the Archaeological Resources Assessment prior to initiation of the analysis.</p> <p>CUL-7 For future projects outside of the Priority Development Area subject to California Environmental Quality Act (CEQA) review, the City of Victorville shall conduct site-specific Native American tribal consultation under Assembly Bill 52 (AB 52), on a project-by-project basis. No development shall occur until consultation has been completed in accordance with the requirements of AB52. As defined by AB 52, the consultation shall be considered complete when the City of Victorville and the consulting tribe have agreed on measures to avoid or mitigate a significant effect on a tribal cultural resources, or</p>	Less Than Significant Impact With Mitigation Incorporated.



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		one or both parties, acting in good faith and reasonable effort, conclude that mutual agreement cannot be reached.	
	Cumulative Impacts Historic Resources <i>Project implementation could result in substantial adverse change in the significance of historical resources.</i>	Refer to Mitigation Measures CUL-1 and CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Archaeological Resources <i>Project implementation could result in substantial adverse change in the significance of archaeological resources.</i>	Refer to Mitigation Measures CUL-3 through CUL-5.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Tribal Cultural Resources <i>Project implementation could result in substantial adverse change in the significance of tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, or impact a resource determined by the lead agency in its discretion and supported by substantial evidence to be significant to a California Native American tribe.</i>	Refer to Mitigation Measures CUL-3, CUL-4, CUL-6, and CUL-7.	Less Than Significant Impact With Mitigation Incorporated.
5.4 Energy			
EN-1	<i>The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and a less than significant impact would occur.</i>	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
EN-2	<i>The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and a less than significant impact would occur.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts <i>Project implementation and other cumulative projects could result in wasteful, inefficient, or unnecessary consumption of energy resources.</i> <i>Project implementation of the project and other cumulative projects could conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</i>	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
5.6 Geology and Soils			
GEO-1	Seismic-Related Hazards <i>Future development associated with the proposed project could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, or seismic-related ground failure, including liquefaction.</i>	No mitigation measures are required.	Less Than Significant Impact.



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GEO-2	Soil Erosion <i>Future development associated with the proposed project could result in substantial soil erosion or the loss of topsoil</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact with Mitigation Incorporated.
GEO-3	Paleontological Resources <i>Future development associated with the proposed project could directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.</i>	<p>GEO-1 Projects within the SCLA Specific Plan area that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) and that involve ground-disturbing activities shall implement the following:</p> <ul style="list-style-type: none"> A paleontological resource mitigation and monitoring plan (PRMMP) tailored to the proposed development project shall be prepared by a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for a Principal Investigator or Project Paleontologist. The qualified paleontologist shall submit a letter of retention to the project proponent no fewer than 15 days before any grading or excavation activities commence. The letter shall include a resume for the qualified paleontologist that demonstrates fulfillment of the SVP standards. The PRMMP shall be prepared before any grading activities begin. The PRMMP shall address mitigation and monitoring specific to the project area and construction plan, which may include one or more of the following: construction worker training, monitoring protocols, protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate, fossil salvage and data collection protocols in the event of an unanticipated discovery, curation facilities for any significant fossils that may be salvaged, and a final report summarizing the results of the program. The PRMMP shall consider updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the 	Less Than Significant Impact With Mitigation Incorporated



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		<p>regulatory framework. The PRMMP shall adhere to and incorporate the performance standards and practices from the current SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. The qualified paleontologist shall submit the final PRMMP to the City of Victorville Development Department for review and approval before issuance of a grading permit.</p> <ul style="list-style-type: none"> All projects involving ground disturbances in areas mapped as having high potential paleontological sensitivity (refer to <u>Exhibit 5.6-1, Paleontological Sensitivity of the Priority Development Area</u>, and 2004 SCLA SPEIR Exhibits 4.11-2a through 4.11-2d, <i>Areas Requiring Paleontological Monitoring</i>) shall be monitored by a qualified paleontological monitor, as defined above, on a full-time basis. Monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, shall professionally and efficiently recover the fossil specimens and collect associated data for curation as detailed below. Qualified paleontological monitors shall use field data forms to record pertinent geologic data, measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities. All projects involving ground disturbance in areas mapped as having a Low potential for paleontological resources (refer to <u>Exhibit 5.6-1</u>) shall incorporate worker training prior to any ground-disturbing activity to ensure construction workers are 	



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		<p>aware that while paleontological sensitivity is low, fossils may still be encountered. A qualified paleontologist, as defined above, shall be appointed to oversee the training, remain on-call in the event fossils are found, and have the authority to divert activity should fossils be found on-site.</p> <ul style="list-style-type: none"> If found, recovered fossils shall be prepared to the point of curation, identified by a qualified paleontologist, as defined above, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. 	
	<p>Cumulative Impacts</p> <p>Seismic-Related Hazards</p> <p><i>Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, or seismic-related ground failure, including liquefaction.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p>Soil Erosion</p> <p><i>Project implementation could result in substantial soil erosion or the loss of topsoil.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p>Paleontological Resources</p> <p><i>Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</i></p>	Refer to Mitigation Measure GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
5.7 Greenhouses Gas Emissions			
GHG-1	<p>Greenhouses Gas Emissions</p> <p><i>Greenhouse gas emissions generated by the project would not have a significant impact on global climate change.</i></p>	<p>GHG-1</p> <p>At the time of building permit submittal, the City of Victorville shall ensure that on-site renewable energy generation (i.e. photovoltaic [PV] solar panels) is incorporated for all commercial and industrial developments within the SCLA Specific Plan. PV solar panels shall be installed primarily as rooftop facilities and/or parking lot canopies.</p> <p>Should an individual project decide to forego solar canopy installation or other on-site electrical generation systems, the</p>	Less Than Significant Impact With Mitigation Incorporated.



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		project may apply to purchase renewable energy credits through the energy provider, Victorville Municipal Utility Services (VMUS), if available. This alternative may be permissible during the Site Plan entitlement process only if the project still complies with the City of Victorville Climate Action Plan and any associated greenhouse gas emission screening tool for the updated 2021 Greenhouse Gas Reduction Plan.	
GHG-2	Consistency with applicable GHG Plans, Policies, or Regulations <i>Implementation of the proposed project would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</i>	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Greenhouse Gas Emissions <i>Greenhouse gas emissions generated by the project and other related cumulative projects, would not have a significant impact on global climate change.</i>	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Consistency with Applicable GHG Plans, Policies, or Regulations <i>Implementation of the proposed project and other related cumulative projects, would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation</i>	Refer to Mitigation Measure GHG-1.	Less Than Significant Impact With Mitigation Incorporated.
5.8 Hazards and Hazardous Materials			
HAZ-1	Construction-Related Impacts <i>Future development associated with the proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and/or could have short-term construction activities that could create a significant hazard to the public or environment.</i>	HAZ-1 Remediation Activities. Future development occurring on the project site shall comply with all institutional controls established for the proposed project site and shall not disrupt the investigation, remediation, and post-closure maintenance activities of any Comprehensive Environmental Restoration, Compensation, and Liability Act (CERCLA) site. During site design and prior to construction on any CERCLA site, the Applicant shall coordinate with the Lahontan Regional Water Quality Control Board (LRWQCB) to develop an acceptable design strategy to prevent interference with existing monitoring/remediation activities.	Less Than Significant Impact With Mitigation Incorporated.



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		<p>HAZ-2 <u>Munitions and Explosives Safety Briefing.</u> Construction supervisors and crews shall attend an Applicant-sponsored munitions and explosives safety briefing prior to commencement of construction. This briefing shall identify the variety of munitions and explosives that are known to exist on the former George Air Force Base and the actions to be taken if a suspicious item is discovered. This requirement for briefing shall be included in construction documents, approved by the City of Victorville City Engineer.</p> <p>HAZ-3 <u>Unknown Hazardous Materials.</u> If the contractor discovers unknown wastes or suspect materials during construction that are believed to involve hazardous waste or materials, the contractor shall:</p> <ul style="list-style-type: none"> • Immediately cease work in the suspected contaminant's vicinity, and remove workers and the public from the area; • Notify the City of Victorville Development Department; • Secure the area as directed by the City of Victorville Development Department; and • Notify the implementing agency's Hazardous Waste/Materials Coordinator. <p>The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.</p> <p>HAZ-4 <u>Lead and Asbestos.</u> Phase II testing shall be performed for any structure suspected of containing lead or asbestos prior to demolition activities. Removal of lead paints and Asbestos Containing Materials (ACMs) must be completed in accordance with an approved Health and Safety Plan prepared by a qualified Lead and ACMs Specialist. Disposal of lead paints and asbestos containing materials must be done at an approved disposal facility.</p>	



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HAZ-2	Project Operations-Related Impacts <i>Future development associated with the project could involve operations which create a significant hazard to the public or environment through the handling storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials.</i>	Refer to Mitigation Measure HAZ-1.	Less Than Significant Impact With Mitigation Incorporated.
HAZ-3	Existed or Proposed Schools <i>Future development associated with the project could emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school.</i>	Refer to Mitigation Measures HAZ-1 through HAZ-4.	Less Than Significant Impact With Mitigation Incorporated.
HAZ-4	Airport Hazards <i>Future development in accordance with the project could result in a safety hazard or excessive noise for people residing or working in the project area.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Construction-Related Impacts <i>Located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could have short-term construction activities that could create a significant hazard to the public of the environment.</i>	Refer to Mitigation Measures HAZ-1 through HAZ-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Project Operations-Related Impacts <i>Project operations create a significant hazard to the public or environment through the handling, storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials.</i>	Refer to Mitigation Measure HAZ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Existing or Proposed Schools <i>Project implementation could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</i>	Refer to Mitigation Measures HAZ-1 through HAZ-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Airport Hazards <i>Project implementation could result in a safety hazard or excessive noise for people residing or working in the project area.</i>	No mitigation measures are required.	Less Than Significant Impact.



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Section 5.9 Hydrology and Water Quality			
HWQ-1	Water Quality Impacts <i>The project could violate water quality standards, waste discharge requirements, and degrade surface or ground water quality</i>	HWQ-1 Prior to issuance of grading permits for new development within the SCLA Specific Plan, the project applicant shall prepare project-specific drainage analyses and Water Quality Management Plans for review and approval by the City of Victorville City Engineer. The drainage and water quality reports shall include project-specific design measures to control pollutants in stormwater and urban runoff in order to prevent any deterioration in water quality that would impair subsequent or competing uses of the receiving waters.	Less Than Significant Impact With Mitigation Incorporated.
HWQ-2	Groundwater Supplies and Groundwater Recharge <i>The project could decrease groundwater supplies or interfere with groundwater recharge and could impede sustainable groundwater management of the basin.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
HWQ-3	Erosion or Siltation, Flooding, and Runoff <i>The project could alter the existing drainage pattern of the site or area in a manner which could result in erosion or siltation on- or off-site; increase the rate or amount of surface runoff which could result in flooding on- or off-site; and create or contribute to runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollution runoff.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
HWQ-4	Impede or Redirect Flood Flows <i>The project could alter the existing drainage pattern of the site or area in a manner which could impede or redirect flood flows.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
HWQ-5	Water Quality Control Plan <i>The project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact with Mitigation Incorporated.
	Cumulative Impacts Water Quality Impacts <i>The project could violate water quality standards, waste discharge requirements, and degrade surface or ground water quality</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Groundwater Supplies and Groundwater Recharge <i>The project could decrease groundwater supplies or interfere with groundwater recharge</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.



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	<i>and could impede sustainable groundwater management of the basin.</i>		
	Cumulative Impacts Erosion or Siltation, Flooding, and Runoff <i>The project could alter the existing drainage pattern of the site or area in a manner which could result in erosion or siltation on- or off-site; increase the rate or amount of surface runoff which could result in flooding on- or off-site; and create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollution runoff.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Impede or Redirect Flood Flows <i>The project could alter the existing drainage pattern of the site or area in a manner which could impede or redirect flood flows.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Water Quality Control Plan <i>The project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</i>	Refer to Mitigation Measure HWQ-1.	Less Than Significant Impact With Mitigation Incorporated.
5.10 Land Use			
LAND-1	Victorville General Plan <i>Project Implementation could conflict with the Victorville General Plan policies or regulations.</i>	No mitigation measures apply.	Significant and Unavoidable Impact.
LAND-2	Southern California Logistics Airport Specific Plan <i>Project Implementation would not conflict with the Southern California Logistics Airport Specific Plan standards or regulations, as amended.</i>	No mitigation measures are required.	Less Than Significant Impact.
LAND-3	Victorville Municipal Code <i>Project implementation would not conflict with the Victorville Municipal Code standards or regulations.</i>	No mitigation measures are required.	Less Than Significant Impact.
LAND-4	SCAG 2016 RTP/SCS <i>Project implementation could conflict with SCAG 2020-2045 RTP/SCS standards or regulations.</i>	Refer to Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4.	Significant and Unavoidable Impact
LAND-5	Comprehensive Land Use Plan <i>Project implementation would not conflict with Comprehensive Land Use Plan standards or regulations.</i>	No mitigation measures are required.	Less Than Significant Impact.



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	Cumulative Impacts Victorville General Plan <i>Project implementation could conflict with the Victorville General Plan policies or regulations.</i>	No mitigation measures apply.	Significant and Unavoidable Impact.
	Cumulative Impacts Southern California Logistics Airport Specific Plan <i>Project Implementation would not conflict would not conflict with the Southern California Logistics Airport Specific Plan standards or regulations, as amended.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Victorville Municipal Code <i>Project implementation would not conflict with the Victorville Municipal Code standards or regulations.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts SCAG 2020-2045 RTP/SCS <i>Project Implementation could conflict with SCAG 2020-2045 RTP/SCS standards or regulations.</i>	Refer to Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4.	Significant and Unavoidable Impact.
	Cumulative Impacts Comprehensive Land Use Plan <i>Project Implementation would not conflict with Comprehensive Land Use Plan standards or regulations.</i>	No mitigation measures are required.	Less Than Significant Impact.
5.11 Noise			
N-1	Short-Term Construction Noise Impact <i>Grading and construction associated with project implementation could result in significant temporary noise impacts to nearby noise sensitive receptors.</i>	NOI-1 Prior to issuance of any Grading Permit, the City of Victorville shall require Applicants of future development to submit a Grading Plan for review and approval by the City Engineer, which stipulates the following: <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Development Department. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the City Engineer. • During construction and to the satisfaction of the Development Department, stockpiling and vehicle staging areas shall be located as far as practical from 	Less Than Significant Impact With Mitigation Incorporated.



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		<p>noise sensitive receptors during construction activities.</p> <p>Construction activities that produce noise within 550 feet of the Adelanto City Limit shall not take place outside of the allowable hours specified by the City of Adelanto Municipal Code Section 17.90.020(d)(1).</p>	
N-2	<p>Vibration Impacts</p> <p><i>Project implementation could result in significant vibration impacts to nearby sensitive receptors.</i></p>	<p>NOI-2 Prior to issuance of grading permits, the City of Victorville shall review development projects adjacent to the City of Adelanto and verify whether any proposed uses are capable of generating substantive vibration. In the event such a use would occur, a Vibration Assessment shall be prepared, to the satisfaction of the City of Victorville Development Department, which demonstrates construction activities and stationary operational industrial equipment would not exceed the City of Adelanto's vibration thresholds identified in the City of Adelanto Municipal Code Section 17.90.030.</p>	Less Than Significant Impact With Mitigation Incorporated.
N-3	<p>Long-Term (Mobile) Noise Impacts</p> <p><i>Traffic generated by the proposed project could significantly contribute to existing traffic noise in the area or exceed the City's established standards.</i></p>	The project type and location are not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds.	Significant and Unavoidable Impact.
N-4	<p>Long-Term (Stationary) Impacts</p> <p><i>Project implementation could result in an increase in long-term stationary noise levels.</i></p>	<p>NOI-3 Prior to issuance of building permits, a Noise Assessment shall be prepared, to the satisfaction of the City of Victorville City Planner, which demonstrates on-site placement of stationary noise sources would not exceed noise regulations established by the City of Victorville and the City of Adelanto. The Noise Assessment shall verify that stationary noise sources (e.g., loading dock facilities, rooftop equipment, trash compactors, parking lots) are adequately shielded and/or located at an adequate distance from on-site sensitive receptors and residences along Adelanto Road in order to comply with noise regulations established by the City of Victorville and the City of Adelanto.</p>	Less Than Significant Impact With Mitigation Incorporated.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	Cumulative Impacts Short-Term Construction Noise Impacts <i>Grading and construction within the area combined with other related cumulative projects could result in short-term noise impacts to nearby noise sensitive receivers.</i>	Refer to Mitigation Measure NOI-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Vibration Impacts <i>Project implementation combined with other related cumulative projects could result in significant vibration impacts to nearby sensitive receptors.</i>	Refer to Mitigation Measure NOI-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Long-Term (Mobile) Noise Impacts <i>Traffic generated by the proposed project combined with other related cumulative projects could significantly contribute to existing traffic noise in the area or exceed the City's established standards.</i>	The project type and location are not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds.	Significant and Unavoidable Impact.
	Cumulative Impacts Long-Term (Stationary) Impacts <i>Project implementation combined with other related cumulative projects could result in an increase in long-term stationary ambient noise levels.</i>	Refer to Mitigation Measure NOI-3.	Less Than Significant Impact With Mitigation Incorporated.
5.12 Population and Housing			
PH-1	Unplanned Population Growth <i>Future development associated with the proposed project could 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).</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Unplanned Population Growth <i>Project Implementation could 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).</i>	No mitigation measures are required.	Less Than Significant Impact.
5.13 Public Services, Recreation, and Utilities			
PSRU-1	Fire Protection <i>Future development associated with the proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or</i>	No mitigation measures are required.	Less Than Significant Impact.



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	<i>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 fire protection.</i>		
PRSU-2	Police Protection <i>Future development associated with the proposed project could 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 police protection.</i>	No mitigation measures are required.	Less Than Significant Impact.
PRSU-3	Schools <i>Future development associated with the proposed project could 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 schools.</i>	No mitigation measures are required.	Less Than Significant Impact.
PRSU-4	Parks and Recreation Facilities <i>Future development associated with the proposed project could 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, on order to maintain acceptable service ratios, response times or other performance objectives for parks and recreation.</i>	No mitigation measures are required.	Less Than Significant Impact.
PRSU-5	New or Expanded Utilities <i>Future development associated with the proposed project could 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.</i>	No mitigation measures are required.	Less Than Significant Impact.
PRSU-6	Solid Waste Generation and Regulations <i>Future development associated with the proposed project could generate solid waste in excess of the of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.</i>	No mitigation measures are required.	Less Than Significant Impact.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	Cumulative Impacts Fire Protection <i>Project implementation could 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 fire protection.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Police Protection <i>Project implementation could 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 police protection.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Schools <i>Project implementation could 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 schools.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Parks and Recreation <i>Project implementation could 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, on order to maintain acceptable service ratios, response times or other performance objectives for parks and recreation.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts New or Expanded Utilities <i>Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage,</i>	No mitigation measures are required.	Less Than Significant Impact.



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EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	<i>electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</i>		
	Cumulative Impacts Solid Waste Generation and Regulations <i>Generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.</i>	No mitigation measures are required.	Less Than Significant Impact.
5.14 Transportation			
TRA-1	Pedestrian, Bicycle, and Transit Facilities <i>Project implementation would not conflict with a program, plan, ordinance, or policy addressing the non-motorized circulation system including transit, bicycle, and pedestrian facilities.</i>	No mitigation measures are required.	Less Than Significant Impact.
TRA-2	Vehicle Miles Traveled <i>The project would not conflict with CEQA Guidelines Sections 105064.3, Subdivision (B).</i>	No mitigation measures are required.	Less Than Significant Impact.
TRA-3	Construction Traffic <i>Project construction would not cause a substantial increase in traffic for existing conditions when compared to the traffic capacity of the street system.</i>	TRA-1 Prior to issuance of any Grading or Building Permits, a Construction Management Plan shall be submitted for review and approval by the City of Victorville. The Construction Management Plan shall, at a minimum, address the following: <ul style="list-style-type: none"> • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project. • Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. • Require the project applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City of Victorville City Engineer (or representative of the City Engineer), of any material which may have been spilled, 	Less Than Significant Impact With Mitigation Incorporated.



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		<p>tracked, or blown onto adjacent streets or areas.</p> <ul style="list-style-type: none"> Hauling or transport of oversize loads shall be subject to the requirements of the City and/or the adjacent jurisdictions. Haul trucks entering or exiting public streets shall at all times yield to the public traffic. If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City of Victorville City Engineer. All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or within the identified construction staging areas. This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Victorville requirements. The traffic control plans (TCP) shall be prepared by the contractor and submitted to the City Engineer for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary curb lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrian and traffic. Should the project utilize State facilities for hauling of construction materials, the Construction Management Plan shall be submitted to the California Department of Transportation (Caltrans) for review and comment. Should project construction activities require temporary vehicle lane, bicycle lane, and/or sidewalk 	



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		closures, the Applicant shall coordinate with the City Engineer regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.	
TRA-4	Hazardous Traffic Conditions <i>The project would not increase hazards due to geometric design features or incompatible uses.</i>	No mitigation measures are required.	Less Than Significant Impact.
TRA-6	Emergency Access <i>The project would not result in inadequate emergency access.</i>	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Pedestrian, Bicycle, and Transit Facilities <i>Implementation of the proposed project and other related cumulative projects would not conflict with a program, plan, ordinance, or policy addressing the non-motorized circulation system including transit, bicycle, and pedestrian facilities.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Vehicle Miles Traveled <i>Implementation of the proposed project and other related cumulative projects would not conflict with CEQA Guidelines Sections 105064.3, Subdivision (B).</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Construction Traffic <i>Construction of the proposed project, and other related cumulative projects would not cause a substantial increase in traffic for existing conditions when compared to the traffic capacity of the street system</i>	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts Hazardous Traffic Conditions <i>Implementation of the proposed project and other related cumulative projects would not increase hazards due to geometric design features or incompatible uses.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts Emergency Access <i>Implementation of the proposed project and other related cumulative projects would not result in inadequate emergency access.</i>	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.



1.6 SUMMARY OF PROJECT ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

1.6.1 ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR. Per CEQA Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

"ALTERNATIVE SITE" ALTERNATIVE

One alternative that has been considered and rejected as infeasible is the "Alternative Site" Alternative. The project site is available and optimal for development because portions of the site are non-operational, underutilized, and is within proximity to existing airport uses within the City of Victorville. The "Alternative Site" Alternative would require adequate land, access, and infrastructure capable of supporting the development proposed under the Southern California Logistics Airport Specific Plan (SCLA Specific Plan). The availability of similar properties of an adequate size and with similar infrastructure, access, and land use characteristics within the City is limited. In addition, the project site's location (near SCLA) is advantageous for a project supporting future airport, business, and industrial development. No other available properties with suitable development characteristics exist within the project area. Thus, it is not considered feasible to implement the proposed project on another property within the City that could support a project of similar size and scale to that currently proposed.

In addition, this Alternative would not accomplish the key project objectives of enhancing and modernize the SCLA Specific Plan to optimize the use of the area for economic development and job creation, provide synergy with airport services, future development, and business uses, and reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines. Portions of the project site have not been regularly maintained and many buildings and other remnants of the former George Air Force Base are in disrepair. Moreover, implementation of the proposed improvements on an alternative site would likely result in many of the same significant and unavoidable air quality and noise impacts identified under the proposed project. As such, this alternative has been rejected from further consideration by the City.



“ALTERNATIVE USE” ALTERNATIVE

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). According to the *SCLA Land Use Plan*, the 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). Based on the existing land use designations and proximity to the SCLA land use planning area, alternative uses such as residential would not be allowed. However, agricultural and commercial uses would be an acceptable “Alternative Use” Alternative on-site. An “All Agricultural” Alternative or “All Commercial” Alternative would not deliver a mix of uses that are proposed to create synergy among the existing airport uses, future development, and business uses, and support current development trends, economic and market conditions within the Specific Plan Area as identified as key project objectives. Consequently, both an “All Residential” Alternative and an “All Commercial” Alternative have been rejected from further consideration by the City.

“2004 RAIL SERVICE PROJECT” ALTERNATIVE

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. Development forecasts for the 2004 SCLA Specific Plan Amendment area included an intermodal/multimodal rail facility and estimated a total of 60 million square feet of industrial development (with a maximum buildout of approximately 250 million square feet), much of which was proposed to be constructed by 2015. Based on current market conditions and development trends in the region, the intermodal/multimodal rail facility and supporting industrial development is no longer proposed. Implementation of the “2004 Rail Service Project” Alternative would not support the project objective to modernize the SCLA Specific Plan to reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines, as well as more efficiently guide development at SCLA. Thus, the “2004 Rail Service Project” Alternative has been rejected from further consideration by the City.

1.6.2 ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

Potential environmental impacts associated with the following alternatives are compared to impacts from the proposed project since they could potentially reduce and/or eliminate one or more significant impacts associated with the project:

- “No Project/No Development” Alternative;
- “No Project/Existing Specific Plan” Alternative;
- “Warehousing” Alternative; and
- “Reduced Density” Alternative.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final



determination of whether an alternative is environmentally superior or inferior to the proposed project. Section 7.3 of this EIR identifies the Environmentally Superior Alternative.

“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

The “No Project/No Development” Alternative assumes the SCLA Specific Plan Amendment would not be adopted and the existing on-site uses would remain in their current condition (specifically, the priority development area, which includes that Central Core [West Core and East Core], Airport, and West Side development districts). No development or infrastructure improvements beyond what currently exists would be constructed on-site. The uses, improvements, and design guidelines under the currently proposed SCLA Specific Plan Amendment would not be implemented.

Further, design standards and guidelines that address site planning, landscaping, architectural, and lighting would not be adopted. Existing streets and vacant buildings would remain in their current condition and would not be improved with additional lighting, landscaping, infrastructure, and transportation amenities.

“NO PROJECT/EXISTING SPECIFIC PLAN” ALTERNATIVE

The “No Project/Existing Specific Plan” Alternative assumes development within the project site would occur consistent with the existing land use designations, development footprint, and design guidelines provided in the currently approved SCLA Specific Plan. Refer to Section 3.0, Project Description, and Section 5.10, Land Use and Relevant Planning, for a detailed description of the existing SCLA Specific Plan and land use designations of areas proposed to be adjusted as part of the SCLA Specific Plan Amendment. Table 1-1, No Project/Existing Specific Plan and Proposed Project Comparison, identifies the development potential associated with this Alternative when compared to the proposed project.

Table 1-1
No Project/Existing Specific Plan Alternative and Proposed Project Comparison

Land Use District	Existing Specific Plan Buildout (SF)	Proposed Amended Specific Plan Buildout ¹ (SF)	Difference (SF)
Airport and Support Facilities (ASF)	73,877,760 ²	87,991,200	14,113,440
Business Park (BP)	50,529,600	10,977,120	-39,552,480
Industrial (I)	249,494,256	196,908,624	-52,585,632
Public/Open Space (P/OS)	12,196,800	1,533,312	-10,663,488
Runway Protection Zone (RPZ) ³	--	--	--
Public Institutional (PI) ⁴	--	--	--
Total	386,098,416	297,410,256	-88,688,160
Notes: SF=Square feet.			
1 These calculations are solely for the purposes of comparing maximum buildout of the existing and proposed SCLA Specific Plan. Per <u>Section 3.0, Project Description</u> , of this EIR, the proposed project only includes approximately 29,723,000 SF of foreseeable development.			
2 For comparison purposes and since the existing Specific Plan does not include limitations/boundaries on development within the ASF land use district in terms of density or locations, this analysis assumes a Floor Area Ratio (FAR) of 0.8 to calculate maximum buildout, similar to the proposed SCLA Specific Plan Amendment development regulations for the ASF land use.			
3 No development is permitted within the RPZ development district.			
4 No development is included for the proposed PI land use district as the land is Federally owned and managed.			

When compared to the proposed project, the “No Project/Existing Specific Plan” Alternative would allow for an increased amount of development. Specifically, the “No Project/Existing Specific Plan” Alternative would result in an additional allowable 88,688,160 square feet of development.



“WAREHOUSING” ALTERNATIVE

The “Warehousing” Alternative assumes that Manufacturing and Light Industrial land uses associated with the project would be replaced entirely by the Warehousing land use. This Alternative has been formulated since of the Warehousing, Manufacturing, and Light Industrial land uses, Warehousing has the lowest trip generation rate. This lower trip generation rate could potentially reduce the significant and unavoidable impacts related to air quality, land use consistency, and noise for the proposed project. The project boundaries would remain unchanged. As shown in Table 1-2, Warehousing Alternative - Land Use Intensities, converting the Manufacturing and Light Industrial land uses to a Warehousing land use would decrease the project average daily trips (ADT) from 98,752 to 71,888; a difference of 26,864 ADT. This alternative would result in an approximate 28 percent reduction in ADT.

Table 1-2
Warehousing Alternative - Land Use Intensities

Land Use	Proposed Project		“Warehousing” Alternative		Difference	
	Intensities	ADT	Intensities	ADT	Intensity	ADT
Manufacturing	4,551.77 KSF	26,169	--	--	--	- 26,169
Light Warehouse	15,612.68 KSF	40,133	22,689.52 KSF	57,761	7,076.84 KSF	17,628
Light Industrial	2,525.08 KSF	18,323	--	--	--	- 18,323
Airport Support Facility	1,300 EMP	5,071	1,300 EMP	5,071	1,300 EMP	0
Fast Food without Drive Thru	6.50 KSF	2,251	6.50 KSF	2,251	6.50 KSF	0
High Turnover/ Sit Down Restaurant	18.00 KSF	2,019	18.00 KSF	2,019	18.00 KSF	0
Service Station with Convenient Market	36 VFP	7,393	36 VFP	7,393	36 VFP	0
Shopping Center	33.00 KSF	1,246	33.00 KSF	1,246	33.00 KSF	0
General Office	345.00 KSF	3,360	345.00 KSF	3,360	345.00 KSF	0
Reductions ¹		-7,213	--	-7,213	--	0
SCLA Net New Trips		98,752	--	71,888	--	- 26,864

Source: Michael Baker International, *Traffic Impact Analysis*, June 27, 2019.
Notes: EMP=Employee; KSF=1,000 square feet; VFP = vehicle fueling position

“REDUCED DENSITY” ALTERNATIVE

The “Reduced Density” Alternative would have the same project boundary of the proposed project; however, this Alternative would feature reduced development intensity for all proposed land use districts. For the purposes of this discussion, this Alternative is assumed to consist of a reduction in density by approximately 25 percent. This Alternative would feature the same development districts and associated boundaries within the project site. Given the substantial reduction in development intensity, many parcels may either be underutilized and/or remain in their current condition. Table 1-3, Reduced Density Alternative – Development Potential, summarizes the development potential associated with the “Reduced Density” Alternative. Based on Table 1-3, this Alternative would result in 19,479,750 square feet of new development (as compared to the 25,973,000 square feet of new development under the proposed project).



**Table 1-3
Reduced Density Alternative – Development Assumptions**

Phases	Proposed Project (SF)	Reduced Density Alternative (SF)
Phase 1 – 1 to 5 years	2,654,000	1,990,500
Phase 2 – 5 to 10 years	5,115,000	3,836,250
Phase 3 – 10 to 15 years	5,570,000	4,177,500
Phase 4 – 15 to 20 years	5,297,000	3,972,750
Phase 5 – 20 to 25 years	7,337,000	5,502,750
Total New Building Area	25,973,000	19,479,750

A 25 percent reduction in development could lessen the significant impacts identified for the proposed project related to operational air quality, land use consistency, noise, and transportation. The reduced project density would generate fewer vehicle trips, which could result in a decrease in impacts to air quality, noise, and local roadways, I-15, and US-395.

“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 1-4, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 1-4 and the analysis presented above indicates the “Reduced Density” Alternative is the environmentally superior alternative, as this alternative would avoid or lessen impacts associated with development of the proposed project. However, this alternative would not achieve all of the project objectives.

**Table 1-4
Comparison of Alternatives**

Sections	No Project/ No Development	No Project/ Existing Specific Plan	Warehousing	Reduced Density
Aesthetics/Light and Glare	=	▲	=	=
Air Quality*	▼	▲	▼	▼
Biological Resources	▼	▲	=	=
Cultural and Tribal Cultural Resources	▼	▲	=	▼
Energy	▼	▲	▼	▼
Geology and Soils	▼	▲	▼	▼
Greenhouse Gas Emissions	▼	▲	▼	▼
Hazards and Hazardous Materials	▼	▲	=	▼
Hydrology and Water Quality	▼	▲	=	▼
Land Use and Relevant Planning*	▼	▲	▲	▲
Noise*	▼	▲	▼	▼
Population and Housing	=	▲	=	▼
Public Services, Recreation, and Utilities	▼	▲	=	▼
Transportation*	▼	▲	▼	▼
▲ Indicates an impact that is greater than the proposed project (environmentally inferior). ▼ Indicates an impact that is less than the proposed project (environmentally superior). = Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.				



Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would result in air quality (operational emissions, Air Quality Management Plan (AQMP) consistency, and cumulative emissions), noise (operational and cumulative mobile source noise), and land use (land use plan consistency) significant and unavoidable impacts. All other potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the City's standards and regulations and/or the recommended Mitigation Measures.

Based on Table 1-3, the "Reduced Density" Alternative would generally result in the greatest reduction in impacts, as compared to the proposed project; thus, it has been identified as the environmentally superior alternative. However, this Alternative would not eliminate any significant and unavoidable environmental impacts that have been identified for the proposed project. Additionally, it is not anticipated that the "Reduced Density" Alternative would provide the synergy required between various warehousing, manufacturing and light industrial uses to create an economically viable employment center, given that it is not expected that the reduced amount of development would be economically viable over the long term. Portions of the site would remain unutilized or underutilized, and would not be consistent with the City's long term vision for development at SCLA. Moreover, this Alternative would not optimize the site for economic development/job creation since a substantial reduction in development intensity would occur.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE SUBSEQUENT PROGRAM EIR

The City of Victorville (City) is the Lead Agency under the California Environmental Quality Act (CEQA) and has determined that a Subsequent Program Environmental Impact Report (EIR) is required for the Southern California Logistics Airport (SCLA) Specific Plan Amendment (the project) (State Clearinghouse No. 2003011008). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City. The principal CEQA Guidelines sections governing content of this document include Article 9 (Contents of Environmental Impact Reports) (Sections 15120 through 15132), Section 15162 (Subsequent EIRs or Negative Declarations), and Section 15168 (Program EIR).

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the project's potentially significant effects. This EIR addresses the project's environmental effects, in accordance with CEQA Guidelines Section 15162 and Section 15168. As referenced in CEQA Guidelines Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

The City (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with CEQA Guidelines Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. CEQA Guidelines Section 15093 requires a "statement of overriding considerations" where the Agency specifies the findings and public benefits for the project that outweigh the impacts.



This EIR analyzes the project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects associated with their implementation. This EIR discusses the project's direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 CEQA DOCUMENT TIERING

The project consists of amendments to the SCLA Specific Plan, located within the northwestern portion of the City. The SCLA Specific Plan was created through the authority granted to the City by the California Government Code, Sections 65450 through 65453 and is pursuant to the *Victorville Development Code*, Chapter 3, Article 14, Specific Plan District. The City has prepared two primary environmental documents under CEQA for SCLA, the first being an EIR for the initial adoption of the Specific Plan in 1992, and the second being an EIR for a major Specific Plan Amendment in 2004. These documents are described in further detail below.

FINAL ENVIRONMENTAL IMPACT REPORT: GEORGE AIR FORCE BASE GENERAL PLAN, PRE-ZONING, AND SPECIFIC PLAN

The SCLA Specific Plan is a set of land use designations and development standards that facilitates the development (or renovation) of SCLA for commercial air cargo facility with compatible support, commercial, industrial, open space, and runway protection zone uses. At the time of adoption of the SCLA Specific Plan, the City analyzed the potential environmental impacts that would result from the creation of a specific plan at the former George Air Force Base through preparation of the *Final Environmental Impact Report: George Air Force Base General Plan, Pre-zoning, and Specific Plan (State Clearinghouse #92062018)* in 1992. This EIR analyzed a number of alternatives, consisting of: 1) Commercial Airport Alternative; 2) International Airport Alternative; 3) Commercial Airport with Residential Alternative; 4) General Aviation Center Alternative; 5) Non-Aviation Alternative; 6) No-Action Alternative; and 7) several "Other Land Use Concepts." The 1992 George Air Force Base General Plan, Pre-zoning, and Specific Plan EIR identified significant and unavoidable impacts related to water resources.

SCLA SPECIFIC PLAN AMENDMENT AND RAIL SERVICE PROJECT SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT

The next major update to the SCLA Specific Plan occurred in 2004. The 2004 Specific Plan Amendment provided for 3,373 acres to be added to the Specific Plan, and 171 acres for related off-site improvements. The amendment focused on a 2,833-acre expansion that was proposed to include a major intermodal/multimodal rail cargo facility and supporting commercial/industrial development. The *Southern California Logistics Airport Specific Plan Amendment and Rail Service Project Final Subsequent Program Environmental Impact Report* (2004 SCLA SPEIR) reviewed the existing conditions, potential environmental impacts, and feasible mitigation measures to reduce the potentially significant effects of the proposed SCLA Specific Plan Amendment and Rail Service Project. The 2004 SCLA SPEIR identified significant and unavoidable impacts related to aesthetics/light and glare, air quality, biological resources, land use and relevant planning, noise, growth inducement, and cumulative impacts.

It should be noted the rail service project and supporting commercial/industrial development analyzed within the 2004 SCLA SPEIR is no longer proposed.



2.2.1 THE TIERING PROCESS

According to CEQA Guidelines, Section 15168(c), subsequent activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, then the lead agency can approve the activity as being within the scope of the project covered by the Program EIR. (CEQA Guidelines Section 15168[c][2].) Otherwise, further environmental review would be required if circumstances under Public Resources Code Section 21166 and CEQA Guidelines Section 15162 are triggered. The CEQA Guidelines go on to state that where subsequent activities involve site specific operations, the lead agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR (CEQA Guidelines, Section 15168[c][4].)

Per Section 15168(d) of the CEQA Guidelines, the Program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The Program EIR provides the basis in an Initial Study for determining whether the later activity may have any significant effects; and be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

To avoid repetition, wasted time, and unnecessary speculation, a lead agency may “tier” EIRs for a sequence of actions so that the later EIRs incorporate and build on the information in the previous EIRs. (PRC Sections 21068.5, 21093; CEQA Guidelines Section 15152.) In particular, tiering may be used when the sequence of environmental review begins with an EIR prepared for a program, plan, policy, or ordinance, such as the 1992 EIR, and the 2004 SPEIR (PRC Section 21094[a]; and CEQA Guidelines Section 15152[d]). The first-tier EIR may be followed by an EIR for another plan or policy of lesser scope, or a site-specific EIR for a specific project (PRC Section 21094[a]; CEQA Guidelines Sections 15152[b], 15385[a]).

Once a first-tier EIR, such as the 1992 EIR, has been certified for a program, plan, policy, or ordinance, the significant environmental effects of a later plan or policy of lesser scope or a later development project must be examined using a tiered EIR. (PRC Section 21094[a].) The second-tier EIR, here the 2004 SPEIR for the 2004 Specific Plan Amendment and Rail Service, is limited to significant environmental effects that were (1) not examined in the 1992 EIR, or (2) previously examined and that are susceptible to substantial reduction or avoidance through project revisions, mitigation measures, or other means. (PRC Section 21068.5, CEQA Guidelines Section 15152[d].) Similar to the second-tier EIR, a third tier would follow a similar methodology.

An SPEIR need not examine significant environmental effects that the City determined were either (1) mitigated or avoided as a result of findings adopted under PRC Section 21081(a)(1) for the 1992 EIR and 2004 SPEIR, or (2) examined in a sufficient level of detail in the previous environmental documentation to allow it to be mitigated or avoided through revisions to the project, imposition of conditions, or other means when the later project is approved. (PRC Section 21094[a][1].) Further, the City must determine whether the project may cause significant environmental effects that were not adequately addressed in the previous environmental documentation. (CEQA Guidelines Section 15152[f].) The City may conclude that a significant environmental effect has been adequately addressed in the 2004 SPEIR and earlier documentation if it determines, based on an initial study or other analysis, that either of these statutory standards is met. (CEQA Guidelines Section 15152[f][3].)



Accordingly, the third-tier EIR (i.e., this subject SPEIR), should not reexamine significant project-related environmental effects that would be mitigated or avoided through measures resulting from the 2004 SPEIR and previous environmental documentation, or impacts that were examined in sufficient detail that they can be mitigated or avoided when the later project is approved (PRC Section 21094[a][1]; and CEQA Guidelines Section 15152[f][3]). However, the currently proposed Specific Plan Amendment includes substantive and comprehensive updates as compared to the 2004 Specific Plan. The proposed Specific Plan Amendment has been prepared to reflect vastly different changes in economic and market conditions, design guidelines, and infrastructure requirements. The current vision for buildout of the Specific Plan is substantially different than the alternatives considered in the 1992 EIR and the proposal in the 2004 EIR. For that reason, the impacts of the SCLA Specific Plan Amendment have largely been reanalyzed to provide a comprehensive and meaningful analysis under CEQA, and new mitigation measures have been developed to more effectively minimize project impacts.

2.3 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF DRAFT EIR

In accordance with Sections 15087 and 15105 of the CEQA Guidelines, this Draft EIR will be circulated for a 45-day public review period, beginning on December 18, 2020. Interested agencies and members of the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

City of Victorville
Development Department
14343 Civic Drive
Victorville, CA 92392
Attn: Mr. Mike Szarzynski
mszarzynski@victorvilleca.gov

CERTIFICATION OF THE FINAL EIR

Pursuant to CEQA Guidelines Section 15132, Contents of Final Environmental Impact Report, the Final EIR will consist of:

- a) The Draft EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.



Additionally, pursuant to CEQA Guidelines Section 15088, Evaluation of and Response to Comments, after the Final EIR is completed, and at least ten days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

PROJECT CONSIDERATION

After Final EIR certification, the City Council may consider approval of the project. A decision to approve the project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091, and if required, a specific written statement of overriding considerations, in accordance with CEQA Guidelines Section 15093.

2.4 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the CEQA Guidelines, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During Draft EIR preparation, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. In addition, a public scoping meeting was held on October 30, 2019 at 5:00 p.m. at the City of Victorville City Hall located at 14343 Civic Drive, Victorville, California, 92392. The scoping meeting's purpose was to:

- Inform the public of the project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR. It should be noted that there were no public comments received at the meeting related to the environmental analysis of the EIR.

Pursuant to CEQA Guidelines Section 15082, as amended, the City circulated an NOP directly to public agencies (including the State Clearinghouse), special districts, and members of the public who had requested such notice. The NOP was distributed on October 22, 2019, with the 30-day public review period concluding on November 20, 2019. The purpose of the NOP was to formally announce the preparation of a Draft EIR for the project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. The NOP and NOP comments are provided as Appendix 11.1, Notice of Preparation and Comment Letters, and have been addressed in each appropriate topical area of this EIR. The NOP comments included the following:

- The Morongo Band of Mission Indians provided a comment letter dated October 28, 2019 indicating the tribe had no comments on the project.



- Roland D. Almazan provided a comment letter on October 28, 2019 indicating opposition to “any plan that would suppress any future appreciation or benefits to ourselves.” This comment does not identify a specific environmental concern to be addressed in the Draft EIR’s environmental analysis.
- The Native American Heritage Commission (NAHC) provided a comment letter dated November 1, 2019 pertaining to historic resources, Assembly Bill 52 (AB 52), and Senate Bill 18 (SB 18). Refer to Section 5.4, *Cultural and Tribal Cultural Resources*, for an analysis pertaining to potential historical, cultural, and tribal cultural resources.
- The California Department of Fish and Wildlife (CDFW) provided a comment letter dated November 18, 2019 pertaining to the CDFW’s role as a Trustee and Responsible Agency for the proposed project and noting that the project would be subject to a document filing fee pursuant to California Fish and Game Code Section 711.4. CDFW requested the Draft EIR include an assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW also requested a general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat on-site and within adjacent areas that could be affected by the project. CDFW recommends use of the California Natural Diversity Database (CNDDDB) to obtain this information. CDFW also requested the Draft EIR include a complete, recent inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within off-site areas with the potential to be affected by the project, including California Species of Special Concern and California Fully Protected Species. A thorough, recent, floristic-based assessment of special-status plant and natural communities was requested. CDFW also requested the Draft EIR analyze direct, indirect, and cumulative impacts to biological resources, and included suggested mitigation measures for project impacts to biological resources. The comment letter also provided information regarding the California Endangered Species Act (CESA) Incidental Take Program (ITP) and Lake and Streambed Alteration Program. Refer to Section 5.3, *Biological Resources*, for an analysis pertaining to biological resources.
- The Lahontan Regional Water Quality Control Board (Lahontan RWQCB) provided a comment letter dated November 20, 2019 pertaining to their role as a Responsible Agency under CEQA. The comment letter encourages the project to incorporate the policies identified in the Water Quality Control Plan for the Lahontan Region (Basin Plan) to: 1) promote watershed management; 2) support low impact development; 3) reduce the effects of hydromodification; 4) encourage development/redevelopment on previously disturbed lands; and 5) encourage recycled water use. Refer to Section 5.9, *Hydrology and Water Quality*, for an analysis pertaining to hydrology and water quality.
- The Southern California Association of Governments (SCAG) provided a comment letter dated November 20, 2019 noting that SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance or direct Federal development activities, pursuant to Presidential Executive Order 12372. The project does not involve Federal financial assistance or direct Federal development activities. The commenter noted that SCAG also reviews EIRs of projects of regional significance for consistency with CEQA and the CEQA Guidelines. SCAG is also the designated Regional Transportation Planning Agency and is responsible for preparation of the Regional



Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The commenter requested a copy of the environmental documentation during the project's public review period. Review to Section 5.10, *Land Use*, and Section 5.14, *Transportation*, for a discussion regarding the project's consistency with SCAG policies and programs.

2.5 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts for the proposed project, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:
 - Aesthetics/Light and Glare;
 - Air Quality;
 - Biological Resources;
 - Cultural Resources/Tribal Cultural Resources;
 - Energy;
 - Geology/Soils;
 - Greenhouse Gas Emissions;
 - Hazards and Hazardous Materials;
 - Hydrology and Water Quality;
 - Land Use/Planning;
 - Noise;
 - Population and Housing;
 - Public Services/Recreation/Utilities; and,
 - Transportation.
- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, are also discussed.



- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.
- Section 8.0, *Effects Found Not To Be Significant*, explains potential impacts that have been determined not to be significant and which were scoped out of detailed analysis in this EIR.
- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, and local agencies, other organizations, and individuals consulted.
- Section 10.0, *Bibliography*, identifies reference sources for the EIR.
- Section 11.0, *Appendices*, contains the project's technical documentation.

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

- “Responsible Agency” means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the Lead Agency which have discretionary approval power over the project. (Section 15381)
- “Trustee Agency” means a State agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Wildlife, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- California Department of Fish and Wildlife
- Mojave Desert Air Quality Management District
- Lahontan Regional Water Quality Control Board
- County of San Bernardino

2.7 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference



into this EIR. Information contained within these documents has been utilized for each section of this EIR. These documents are available for review at the City of Victorville Development Department, located at 14343 Civic Drive, Victorville, California, 92392.

- *City of Victorville General Plan 2030 (October 21, 2008).* The Victorville City Council adopted the *City of Victorville General Plan 2030* (Victorville General Plan) on October 21, 2008. The Victorville General Plan provides a general, comprehensive, and long-range guide for community decision-making. The Victorville General Plan covers the seven State-mandated elements. Each element contains a brief introduction, several goals and related policies, and a description of implementation programs to accomplish said goals and related policies. Specifically, the Victorville General Plan contains the following elements:
 - Land Use Element;
 - Circulation Element;
 - Housing Element;
 - Noise Element;
 - Safety Element;
 - Resource Element (incorporates Open Space and Conservation);
- *Final Program Environmental Impact Report for the City of Victorville General Plan 2030 (2008).* The Final Program Environmental Impact Report for the City of Victorville General Plan 2030 (Victorville General Plan FPEIR) was certified by City Council in 2008. The Victorville General Plan FPEIR analyzes the environmental impacts associated with adoption and implementation of the Victorville General Plan. The General Plan FPEIR was prepared as a Program EIR, which is intended to facilitate consideration of broad policy directions, program-level alternatives, and mitigation measures consistent with the level of detail available for the plan. The General Plan FPEIR concluded significant and unavoidable impacts related to air quality, population and housing, noise, traffic, and growth inducement.
- *Victorville, California Municipal Code (codified through Ordinance No. 2404, passed December 17, 2019).* The Victorville, California Municipal Code (Victorville Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Victorville. The Municipal Code is the primary method the City uses to control land uses, in accordance with General Plan goals and policies. The City's Development Code, adopted as Victorville Municipal Code Title 16, is intended to implement the Victorville General Plan and regulate development in order to protect and promote the public health, safety, prosperity and general welfare. The City's Building and Fire Regulations, adopted as Victorville Municipal Code Title 16, Chapter 5, specify rules and regulations for construction, alteration, and building of structures for human occupancy.
- *Southern California Logistics Airport Specific Plan (1993, as amended).* The Southern California Logistics Airport Specific Plan (SCLA Specific Plan) is a comprehensive set of plans, regulations, criteria, conditions, and programs for guiding the orderly development of SCLA. The Victorville City Council approved the original Specific Plan on February 2, 1993 and it became legally effective on March 5, 1993. The City of Victorville has approved several amendments to the Specific Plan, with the most recent major amendment in February 2004, which added approximately 2,800 acres to the Specific Plan area. The Specific Plan is currently



being amended to include substantive modifications and enhancements, which are the subject of this EIR.

- *Environmental Impact Report: George Air Force Base General Plan, Rezoning, and Specific Plan (1992).* This EIR discusses the potential environmental impacts associated with the initial implementation of the Southern California Logistics Airport Specific Plan, upon closure of the former George Air Force Base and deactivation in 1992. To provide the context in which potential environmental impacts may occur, discussions of potential changes to the local communities, including population and employment, land use and aesthetics, transportation, and community and public utility services are included in this EIR. In addition, issues related to current and future management of hazardous materials and wastes are discussed. Impacts to the physical and natural environment are evaluated for geology and soils, water resources, air quality, noise, biological resources, and cultural resources. The EIR identified a significant unavoidable impact related to water resources.
- *Comprehensive Land Use Plan, Southern California Logistics Airport (September 2008).* The SCLA Comprehensive Land Use Plan (CLUP) is intended to protect and promote the safety and welfare of airport users, residents, and visitors to the cities of Victorville and Adelanto, while promoting the continued operation of the airport. The plan includes land use controls and policies to protect the public from aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft crashes, and ensure no structures or activities encroach upon or adversely affect the use of navigable airspace. The CLUP was drafted for in 2008; however, this document was not officially adopted by the City. Thus, the CLUP is not a regulatory document, but generally contains information that can be used to inform land use decisions for the purposes of this Specific Plan.
- *Southern California Logistics Airport Specific Plan Amendment and Rail Service Project Draft Subsequent Program Environmental Impact Report (January 2004).* The Southern California Logistics Airport Specific Plan Amendment and Rail Service Project Draft Subsequent Program Environmental Impact Report (2004 SCLA SPEIR) reviewed the existing conditions, potential environmental impacts, and feasible mitigation measures to reduce the potentially significant effects of the proposed SCLA Specific Plan Amendment and Rail Service Project. The SCLA Specific Plan Amendment and Rail Service Project encompassed a total 3,373 acres as part of the Specific Plan Amendment and 171 acres for related off-site improvements, and consists of all actions associated with entitlement, financing, construction, phasing and operation related to the implementation of: 1) conversion of 540 acres within the existing SCLA Specific Plan from a zoning designation of Business Park to Industrial; 2) the 2,833-acre expansion of the existing SCLA Specific Plan area for inclusion of a major intermodal/multimodal rail cargo facility; 3) 44-acre Study Area for the off-site realignment of Turner/Shay Roadway, and 4) 127 acres of off-site rail improvements including a 114-acre Study Area for the proposed Lead Track (ultimate alignment would be approximately eight acres) and a 13-acre study area for Siding Tracks to be located primarily within the existing Burlington Northern Santa Fe (BNSF) right-of-way (nine acres within existing right-of-way, four acres of additional right-of-way required along the western side of existing right-of-way). The 2004 SCLA SPEIR identified significant and unavoidable impacts related to aesthetics/light and glare, air quality, biological resources, land use and relevant planning, noise, growth inducement, and cumulative impacts.



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 PROJECT LOCATION

The City of Victorville (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 3-1, *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 the City of Victorville include the City of Adelanto to the northwest, Town of Apple Valley to the east, City of Hesperia to the south, and unincorporated San Bernardino County to the southwest and north.

The Southern California Logistics Airport (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 3-2, *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.

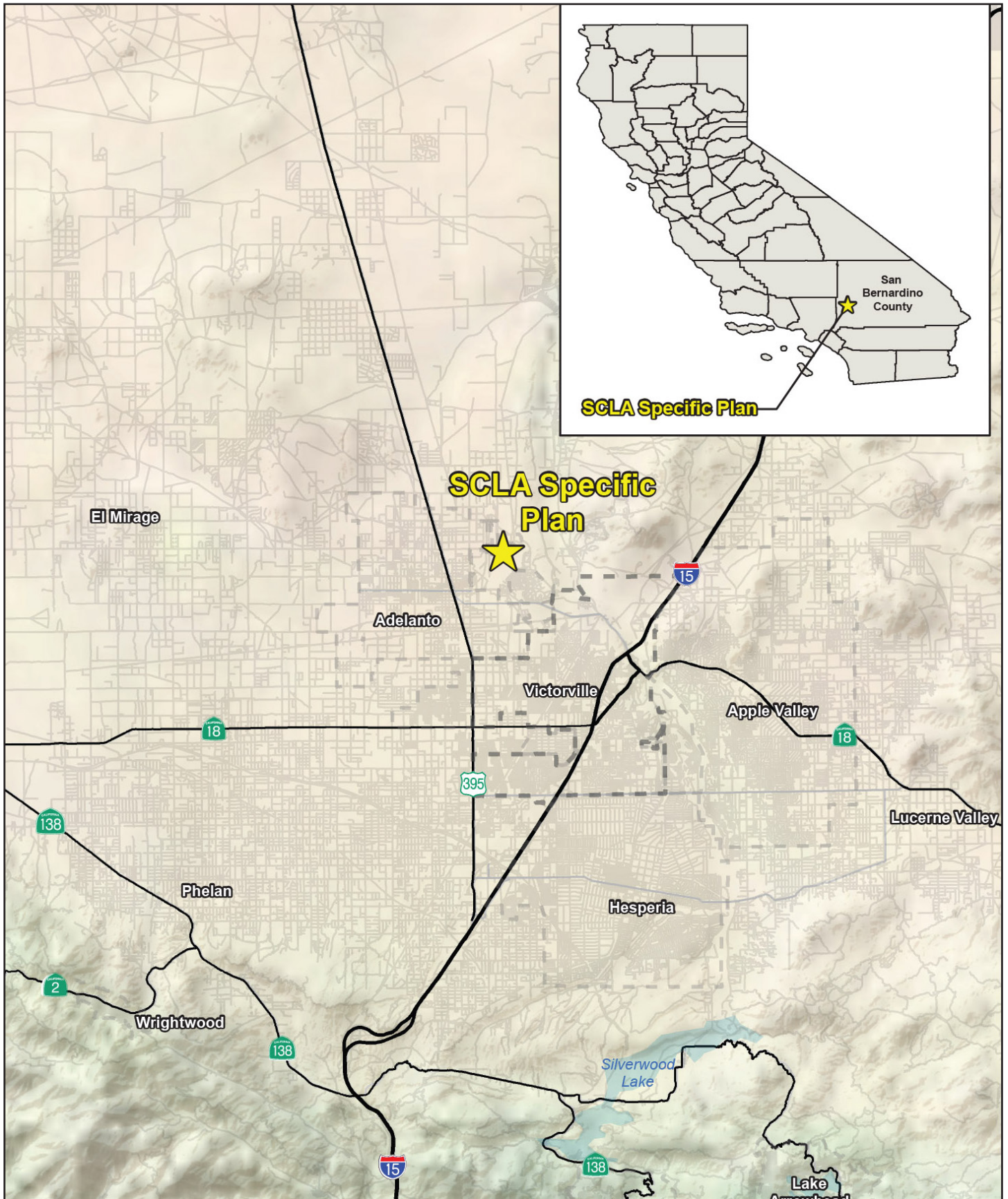
3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

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 west 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.

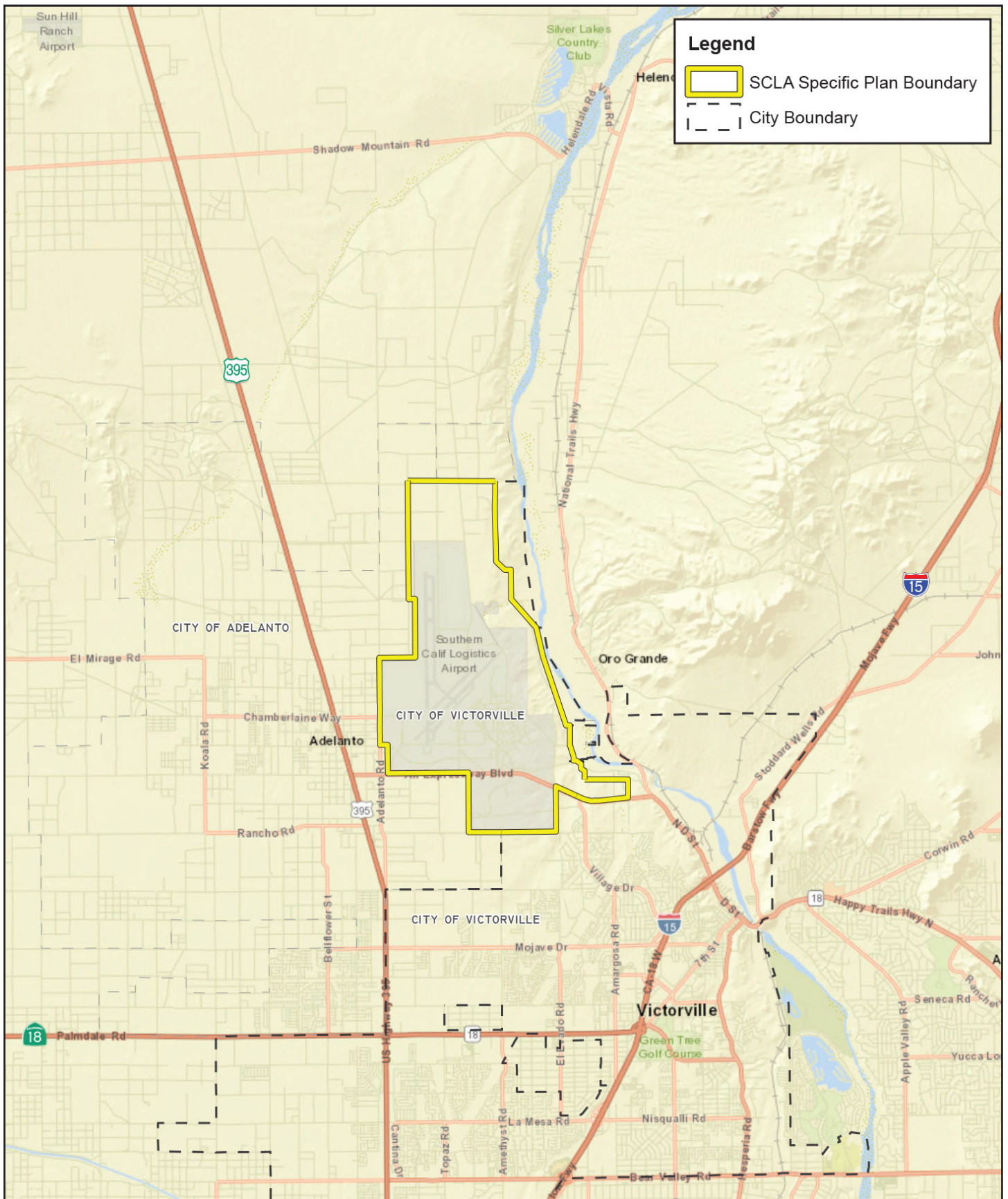
Hot summers, cool winters, low humidity, infrequent precipitation, and generally clear skies characterize the climate of the Victor Valley area. Daily mean temperatures range from approximately 46 degrees Fahrenheit in the winter to 79 degrees Fahrenheit in the summer. Rainfall is typically less than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



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Regional Vicinity





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Site Vicinity





ON-SITE CONDITIONS

As a large 8,611-acre SCLA 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 SCLA Specific Plan Area; refer to Exhibit 3-4, *Proposed SCLA Land Use Plan and Development Districts*. A description of existing conditions by development district is provided below.

- **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. Recent development within the Central Core is limited to the western portion of the area (the “West Core”), where a number of warehousing/distribution/business park uses have recently been constructed. Also located in the West Core are several recreational/institutional uses, including the Westwinds Sports Center, Westwinds Activities Center, Schmidt Park, and the Excelsior North Victorville Charter School. The eastern portion of this area ("East Core") is primarily occupied by abandoned military housing associated with the former George Air Force Base (AFB). 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 642-acre solar project is currently construction/plan check process, and is anticipated to be functional within the next two years (PLAN18-00048). 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 (High Desert Power Plant) 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. Development within this area is limited to two warehousing/distribution facilities; one is located within the southwest quadrant of the



intersection of Phantom West and Innovation Way (Mars/United); and the other is situated north of the intersection of Innovation Way and Gateway Drive (Dr. Pepper/Snapple). 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.

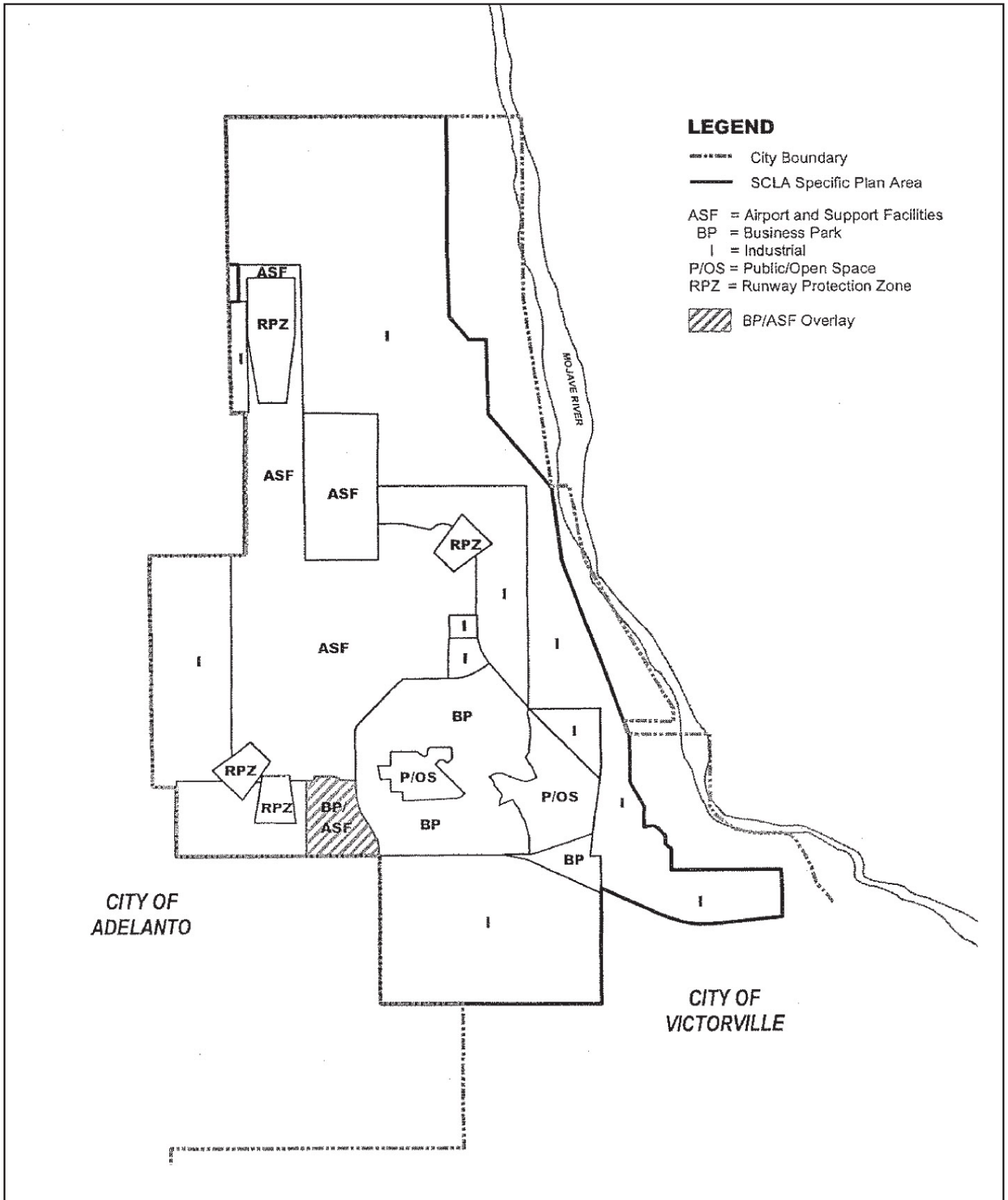
EXISTING GENERAL PLAN AND ZONING

Based on the *City of Victorville General Plan Land Use Policy and Zoning Map* (Victorville Land Use and Zoning Map), dated August 19, 2013, the project site is designated/zoned Specific Plan (SP1-92). Exhibit 3-3, *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 (POS), and Runway Protection Zone (RPZ).

SURROUNDING LAND 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 Reclamation Authority 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.



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Approved 2004 SCLA Land Use Plan

Exhibit 3-3



3.2 BACKGROUND AND HISTORY

The existing SCLA Specific Plan Area encompasses the area previously known as George 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). In 1992, the Department of the Air Force 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. However, the only major amendment was processed and approved in April 2004. The 2004 Specific Plan Amendment provided for 3,373 acres to be added to the Specific Plan, and 171 acres for related off-site improvements. The amendment focused on a 2,833-acre expansion that was proposed to include a major intermodal/multimodal rail cargo facility and supporting commercial/industrial development. These facilities were proposed to occur within the East Side and Northern Industrial Area portions of the Specific Plan. The 2004 Specific Plan Amendment included preparation of the *Southern California Logistics Airport Specific Plan Amendment and Rail Service Project Final Subsequent Program Environmental Impact Report* (2004 SCLA SPEIR). It should be noted the rail service project and supporting commercial/industrial development analyzed within the 2004 SCLA SPEIR are no longer proposed, as market factors, demand, and economic conditions have changed substantially since that time.

3.3 PROJECT CHARACTERISTICS

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 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 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



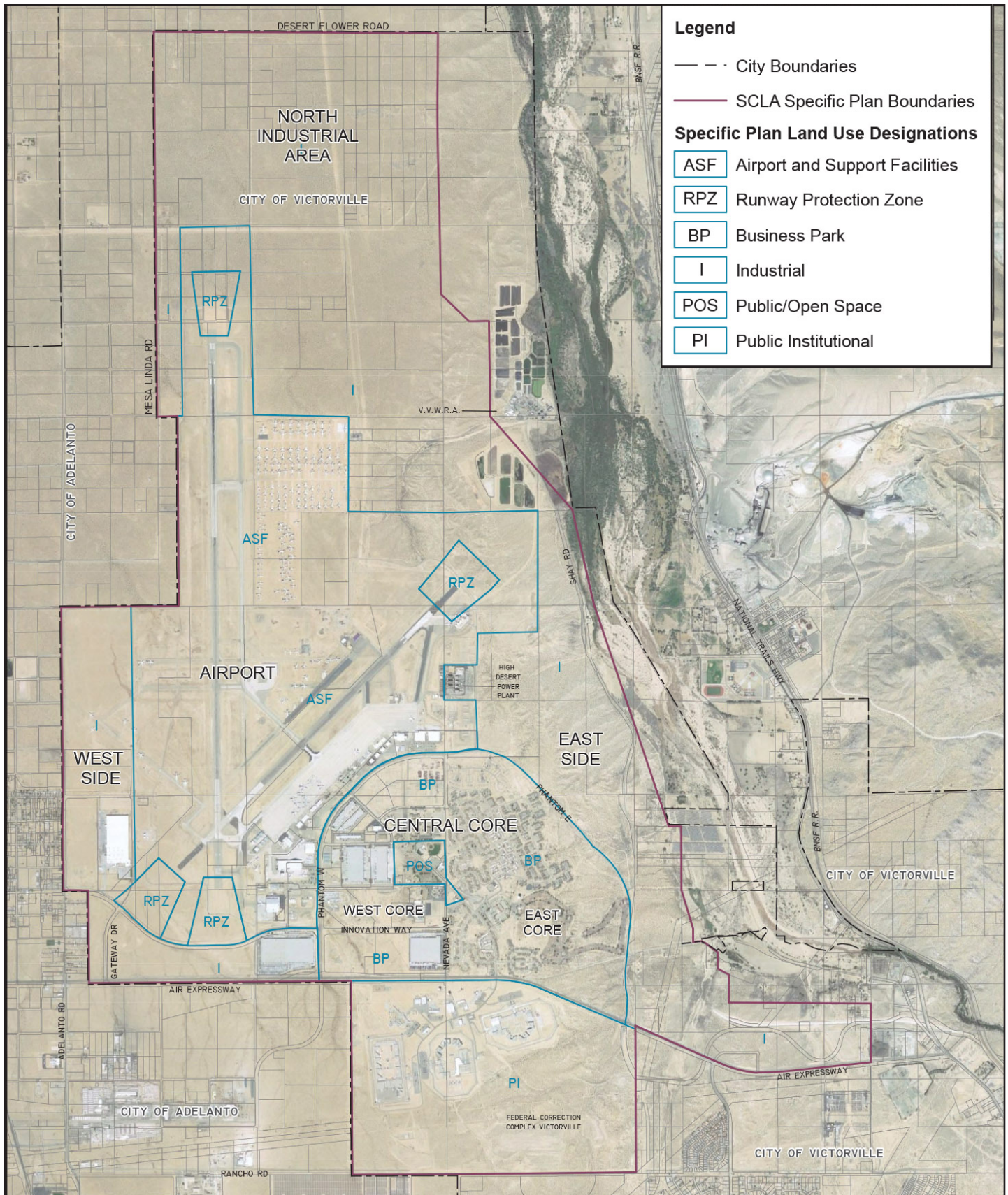
development feasibly occurring at SCLA. Previous development forecasts for the Specific Plan area (i.e., in the early 2000s when the intermodal/multimodal rail facility was proposed) estimated a total of 60 million square feet of industrial development, much of which was proposed to be constructed by 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 3-4, *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 3-1
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	
Total	8,703¹	8,611¹	-82¹
Notes:			
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 SCLA Specific Plan Area. Thus, although the net change in acreage reflects a reduction in the Specific Plan Area, the total boundaries of the SCLA Specific Plan Area remain unchanged from the 2004 SCLA Specific Plan Amendment.			
Source: City of Victorville Development Department, <i>Southern California Logistics Airport Specific Plan</i> , August 2020.			



0 0.5 1
Miles

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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 Area 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 3-5, Priority Development Area. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts, with an area of approximately 2,108 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 3-2, SCLA Specific Plan Amendment Phasing Projections.

Table 3-2
SCLA Specific Plan Amendment Phasing Projections

Phases	Building Area (Square Feet)	Gross Acres
Existing Development - 2019	3,750,000 ¹	216 ²
Phase 1 – 1 to 5 years	2,654,000 ¹	125 ²
Phase 2 – 5 to 10 years	5,115,000 ³	226 ²
Phase 3 – 10 to 15 years	5,570,000 ⁴	252 ²
Phase 4 – 15 to 20 years	5,297,000 ⁵	235 ²
Phase 5 – 20 to 25 years	7,337,000 ¹	423 ²
Phase 6 – 25 to 50+ years	TBD	3,275 ²
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: SCLA 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 SCLA Specific Plan. Proposed new Airport buildings are included in the Phases 1-5 above

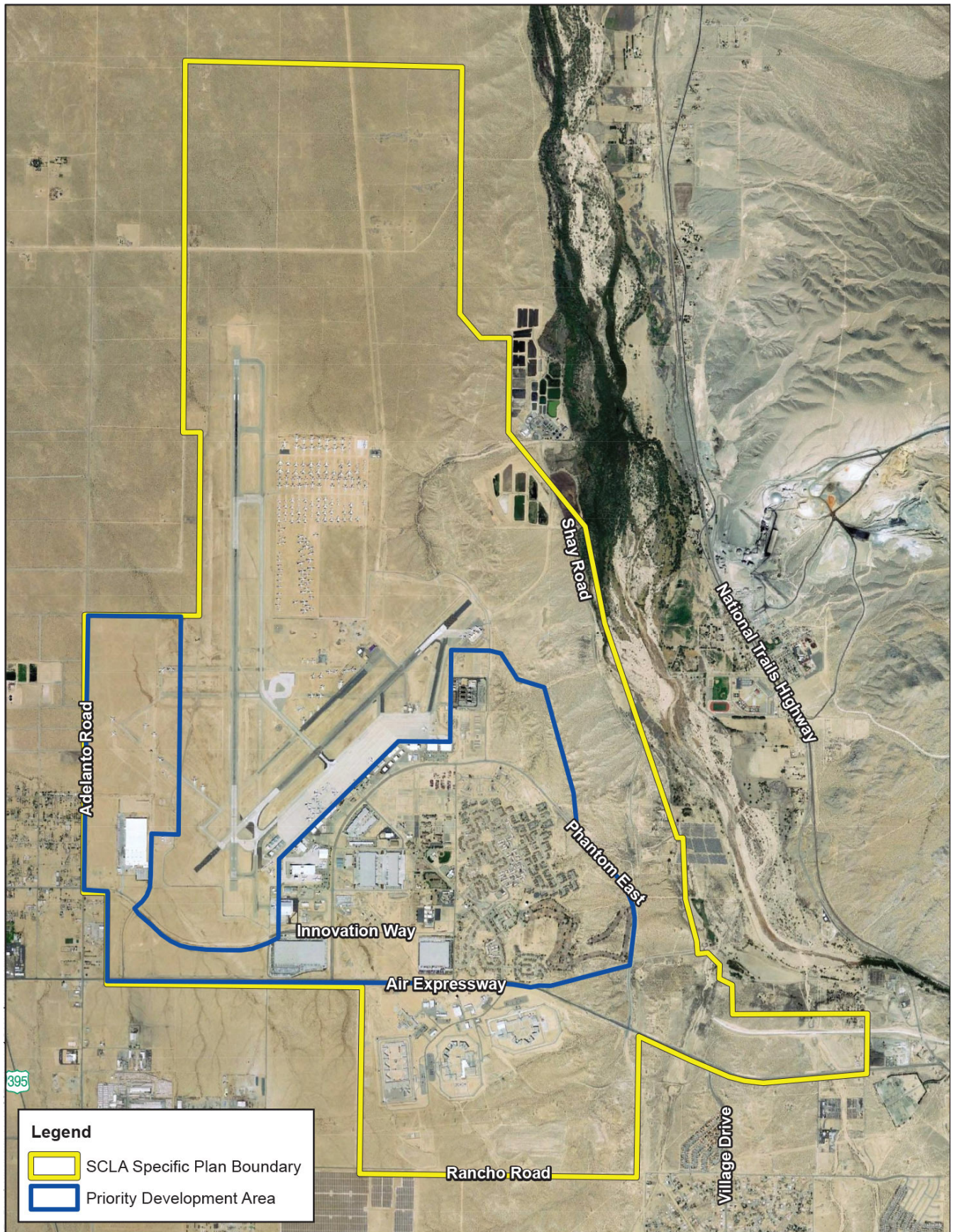
Public Open Space: Existing park area, i.e. Schmidt Park, Westwinds Activity Centers

Public Institutional: Existing Federal Correctional Institution

Notes

- Does not include any airport buildings
- Does not include any airport acreage
- Phase 2 includes 920,000 square feet of projected new Airport building area
- Phase 3 includes 770,000 square feet of projected new Airport building area
- Phase 4 includes 1,060,000 square feet of projected new Airport building area

Source: City of Victorville Development Department. *Southern California Logistics Airport Specific Plan (Draft)*. August 2019.



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Priority Development Area





3.3.1 LAND USE PLAN

The SCLA Specific Plan is a focused guiding document for implementation of the City's General Plan within the Specific Plan area. The 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. The Specific Plan is consistent with the applicable goals and policies of the City of Victorville General Plan.

Section 3.2 of the proposed Specific Plan Amendment describes the various land use designations associated with the project. The proposed Specific Plan Amendment includes a total of six land use designations, as follows. It should be noted that the only new land use designation that is proposed to be added to the Specific Plan is the PI designation. All other designations (ASF, RPZ, BP, I, and POS) are included as land use designations within the existing Specific Plan.

AIRPORT AND SUPPORT FACILITIES

This land use designation is reserved for the main airport operations area and aviation-exclusive uses, including airport logistics terminals, hangars, and aviation support-related industrial uses. Some non-aviation support related industrial and commercial uses may be conditionally approved in this land use designation.

The ASF designation is intended to allow for the primary use of this area as a commercial airport and related uses. The ASF designation includes the existing airfield facilities, including runways, taxiways, airfield structures, navigational aids and related facilities. This designation was assigned to land designated as existing airfield property.

As there are existing structures and vacant land that are not utilized for the airport or support facilities, airport related transitional industrial activities can use ASF designation properties so long as the establishment does not interfere with the operations of the airport. All development within the ASF designation must be found not to interfere with the operations of the airport as determined by the City of Victorville and the Airport Director.

RUNWAY PROTECTION ZONE

This land use designation has been identified for areas restricted for the protection of current airfield and flight operations, safety and navigation. The RPZ designation is established at the end of each runway that serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. This designation will be preserved as vacant land with navigation aids, service roads, and similar non-inhabitable structures necessary for proper airport and flight operations.

BUSINESS PARK

This land use designation is intended to provide a range of business-oriented land uses, including industrial uses, office uses, and limited commercial uses that support the primary industrial and office uses. The BP designation is intended as an area providing a variety of uses including industrial and light manufacturing, office, research and development, and limited commercial intended to serve the needs of on-site industrial, airport, support facilities, and prison developments, including the employee population.



INDUSTRIAL

The Industrial designation is intended for development of a broad range of industrial activities, including larger scale industrial. A range of permitted uses include distribution centers, processing facilities, heavy/light manufacturing, and warehousing, among others.

PUBLIC OPEN SPACE

The POS land use designation is intended for existing recreational areas and facilities to be maintained within the Specific Plan area, including ballfields, gymnasium and other facilities. This land use district is also identified for future recreational facilities. The POS designation currently includes the existing sports fields, recreation center structures and park areas.

PUBLIC INSTITUTIONAL

The PI land use designation is intended for existing Public Institutional uses to be maintained by the federal government within the Specific Plan area, including the Federal Correctional Complex (FCC), Victorville. FCC Victorville is a Federal correctional institution that is owned and operated by the U.S. Federal Bureau of Prisons. The facility includes two levels of security (Medium I and Medium II). As noted above, 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.

3.3.2 CIRCULATION AND INFRASTRUCTURE

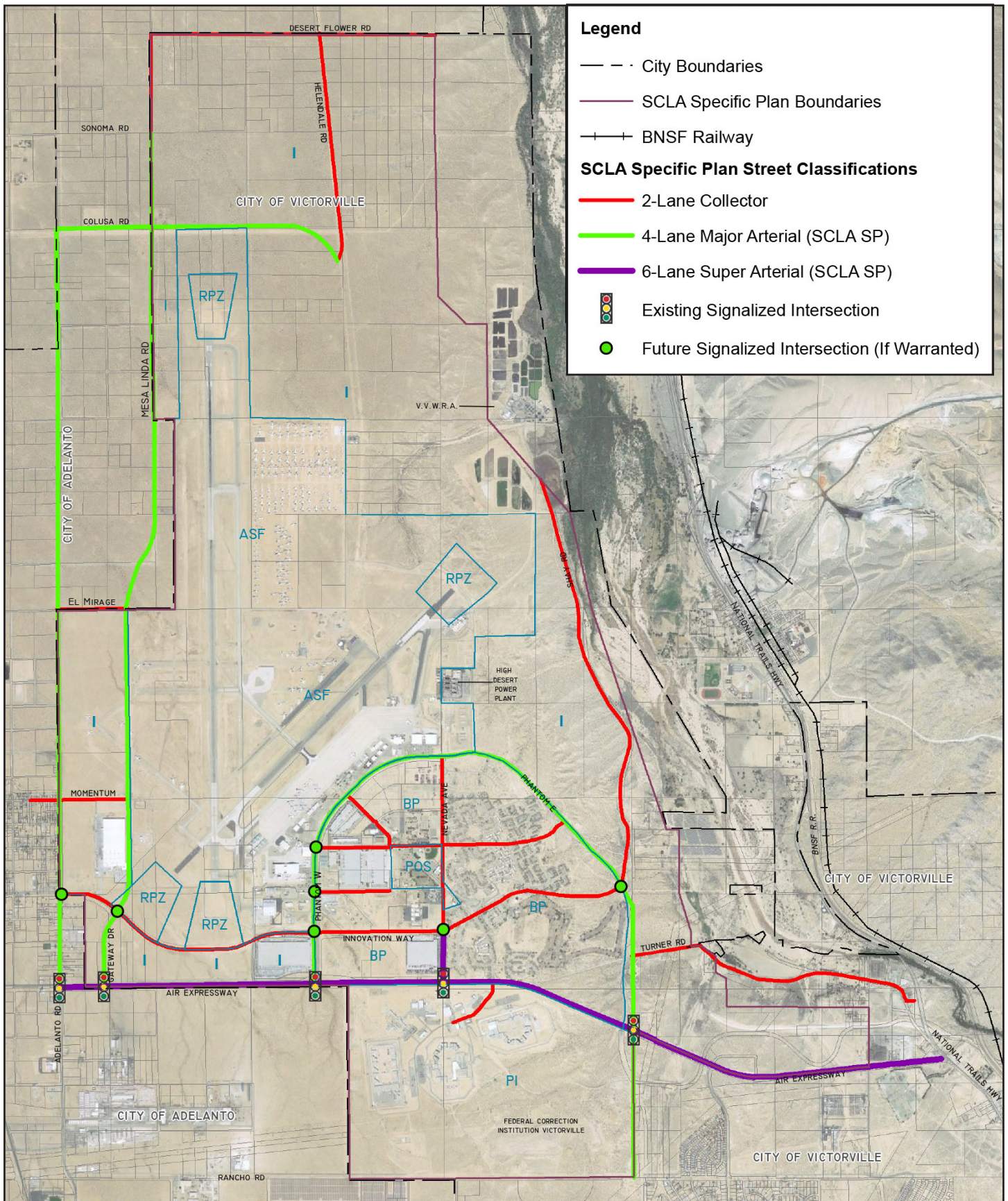
CIRCULATION

The Specific Plan build-out will result in a combination of business park, industrial, and airport uses. A number of circulation improvements will be required in order to support development as build-out of the Specific Plan occurs. The timing of these improvements is contingent upon current and future proposed development projects within the Specific Plan area, and their impact on the circulation system.

The proposed Specific Plan Amendment includes a Circulation Plan that provides for the primary transportation infrastructure that will be required to support development. The Circulation Plan includes scenarios both with and without the High Desert Corridor; refer to Exhibit 3-6a, *SCLA Circulation Plan without the High Desert Corridor*, and Exhibit 3-6b, *SCLA Circulation Plan with the High Desert Corridor*. The general alignment of most former George AFB roads will remain in place and would be improved and upgraded as necessary as development occurs.

Based on the Circulation Plan, Phantom East and Phantom West would continue to serve as the primary backbone for circulation within the Priority Development Area. To support buildout of the Specific Plan, the following primary roadway improvements are anticipated to be required:

- The gap completion of Innovation Way between Gateway Drive and Phantom West;
- The easterly extension of Innovation Way to Phantom East;



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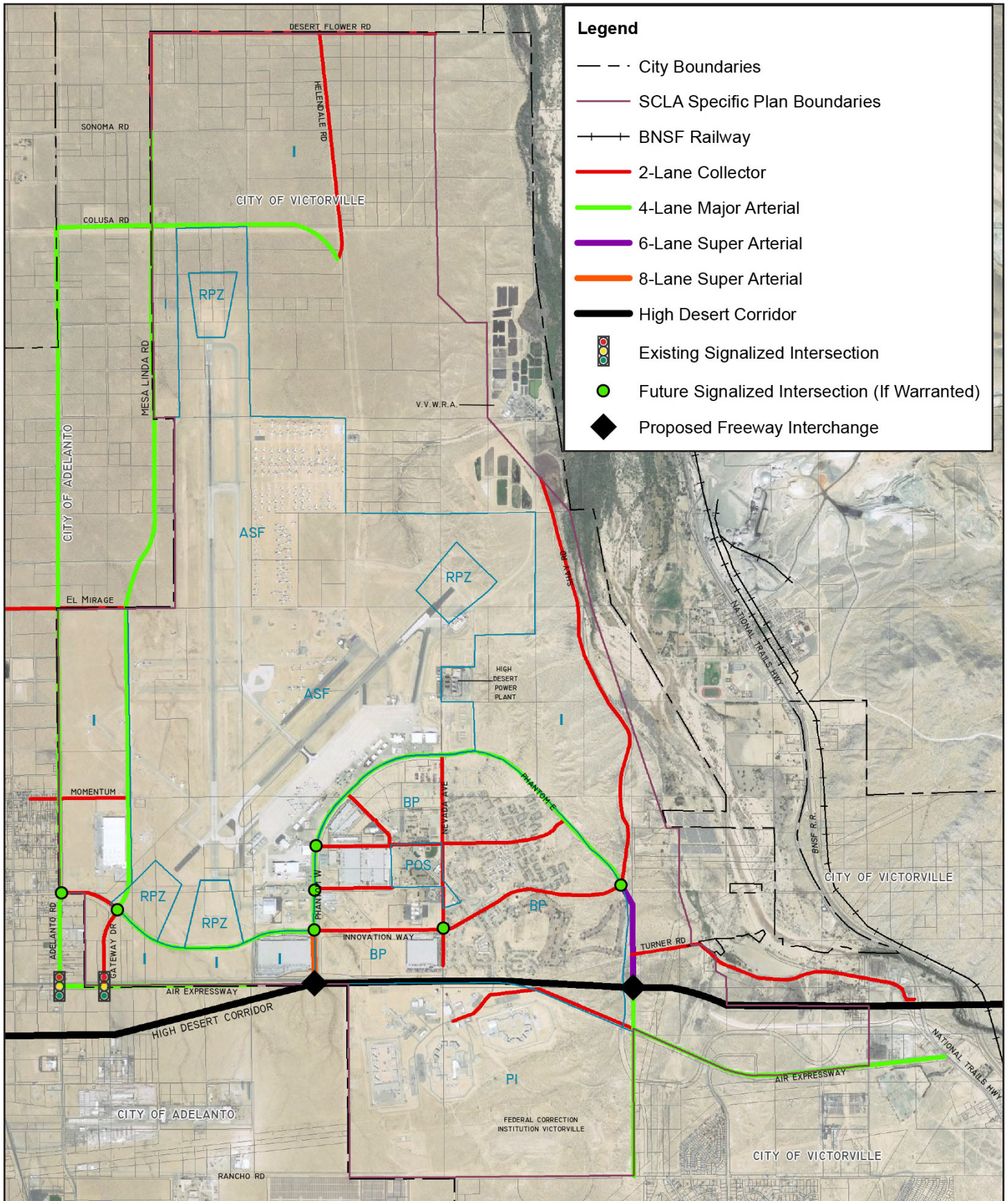


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SCLA Circulation Plan without the High Desert Corridor

Exhibit 3-6a



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SCLA Circulation Plan with the High Desert Corridor

Exhibit 3-6b



- The full easterly extension of Sabre Boulevard to Phantom East;
- The northerly extension of Gateway Drive from Air Expressway; and
- The easterly extension of Chamberlaine Way at Gateway Drive/new Momentum Road.

The existing and proposed Specific Plan roadways and roadway designations have been added to the City's General Plan Circulation Element to ensure future consistency between the Specific Plan and the General Plan. While no longer utilized as the threshold of significance for transportation impacts under CEQA (pursuant to Senate Bill 743), the Traffic Impact Analysis for the proposed project (refer to [Appendix 11.12, *VMT Assessment/Transportation Impact Analysis*](#)) includes numerous improvements required to maintain or improve levels of service (LOS) on local roadways; these improvements will be added to the City's Development Impact Fee (DIF) program to ensure development of said infrastructure improvements as buildout of the Specific Plan occurs.

OTHER INFRASTRUCTURE

Section 3.5 of the proposed Specific Plan Amendment addresses how utilities and infrastructure would be implemented, including stormwater, potable water, sewer, electricity, natural gas, solid waste, and communications. This section also addresses police, fire, and health services.

Large portions of the Specific Plan area's infrastructure were developed during its previous use as a military installation. Generally, infrastructure already exists within the majority of the Priority Development Area (i.e., Central Core and portions of the West Side development districts). An updated Master Plan of Drainage has been prepared in support of the Specific Plan Amendment (*SCLA Master Plan of Drainage Update*, April 2020, prepared by Michael Baker International) and has been provided as [Appendix 11.9, *Master Plan of Drainage Update*](#), of this EIR. New water and sewer service master plans would continue to be assessed, planned and constructed to address service to the existing and undeveloped areas of the Specific Plan as future development is proposed. Coordination with utility providers would occur as future development is proposed, to ensure adequate capacity is provided for new and existing development. Further, the Specific Plan Amendment requires all new proposed developments and proposals for modifications and/or expansions of existing development to be subject to review and approval of the Zoning Administrator or Planning Commission through the Site Plan Review process. Based on this review, the impacts from future development on the infrastructure system would be evaluated by the City and referred to the affected utility providers for review and comment on the adequacy of the existing systems and their ability to serve the project(s).

3.3.3 DEVELOPMENT STANDARDS

Section 4 of the proposed Specific Plan Amendment specifies the regulations by which Specific Plan development would occur. The purpose of the development standards is to establish the specific provisions that guide development of the Specific Plan area. The development standards are meant to ensure quality design and coordinated development of the Specific Plan area. These regulations address various aspects of development, including the following:

- Purpose/General Provisions;
- Permitted Uses;



- Conditionally Permitted Uses; and
- Site Development Criteria (i.e., walls and fences, open storage, parking, signage, utilities/communication devices, landscaping, and sustainability).

3.3.4 DESIGN GUIDELINES

Section 5 of the proposed Specific Plan Amendment includes design guidelines intended to provide direction for site design, landscape design, architecture, signage and lighting. The City of Victorville and any design review committee established for the Specific Plan area would use these criteria in review of submittals to ensure the Specific Plan area has a high-quality appearance that is maintained for all users. These design guidelines are designed to accomplish high quality development and compatibility with adjacent land uses and the overall character of the Specific Plan area. The guidelines provide for innovative site planning, streetscapes, architectural design and construction for a world-class office and industrial business community, attracting companies of the highest caliber.

3.3.5 ADMINISTRATIVE PROCEDURES

Section 6 of the proposed Specific Plan Amendment includes the program of implementation necessary to carry out the land use plan, utilities/infrastructure, and development regulations described above. This Section addresses the development review process, enforcement procedures, maintenance responsibilities, and modifications and Specific Plan amendment process.

3.4 PROJECT GOALS AND OBJECTIVES

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15124(b), the EIR project description must include a statement of objectives sought by the proposed project. The CEQA Guidelines note that “a clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.”

The proposed project’s objectives are to:

1. Create an economically viable employment center for the City of Victorville and surrounding Victor Valley area, including enhancing the tax base;
2. Enhance the SCLA Specific Plan to optimize the use of the area for economic development and job creation and to provide synergy with airport services, future development and business uses;
3. Provide adequate infrastructure and site amenities to create an efficient and attractive location for businesses, and to promote future airport and industrial development;
4. Modernize the SCLA Specific Plan to reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines; and



5. Enhance the format and framework of the Specific Plan to more efficiently guide development at SCLA.

3.5 PROJECT APPROVALS

The City, as Lead Agency under CEQA, has discretionary authority over the project. It is also anticipated discretionary approvals from a number of responsible and trustee agencies would be required.

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

- Certification of the Final EIR;
- Approval of the SCLA 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;
- Lahontan Regional Water Quality Control Board – 401 Water Quality Certification; and
- County of San Bernardino – Stormwater Infrastructure Permits.



4.0 BASIS OF CUMULATIVE ANALYSIS

Section 15355 of the CEQA Guidelines, as amended, provides the following definition of cumulative impacts:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Pursuant to Section 15130(a) of the CEQA Guidelines, cumulative impacts of a project shall be discussed when they are “cumulatively considerable,” as defined in Section 15065(a)(3) of the CEQA Guidelines. Section 5.0, *Environmental Analysis*, of this SPEIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*
 - a. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*
 - b. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*
5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative effects.*



The related projects and other possible development in the area determined as having the potential to interact with the proposed project, to the extent that a significant cumulative effect may occur, are outlined in Table 4-1, Cumulative Projects List. The cumulative projects list provided in Table 4-1 was derived based on data provided by the City of Victorville, City of Adelanto, and County of San Bernardino. The status of the identified projects is current as of the date shown below. Locations of each identified projects are shown on Exhibit 4-1, Cumulative Project Locations.

The geographic areas, and hence the cumulative projects, considered for the cumulative impact analyses vary according to environmental issue area and were determined based upon the project's scope and the anticipated area in which the project could contribute to an incremental increase in cumulatively considerable impacts (as discussed throughout Section 5.0). The implementation of each project represented in Table 4-1 was determined to be reasonably foreseeable by the respective jurisdiction.

**Table 4-1
Cumulative Projects List**

Number	Project Name/Location	Description	Status (as of 6/30/2019)
COUNTY OF LOS ANGELES/COUNTY OF SAN BERNARDINO			
1	High Desert Corridor Located from west end of State Route 14 (SR-14) in Los Angeles County to east end of SR-18 in San Bernardino County.	The new multimodal east-west link would connect SR-14 in Palmdale (Los Angeles County) and SR-18 in the Town of Apple Valley (San Bernardino County). The purpose of the proposed High Desert Corridor is to address existing and future east-west transportation demand, travel safety and reliability within High Desert region, regional goods movement network, connectivity to regional transportation facilities, and greenhouse gas reduction goals movement.	Project EIS/EIR approved in June 2016. Currently seeking funding and implementation strategies that would support continuation of the project through design and construction.
COUNTY OF SAN BERNARDINO			
2	Asphalt Manufacturing Facility APN 0468-141-04 20181 National Trails Highway, Oro Grande	A General Plan land use zoning district amendment from RL (rural living) to IR (regional industrial) on 29.93 acres of 2 parcels totaling 143.75 acres; b) conditional use permit to recognize an existing 4,583 square foot hot mix asphalt manufacturing	Building Permits Final
3	Office Development APN 0468-141-05 Located approximate 0.5-mile northeast of National Trails Highway and Oro Grande Canyon Road intersection	Revision to an approved action to modify location of three office buildings on 324.25 acres	Building Permits Final
4	Cement Manufacturing Facility APN 0468-141-05 Located approximate 0.5-mile northeast of National Trails Highway and Oro Grande Canyon Road intersection	Minor revision to approved action for the Riverside cement manufacturing facility that includes the construction of 419,390 square feet of additional structures and equipment	Building Permits Final



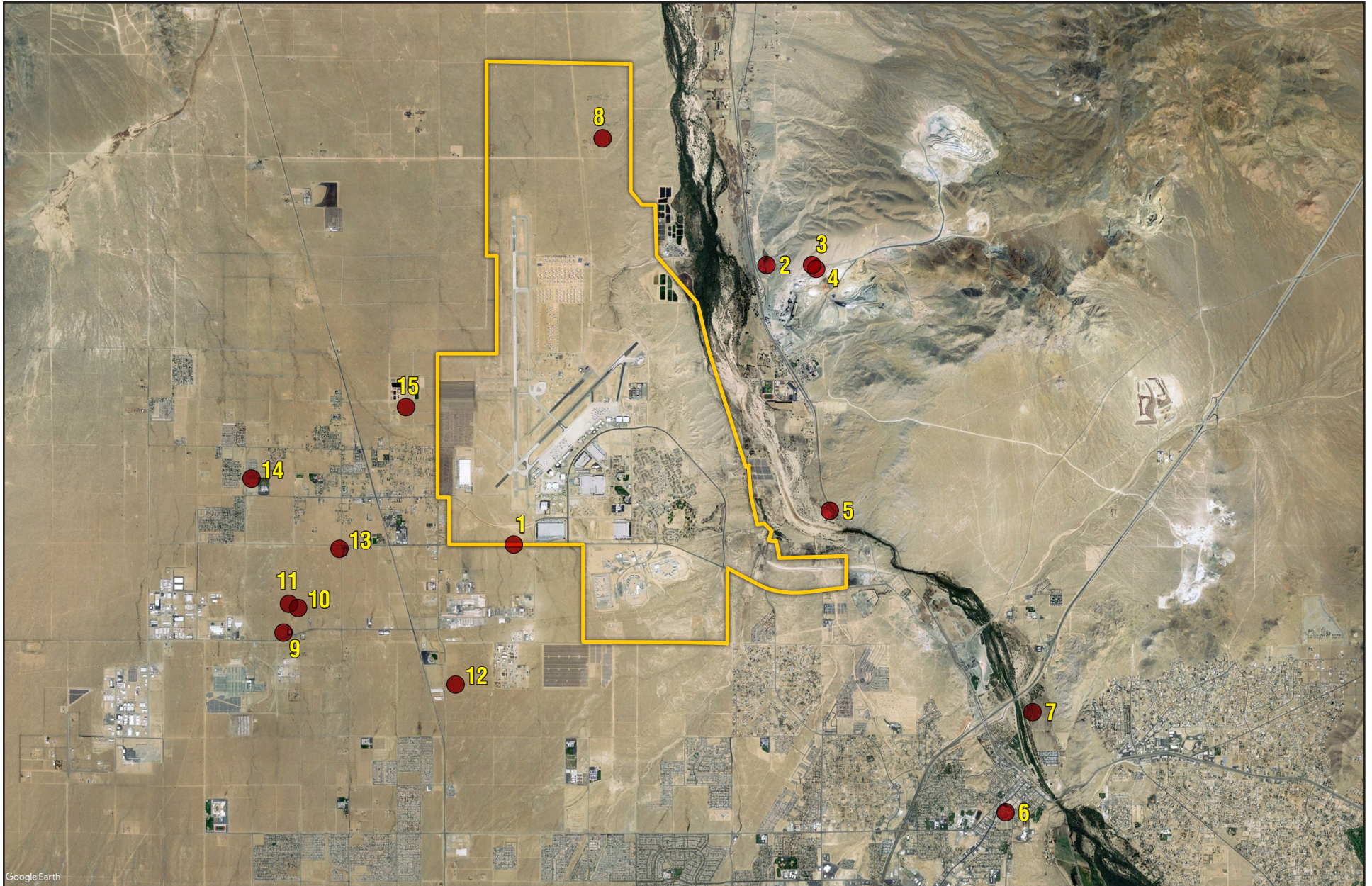
Table 4-1, continued

Number	Project Name/Location	Description	Status (as of 6/30/2019)
5	Office Development APN 0468-281-26 18020 National Trails Highway, Oro Grande	A) general plan land use district amendment from RL (rural living) to IC (community industrial); b) conditional use permit to construct a 4,955 square feet office in the footprint of an existing residence (to be demolished) and retain the existing 4000 square feet warehouse. Existing contractor's storage yard	Building Permits Final
CITY OF VICTORVILLE			
6	Victorville Old Town Specific Plan Bounded by the Mojave River and Stoddard Wells Road to the northeast, Eleventh Avenue to the east, Mojave Drive and Verde Street to the south and Interstate I-15 to the northwest.	A General Plan Amendment, zone change and a Specific Plan Amendment to update the Victorville Old Town Specific Plan located within the 428-acre bounded roughly by the Mojave River and Stoddard Wells Road to the northeast, Eleventh Avenue to the east, Mojave Drive and Verde Street to the south and Interstate I-15 to the northwest	Effective on 10/9/2018
7	Single-Family Residential APN 0473-163-06 Located west of Stoddard Wells Road and south of the I-15	A three year Tentative Tract Map time extension to previously environmentally assessed tract 14525 to allow for the creation of 319 single family residential lots from to existing parcels of land zoned PUD.	Incomplete Application as of 6/4/2019
8	Photovoltaic Solar Field	Site plan and conditional use permit for a 642-acre photovoltaic solar generating facility with a battery energy storage area, interconnection facilities, and a generation-tie corridor and staging area.	Construction/plan check process.
CITY OF ADELANTO			
9	Cannabis Facility APN 0459-107-11 10901, 10905, and 10907 Rancho Road	Medical Cannabis Cultivation/ Manufacturing/ Distribution Medical Marijuana	Approved; not constructed
10	Cannabis Facility APN 0459-102-05 Northwest of Verbana Road and Violet Road intersection	Medical Marijuana Cultivation	Approved on 3/28/2018; not constructed
11	Cannabis Facility APN 0459-102-05 Verbana Road and Rancho Road	Medical Marijuana Cultivation and Manufacturing	Approved on 4/11/2018; not constructed
12	Land Development Project APN 3128-261-18, -31 East of Adelanto Road, north of Cassia Street, and south of El Dorado Street	Conditional Use Permit/Land Development Plan 4.47 acres	Approved 8/21/2019; not constructed
13	Land Development Project APN 0459-110-03 Southside of Air Expressway and west of Bellflower St	Preliminary Review- 20 acres	Review completed as of 9/10/2018



Table 4-1, continued

Number	Project Name/Location	Description	Status (as of 6/30/2019)
14	Land Development Project APN 0459-811-04 Located approximately 800 feet north of Bartlett Avenue and Aster Road intersection	Minor Location Development Plan	Approved 1/24/2019; not constructed
15	Cannabis Facility APN 0459-053-53 Southwest of the Auburn Avenue and Pearmain Street Intersection	Proposal to construct five new buildings, 190,268 square feet to be used for cannabis greenhouses with 12,600 square feet office building on an 8.34-acre site in the Airport Development District (ADD) zone.	N/A
Sources: 1. City of Adelanto Planning Department, <i>Development Activity Report 2017 to Current 2019</i> , https://www.ci.adelanto.ca.us/365/Current-Activity , accessed December 9, 2019. 2. City of Victorville Development Department Planning Division, <i>Activity Report Summary, January 01, 2018 – December 31, 2018, Report of New Planning Applications</i> , https://www.victorvilleca.gov/government/city-departments/development/development-activity-reports , accessed December 9, 2019. 3. Jessie Bruckhart, San Bernardino County Land Use Services Department Planner, email correspondence, dated April 8, 2020.			



Google Earth
Source: Google Earth, 2020.

NOT TO SCALE

Michael Baker
INTERNATIONAL



11/2020 JN 159408

SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA)
SPECIFIC PLAN AMENDMENT (PLAN-19-00004)
SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT
Cumulative Project Locations

Exhibit 4-1



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5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and unavoidable significant impacts, if any. The EIR analyzes those environmental issue areas, where potential significant impacts have the potential to occur, as stated in Appendix 11.1, *Notice of Preparation and Comment Letters*.

The EIR examines environmental factors outlined in Appendix G of the CEQA Guidelines, *Environmental Checklist Form*, as follows:

- 5.1 Aesthetics/Light and Glare
- 5.2 Air Quality
- 5.3 Biological Resources
- 5.4 Cultural Resources/Tribal Cultural Resources
- 5.5 Energy
- 5.6 Geology/Soils
- 5.7 Greenhouse Gas Emissions
- 5.8 Hazards and Hazardous Materials
- 5.9 Hydrology and Water Quality
- 5.10 Land Use/Relevant Planning
- 5.11 Noise
- 5.12 Population and Housing
- 5.13 Public Services/Recreation/Utilities
- 5.14 Transportation

As indicated in the Notice of Preparation (refer to Appendix 11.1, *Notice of Preparation and Comment Letters*) no significant impacts related to agriculture and forestry resources, mineral resources, and wildfire are anticipated. As a result, these issue areas are addressed in Section 8.0, *Effects Found Not To Be Significant* in their entirety.

Each environmental issue is addressed in a separate section of the EIR and is organized into seven subsections, as follows:

- “Existing Setting” describes the physical conditions that exist at the present time of issuance of the Notice of Preparation (NOP) and that may influence or affect the issue under investigation.
- “Regulatory Setting” lists and discusses the laws, ordinances, regulations, and standards that apply to the project, as well as those agencies that may have jurisdiction over the project and would be implementing such laws, ordinances, regulations, and standards.
- “Impact Thresholds and Significance Criteria” provides the thresholds that are the basis of conclusions of significance, which include the criteria identified by Appendix G of the CEQA Guidelines (California Code of Regulations, Sections 15000 – 15387).



Primary sources used in identifying the criteria include the CEQA Guidelines; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. "... An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (CEQA Guidelines Section 15064[b]). Principally, "... a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

Impacts are generally classified as potentially significant impacts, less than significant impacts, or no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts."

"Mitigation Measures" are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- "Significant Unavoidable Impacts" describes impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]).



5.1 AESTHETICS/LIGHT AND GLARE

This section assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality, as well as identifying the type and degree of change the proposed project would likely have on the character of the landscape. The analysis in this section is primarily based on site reconnaissance, existing City of Victorville reference documents (e.g., the City of Victorville General Plan), and proposed development standards and design guidelines within the subject SCLA Specific Plan Amendment.

As noted within Section 3.0, *Project Description*, the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. This analysis focuses on impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further aesthetics/light/glare review as development occurs, consistent with CEQA Guidelines Section 15168.

5.1.1 EXISTING SETTING

REGIONAL SETTING

The City of Victorville is located primarily on alluvial slopes. The topography is characterized by gradual slopes inclining from the Mojave River towards the San Bernardino Mountains to the south, and from the Mojave River towards to the mountains in and surrounding the northern part of the City, including Quartzite Mountain. The Mojave River is a broad flood plain that has adjacent bluffs and terraces. The developed/urbanized area within the City contains generally flat or moderately sloping desert terrain. Areas surrounding the City are largely undeveloped, vacant land.

Based on the City of Victorville General Plan EIR, areas of high visual sensitivity within the City include the Mojave River, the Mojave Narrows Regional Park, and the rocky bluffs of the Narrows. The Mojave River traverses the City of Victorville from the southeastern to northwestern portion of the City and flows in a northerly direction. The river is a perennial desert river containing a variety of vegetation and irregular rocky bluffs in some areas. The river channel is heavily wooded through the northern portion of the planning area, while the flood plain areas contain grasses and smaller trees. The Mojave Narrows Regional Park, located in the southeastern portion of the City along Mojave River, is a County of San Bernardino-operated park used for recreation and camping. Two lakes (Horseshoe and Pelican Lakes) exist in the park, and numerous wooded and grass areas serve as nesting grounds and as a migratory route for bird species. North of the park, the terrain becomes steep and predominantly rocky. The Narrows, as it is called due to it reducing the Mojave River width to a narrow point, is a unique topographical point of interest that separates the City of Victorville from the Town of Apple Valley to the east. Two other areas of high visual sensitivity that provide aesthetic vistas to the City (but not located within the City) are the San Bernardino and San Gabriel



Mountain ranges located approximately ten miles to the south, in addition to Quartzite Mountain, which is situated directly north of the City.

PROJECT SITE

The proposed SCLA Specific Plan Amendment identifies a number of “development districts” within the Specific Plan area. A description of existing conditions by development district is provided below.

- **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. Recent development within the Central Core is limited to the western portion of the area (the “West Core”), where a number of warehousing/distribution/business park uses have recently been constructed. Also located in the West Core are several recreational/institutional uses, including the Westwinds Sports Center, Westwinds Activities Center, Schmidt Park, and the Excelsior North Victorville Charter School. The eastern portion of this area ("East Core") is primarily occupied by abandoned military housing associated with the former George Air Force Base (AFB). 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 642-acre solar project is currently in the construction/plan check process, and is anticipated to be functional within the next two years (PLAN18-00048). 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 (VWRA) that support operations at their existing treatment plant situated just outside of the SCLA Specific Plan boundary. The SCLA Industrial Wastewater Treatment Plant (IWTP), which treats high-strength wastewater from industrial manufacturing processes associated with uses at SCLA, is also located within this area.
- **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 (High Desert Power Plant) 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. Development within this area is limited to two warehousing/distribution facilities; one is located within the southwest quadrant of the intersection of Phantom West and Innovation Way (Mars/United); and the other is situated north of the intersection of Innovation Way and Gateway Drive (Dr. Pepper/Snapple). 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.

The land uses surrounding the project site 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 dwelling unit [du]/9 acers [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 Specific Plan (SP1-91). 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.

SCENIC VIEWS AND VISTAS

The existing project site affords residents situated to the west and north of the site with partial or full views of the Mojave River and surrounding mountains. The most visually prominent aesthetic feature located near the project site is Quartzite Mountain to the east, the Mojave Narrows to the southeast, and the San Bernardino and San Gabriel Mountain ranges to the south.



STATE SCENIC HIGHWAYS

In addition to the designated public scenic vistas noted above, just east of the project site, Historic Route 66 (National Trails Highway) is designated as a County of San Bernardino Scenic Highway. Within the project vicinity, motorists, pedestrians, and bicyclists traveling southbound on Historic Route 66 are currently afforded views of the San Bernardino and San Gabriel Mountain ranges to the south/southwest. Northbound travelers are afforded views of the Quartzite Mountain to the north/northeast. The project site is also within the viewshed of southbound and northbound viewers along Historic Route 66. Existing views are nominally inhibited by current topography, existing development, and mature trees and vegetation. It should be noted that no officially designated State Scenic Highways are present in or near the SCLA Specific Plan Amendment area.¹ The nearest officially designated scenic highway is State Route 38, which is located approximately 40 miles southeast of the project site and does not include views of the SCLA Specific Plan Amendment area, including the project site.

VISUAL CHARACTER/QUALITY

The most prominent factors influencing the character of the project site and its surroundings include the commercial and industrial uses, abandoned military facilities including housing and remnants of a military golf course associated with the former George AFB, SCLA airport facilities, commercial aircraft storage, and undeveloped desert landscape. Visual character and quality within Specific Plan boundaries can vary widely, given the substantial variations in development and topography within the site. Development within the Specific Plan area is concentrated within the southerly portion of the project site, within the Airport, Central Core, and West Side development districts. The North Industrial Area and East Side development districts are primarily rural and undeveloped. Within the East Side, topography varies substantially, as the site begins to slope towards the east towards the Mojave River.

On-site structures range in age and architectural characteristics. Many buildings were originally constructed from the 1940s and on as part of the former George AFB. More recent commercial, business park, airport, and industrial/warehousing development occurring within the last 10 to 15 years features more contemporary architectural and landscaping enhancements. Due to safety standards associated with airport operations, existing building heights are generally limited on-site. One of the most visually prominent and recognizable features associated with the project site are the two water towers and wind turbine located south of Air Expressway (on FCC Victorville property), which are highly visible from Air Expressway due to their height and the water towers' red/white "checkered" paint scheme.

The generally flat topography allows for distant views of the Quartzite Mountain to the east and the San Bernardino and San Gabriel Mountain ranges to the south.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: 1) light emanating from building interiors passing through windows and 2) light from exterior sources (i.e., street lighting, building illumination, security lighting,

¹ State of California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed on June 20, 2019.



parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Currently, light and glare sources are present at the project site. Existing sources of glare include new industrial and warehousing structures occur on-site, as well as airport-related facilities, vacant existing former base housing, the High Desert Power Plant, and scattered and isolated single-family residences. Additionally, nighttime lighting associated with airport, roadway, parking lot, and security lighting occurs on-site. Traffic signal lighting occurs at the intersections of Air Expressway/George Boulevard, Air Expressway/Nevada Avenue, Air Expressway/Phantom West, and Air Expressway/Gateway Drive.

Glare can also be produced during evening and nighttime hours by reflection of artificial light sources, such as automobile headlights. Glare is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses generally include surrounding travelers utilizing the adjacent roadways.

5.1.2 REGULATORY SETTING

CITY OF VICTORVILLE GENERAL PLAN

City policies and implementation measures pertaining to aesthetics and light and glare are contained in the Land Use of the General Plan. These policies and implementation measures include the following:

Land Use Element:

Policy 4.1.1 Promote high quality development.

Implementation Measure 4.1.1.1: Utilize Specific Plans and/or redevelopment project areas in areas deemed appropriate for design themes.

Implementation Measure 4.1.1.2: Continually monitor and upgrade the design guidelines for all types of development.



Implementation Measure 4.1.1.3: Consider a policy to promote or require public art in major developments.

Policy 4.1.2: Promote high quality public spaces.

Implementation Measure 4.1.2.1: Develop and install streetscape design themes for major corridors into and through key City commercial districts.

Implementation Measure 4.1.2.1: Enhance entries to the City with integrated signage and design.

CITY OF VICTORVILLE CODE OF ORDINANCES

The City of Victorville Municipal Code contains design guidelines that indirectly regulate the aesthetic quality of new development with respect to structures, signs, walls, landscaping, street widths, street lighting. Zoning codes address signs, walls, fences, hedges, structure heights, structure projections, and architectural design controls.

Municipal Code Title 16, Development Code, was adopted to implement the Victorville General Plan and regulate development in order to protect and promote the public health, safety, prosperity and general welfare. More specifically, the Development Code is intended to guide physical development in order to enhance the character and quality of existing neighborhoods and to foster a harmonious and beneficial relationship between all land uses, among other objectives.

Municipal Code Title 13, Chapter 13.33, Preservation and Removal of Joshua Trees, enforces the protection and preservation of Joshua trees in order to preserve the unique natural desert environment throughout the City and for the health, safety, and welfare of the community.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to aesthetics and visual resources. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Impact Statements AES-1 and AES-2);
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (refer to Impact Statements AES-3 and AES-4); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-5).



Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

SCENIC VIEWS AND VISTAS

AES-1 PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE AFFECT ON A SCENIC VIEW OR VISTA.

Impact Analysis: As previously noted, the existing project site affords partial or full views of the Mojave River and surrounding mountains. The most visually prominent aesthetic feature located near the project site is Quartzite Mountain to the east, the Mojave Narrows to the southeast, and the San Bernardino and San Gabriel Mountain ranges to the south. Distant views of these scenic resources can be experienced from many portions of the project site and by motorists, pedestrians, and bicyclists traveling along local roadways on-site and within the project vicinity.

Situated in the central/western portion of the SCLA Specific Plan, the Priority Development Area is generally developed with airport, commercial, industrial, and warehousing/distribution uses and includes abandoned military housing associated with the former George AFB as well as remnants of a former military golf course. As shown in Table 5.1-1, Development Standards, the proposed development standards for the project would allow for a maximum building height of less than 3,035 feet above the mean sea level (msl), consistent with airport safety requirements. While this height standard would vary based on the elevation of various portions of the site, new development associated with buildout of the SCLA Specific Plan would be similar in height as compared to the existing development on-site. New development associated with buildout of the Specific Plan would not have the capacity to substantially change available views of surrounding scenic views or vistas. As such, it is not anticipated that views would be substantially obstructed with the implementation of the project and less than significant impacts would occur in this regard.

**Table 5.1-1
Development Standards**

Development Standards	Airport and Support Facilities (ASF)	Business Park (BP)	Industrial (I)	Public and Open Space (POS)
Maximum Lot Coverage	80%	60%	60%	40%
Minimum Net Lot Area	N/A	20,000 sf	20,000 sf	
Minimum Lot Dimensions	N/A	150 feet in width	150 feet in width	
Maximum Building Height ¹	Highest point less than 3,035 feet msl	Highest point less than 3,035 feet msl	Highest point less than 3,035 feet msl	Highest point less than 3,035 feet msl
Minimum Building Setbacks: ^{2, 3}	80 feet			
Front Yard				20 feet
From Local or Collector Street	10 feet	20 feet	20 feet	N/A
From Arterial Street	N/A	30 feet	30 feet	N/A



Table 5.1-1, continued

Development Standards	Airport and Support Facilities (ASF)	Business Park (BP)	Industrial (I)	Public and Open Space (POS)
Side Yard (adjacent to all other zones):	N/A	N/A	N/A	10 feet
Rear Yard (adjacent to all other zones):	N/A	N/A	N/A	10 feet
Interior Setbacks				
Rear of Building	10 feet	10 feet	10 feet	N/A
Side of Building	10 feet	10 feet	10 feet	N/A
Minimum Parking Setbacks ^{2, 3}	10 feet			
From Local or Collector Street	N/A	10 feet	10 feet	N/A
From Arterial Street	20 feet	20 feet	20 feet	N/A
Interior Setbacks				
Rear of Building	N/A	10 feet	10 feet	N/A
Side of Building	N/A	10 feet	10 feet	N/A
Employee/Visitor Parking Areas Adjacent to Interior Property Lines	5.5 feet	5.5 feet	5.5 feet	N/A
Notes: sf = square feet; msl = mean sea level 1. Subject to 14 CFR Part 77 clearance requirements. If height is less than 3,035 feet msl, a 7460-1, Notice of Proposed Construction or Alteration, may still be required. 2. No building, structure, or improvement of any kind, and no part thereof, shall be constructed, installed or maintained, within the minimum setback areas. Subject to approval by the City, the following structures and improvements may be excluded from the setback provision: landscaping, steps and walks, monument signs, lighting facilities, entrance drives and curbs, and utility cabinets. 3. On Phantom East and Phantom West, between Air Expressway and Innovation Way, the minimum setbacks shall be increased by 10 feet. There are no specific RPZ development standards proposed for this project.				

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STATE SCENIC HIGHWAYS

AES-2 PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE AFFECT ON VISUAL RESOURCES WITHIN A STATE SCENIC HIGHWAY.

Impact Analysis: As noted above, no officially designated State Scenic Highways are present in or near the SCLA Specific Plan Amendment area; however, east of the project site, Historic Route 66 (National Trails Highway) is designated as a County of San Bernardino Scenic Highway. Within the project vicinity, motorists, pedestrians, and bicyclists traveling southbound on Historic Route 66 are currently afforded views of the San Bernardino and San Gabriel Mountain ranges to the south/southwest. Northbound travelers are afforded views of the Quartzite Mountain to the north/northeast. The project site is also within the viewshed of southbound and northbound viewers along Historic Route 66. Existing views are nominally inhibited by current topography, existing development, and mature trees and vegetation.

Foreseeable development associated with buildout of the SCLA Specific Plan would occur within the Central Core, Airport, and West Side development districts. This area of the Specific Plan is currently developed with airport, commercial, industrial, and warehousing/distribution uses and includes



abandoned military housing associated with the former George AFB as well as remnants of a former military golf course. New development would be similar in scale and height as the existing development. Further, the Priority Development Area is located approximately one mile west of Historic Route 66. Accordingly, due to site distance from these travelers to the project site and existing condition of the site (developed), views of the project site would be similar to existing conditions and less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SHORT-TERM VISUAL CHARACTER/QUALITY

AES-3 PROJECT CONSTRUCTION ACTIVITIES WOULD TEMPORARILY DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: Short-term construction-related activities associated with the proposed project would temporarily alter the existing visual character of the project site and surrounding area. The visual impact associated with construction activities would involve graded surfaces, construction materials, equipment, and truck traffic. Soil would be stockpiled and equipment for grading activities would be staged at various locations. In addition, temporary structures could be located on-site during various stages of construction. Materials storage areas and/or construction debris piles may be visible at staging areas. These construction activities and equipment could temporarily degrade the existing visual character and quality of the project area during the construction phase.

Construction staging and parking areas would occur within the boundaries of the Specific Plan area. Views of the construction activities and staging areas on the project site could be visible from surrounding residential uses, as well as pedestrians, motorists, and bicyclists traveling along roadways on-site and adjoining the project site. However, with implementation of Mitigation Measure AES-1, equipment staging areas would include appropriate screening (i.e., temporary fencing with opaque material) and would reduce views toward construction staging areas, to the extent feasible. Moreover, development areas would vary such that areas of temporary construction-related visual impacts would change depending upon the location of development within the Specific Plan area. Notwithstanding, compliance with Mitigation Measure AES-1 would reduce potential construction-related visual impacts to less than significant levels.

Mitigation Measures:

AES-1 Construction equipment staging areas shall be screened (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be approved by the City of Victorville Development Department and indicated on Final Grading and Building Plans.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



LONG-TERM VISUAL CHARACTER/QUALITY

AES-4 PROJECT IMPLEMENTATION COULD DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The visual analysis of a project must consider its visual quality and compatibility in consideration of the area's visual sensitivity. The following analysis examines the proposed project for compatibility with the character of the surrounding land uses, in consideration of the following visual elements:

- Architectural features (e.g., repetition of design elements: materials, texture, colors, form, type of construction, details, and building systems);
- Scale and Height (e.g., size/height relationships between adjacent buildings, and between buildings and adjacent open spaces); and
- Property setbacks (e.g., setbacks providing distance and/or a visual buffer between the project site and receptors).

As discussed above in Section 5.1.1, *Environmental Setting*, the Priority Development Area is generally developed with airport, commercial, industrial, and warehousing/distribution uses and includes abandoned military housing associated with the former George AFB as well as remnants of a former military golf course. The visual character of the surrounding area is characterized by expanses of flat undeveloped land to the north; industrial, commercial, residential, and vacant land to the east and south; and vacant and residential land to the west. The Mojave River and Quartzite Mountain to the east, the Mojave Narrows to the southeast, and the San Bernardino and San Gabriel Mountain ranges to the south of the project site provide aesthetic value to the area.

As noted in Section 3.0, *Project Description*, the project proposes to amend the SCLA Specific Plan to: 1) decrease the development 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. The analysis below considers the proposed amendments to the Specific Plan, and potential impacts related to long-term visual character and quality.

Airport and Support Facilities (ASF)

The SCLA Specific Plan Amendment would include approximately 2,525 acres of ASF designated land within the Airport Development District. The ASF designation is intended to allow for the primary use of this area as a commercial airport and related uses. Most of the ASF designated property is owned by the SCLA Authority (SCLAA), but some portions are owned by the U.S. Air Force and are under lease to SCLAA. The SCLAA operates and manages all property within the ASF. The ASF designation includes the existing airfield facilities, including runways, taxiways, airfield structures, navigational aids and related facilities. This designation was assigned to land designated as existing airfield property.



The Specific Plan provides ASF development standards and design guidelines, which must be specialized to accommodate and avoid interference with airport and flight operations; refer to [Table 5.1-1](#). ASF would allow for a maximum building height of less than 3,035 feet above msl and setbacks that range from 80 feet (building setbacks) to 10 feet (interior and parking setbacks), similar to existing on-site and surrounding development. Future ASF buildings would be developed with an aviation themed design for both aesthetics and building functionality. With the implementation of development standards, design guidelines (parking, pedestrian circulation, walls, fences, screening, refuse collection and storage, and utilities), landscaped design guidelines (major entries, streetscapes, material, and maintenance), and architectural design guidelines, the project would provide visual interest and enhance the overall development and visual character.

The City of Victorville and SCLA management team would review all plans for improvements and new development within the ASF designation. SCLA management would review all plans based on aeronautical compatibility with existing and future airport operations, while also providing acceptability with overall airport plans. Although the visual character of the site and surrounding area would be altered through buildout of the Specific Plan, implementation of the proposed Development Regulations and Design Guidelines, and required plan review by the City and SCLA management team would reduce potential visual character and quality impacts associated with future development of the site to a less than significant level.

Business Park (BP)

The SCLA Specific Plan Amendment would include approximately 1,125 acres of BP designated land within the Central Core Development District. The BP designation is intended as an area providing a variety of uses including industrial and light manufacturing, office, research and development, and limited commercial intended to serve the needs of on-site industrial, airport, support facilities, and prison developments, including the employee population. The BP designation includes the existing industrial and warehousing structures, vacant cleared land, former base housing, buildings, and remnants of base golf course.

The Specific Plan provides BP development standards and design guidelines, which guide the development of the designated land use area within the SCLA Specific Plan; refer to [Table 5.1-1](#). Maximum building height (less than 3,035 feet above msl) and setbacks would be similar to existing on-site and surrounding development. With the implementation of development standards, design guidelines (parking, pedestrian circulation, walls, fences, screening, refuse collection and storage, and utilities), landscaped design guidelines (major entries, streetscapes, material, and maintenance), and architectural design guidelines, the project would provide visual interest and enhance the overall development and visual character. Although the visual character of the site and surrounding area would be altered, implementation of the proposed Development Regulations and Design Guidelines would reduce potential visual character and quality impacts associated with future development of the site to a less than significant level.

It should be noted that a large area of vacant former military housing is located within the BP land use designation, within the Central Core. The vacant housing occurs east of Nevada Avenue and west of Phantom East. Due to the age of the former housing and lack of maintenance since closure of the AFB, this area has become dilapidated. Redevelopment of this portion of the project site through buildout of the Specific Plan would represent a beneficial impact in regards to aesthetic character and quality.



Industrial (I)

The SCLA Specific Plan Amendment would include approximately 3,767 acres of I designated land within the West Side, East Side, and North Industrial Area Development Districts. The I designation is intended for development of a broad range of industrial activities, including larger scale industrial facilities. The I designation includes the existing industrial and warehousing structures, and vacant land.

The Specific Plan provides I development standards and design guidelines, which guide the development of the designated land use area within the SCLA Specific Plan; refer to [Table 5.1-1](#). Maximum building height (less than 3,035 feet above msl) and setbacks would be similar to existing on-site and surrounding development. With the implementation of development standards, design guidelines (parking, pedestrian circulation, walls, fences, screening, refuse collection and storage, and utilities), landscaped design guidelines (major entries, streetscapes, material, and maintenance), and architectural design guidelines, the project would provide visual interest and enhance the overall development and visual character. Although the visual character of the site and surrounding area would be altered, implementation of the proposed Development Regulations and Design Guidelines would reduce potential visual character and quality impacts associated with future development of the site to a less than significant level.

Public/Open Space (POS)

The SCLA Specific Plan Amendment would include approximately 44 acres of POS designated land within the Central Core Development District. The POS designation is intended for existing and future recreational areas and facilities to be developed and maintained within the Specific Plan area, including ballfields, gymnasium, and other recreational facilities. The POS designation currently includes the existing sports fields, recreation center structures, and park areas (i.e., Schmidt Park, Westwinds Sports Center, and Westwinds Activities Center), and is owned and managed by the City of Victorville.

The Specific Plan provides POS development standards and design guidelines, which guide the development of the designated land use area within the SCLA Specific Plan; refer to [Table 5.1-1](#). Maximum building height (less than 3,035 feet msl) and setbacks would be similar to existing on-site recreational facilities. With the implementation of development standards, design guidelines (parking, pedestrian circulation, walls, fences, screening, refuse collection and storage, and utilities), landscaped design guidelines (major entries, streetscapes, material, and maintenance), and architectural design guidelines, the project would provide visual interest and enhance the overall development and visual character. Additionally, the City would review all plans for improvements and new development within the POS designation for acceptability with Specific Plan goals and objectives. With implementation of the Development Standards and Design Guidelines, as well as the required City plan review, a less than significant impact would occur in this regard.

Runway Protection Zone (RPZ)

The SCLA Specific Plan Amendment would include approximately 210 acres of RPZ designated land within the Airport Development District. The RPZ designation is established at the end of each runway that serves to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. This designation would be preserved as vacant land



with navigation aids, service roads, and similar non-inhabitable structures necessary for proper airport and flight operations.

The Specific Plan does not provide specific RPZ development standards. The RPZ designated areas are entirely within the airport operations property, which is owned and managed by the SCLA. Given the nature and purpose of the RPZ land use designation, it is not anticipated that any development capable of substantially altering visual or aesthetic characteristics would occur. However, for any ancillary improvements required to support airport/flight operations, the City and the SCLA management team would be responsible for reviewing plans and improvements within the RPZ designation for acceptability with all overall airport plans and the goals and objectives of airport operations as well as for safety measures. As such, a less than significant impact would occur in this regard.

Public Institutional (PI)

The SCLA Specific Plan Amendment would include approximately 940 acres of PI designated land within the FCC Victorville prison complex. The FCC Victorville is a federal prison complex located on the southern portion of the Specific Plan area on what was former airbase land. The prison complex is operated by the Federal Bureau of Prisons, a division of the United States Department of Justice.

The Specific Plan does not provide specific PI development standards since the entire area is owned and managed by the Federal Government and is exempt from local zoning and land use control. A less than significant impact would occur in this regard.

Development Standards

Proposed Specific Plan Section 4, *Development Regulations*, establishes a set of regulations, standards, guidelines, processes for development, and a list of permitted uses within the Specific Plan area. The Development Standards are specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses, and protect the health, safety and welfare of the community. The Development Standards include site development criteria (e.g., walls and fences, open storage, parking, signage, utilities, landscape, etc.) for all development within the Specific Plan area, as well as development standards for specific uses (e.g., airport and support facilities, business park, industrial, etc.). Development within the Specific Plan area would be required to comply with the Development Standards, which would ensure orderly development and help minimize the visual impacts associated with the future development and increased intensities to the surrounding area to the furthest extent possible.

Design Guidelines

Proposed Specific Plan Section 5, *Design Guidelines*, provides design concepts and establishes design policies and guidelines for development within the Specific Plan area. The project is envisioned as a modern and progressive airport, business park, and industrial business community, reflecting the technology of today. All buildings would appear as an integrated part of an overall site design concept. Building massing would reinforce the design concept. Features such as plazas, special planters and plantings, textured hardscape and other site design features that link outdoors to indoors would be integrated into development. Building material would include precast or tilt-up concrete, aluminum, stone, architectural concrete, high quality enamel, and composite panels. Incorporation of these



updated design guidelines would accomplish the project objective to modernize the Specific Plan and enhance its ability to efficiently guide future development.

Conclusion

Overall, the proposed project would be required to comply with the Development Standards and comply with the Design Guidelines contained in the Specific Plan, which would ensure consistent and orderly development of the project site. Generally, future development of the site could alter the visual character and quality of the project site. However, the project site has been identified for development by the General Plan, and would be consistent with General Plan policies. Additionally, the project would provide an overall aesthetic benefit to the community by demolishing dilapidated former AFB facilities and vacant military housing and construct a business center that reflects current market trends and economic conditions within the project area. The proposed Specific Plan establishes the regulatory framework, including Development Standards and Design Guidelines for an airport, business park, and industrial business community that would provide compatibility with the existing on-site and surrounding uses. As demonstrated above, implementation of the SCLA Specific Plan would not substantially degrade the visual character and quality of the project site and surrounding area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

AES-5 DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.

Impact Analysis:

Short-Term Impacts

Construction activities are anticipated to occur primarily during the daytime hours. In compliance with Adelanto Municipal Code Section 17.90.020(1), construction occurring adjacent to the City of Adelanto would be limited to the hours between 7:00 a.m. to dusk on weekdays and is prohibited on weekends or State holidays. The Victorville Municipal Code does not specify acceptable construction hours of operation. Light and glare during daytime construction activities would not impact surrounding uses. In the event that construction would require nighttime lighting (for security purposes) in the evening hours, the project applicant would be required to comply with Mitigation Measure AES-2. Mitigation Measure AES-2 requires all construction-related nighttime security lighting, if necessary, to be oriented downward and away from adjacent residential areas and would consist of the minimal wattage necessary to provide safety at the construction site. Impacts in this regard would be less than significant with implementation of Mitigation Measure AES-2.

Long-Term Impacts

Currently, light and glare sources are present at the project site. Industrial and warehousing structures occur on-site, as well as airport-related facilities, vacant existing former base housing, the High Desert Power Plant, and scattered and isolated single-family residences. Additionally, nighttime lighting



associated with airport, roadways, parking lots, and security lighting occurs on-site. Traffic signal lighting occurs at the intersections of Air Expressway/George Boulevard, Air Expressway/Nevada Avenue, Air Expressway/Phantom West, and Air Expressway/Gateway Drive.

The project would allow for future development of airport, business park, and industrial uses within the project site. New lighting sources associated with future development including street lighting, security lighting, parking lot lighting, lighting associated with the interior of structures, and recreational lighting would generally appear similar in character to the existing developed uses on-site.

Proposed Specific Plan Section 4.5, *Lighting Design Guidelines* (Lighting Guidelines), provides lighting regulations for new development in the Specific Plan area. Future development within the Specific Plan area would be required to minimize uncontrolled nighttime light and glare, light trespass, and night sky pollution with low brightness lighting fixtures utilizing warm, color corrected light sources and appropriate beam cut-off. In addition, lighting fixtures would be required to illuminate downward to minimize light pollution impacts. All proposed lighting within the Specific Plan area would also be required to adhere to City of Victorville Municipal Code Section 16-3.11.060(e), which regulates lighting such that sites are properly illuminated without producing an adverse impact on neighboring property.

The proposed project may introduce limited sources of glare in the Specific Plan area, including reflective building materials such as glass windows. However, the proposed Specific Plan Design Guidelines do not encourage the use of reflective materials that would generate substantial amounts of glare. Moreover, the use of walls, fences, and landscaping would help block potential glare affecting nearby residents, motorists, bicyclists, and pedestrians. Following compliance with the Specific Plan Lighting Guidelines and Municipal Code Section 16-3.11.060(e), the proposed project would result in a less than significant impact with respect to light and glare.

Mitigation Measures:

AES-2 All construction-related lighting fixtures (including portable fixtures) shall be oriented downward and away from adjacent sensitive receptors and airport runways. Lighting shall consist of the minimal wattage necessary to provide safety at the construction site. A construction lighting plan shall be submitted to the City of Victorville Development Department for review concurrent with Grading Permit application.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.1.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.



SCENIC VIEWS AND VISTAS

● AES-1: PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE CUMULATIVE AFFECT ON A SCENIC VIEW OR VISTA.

Impact Analysis: New development associated with buildout of the Priority Development Area of the SCLA Specific Plan would be similar in height as compared to the existing development on-site. As such, it is not anticipated that views would be substantially obstructed with the implementation of the project. Although future development could increase view blockage of scenic resources, which include distant views of the Mojave River and Quartzite Mountain to the east, the Mojave Narrows to the southeast, and the San Bernardino and San Gabriel Mountain ranges to the south, each project would be reviewed and evaluated to ensure that there is not substantial view blockage to these scenic resources. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STATE SCENIC HIGHWAYS

● AES-2: PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE CUMULATIVE AFFECT ON VISUAL RESOURCES WITHIN A STATE SCENIC HIGHWAY.

Impact Analysis: As discussed in Impact Statement AES-2, no officially designated State Scenic Highways are present within the SCLA Specific Plan Amendment area; however, east of the project site, Historic Route 66 (National Trails Highway) is designated as a County of San Bernardino Scenic Highway. Future development associated with the project would be similar in size and height as the existing development. Further, the Priority Development Area is located approximately one mile west of Historic Route 66. Accordingly, due to site distance from these travelers to the project site and existing condition of the site (developed), views of the project site would be similar to existing conditions.

Future development within the project site and the surrounding area would be reviewed and evaluated to ensure visual resources within a state scenic highway are not substantially impacted. Thus, the proposed project would not result in a cumulatively considerable impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SHORT-TERM VISUAL CHARACTER/QUALITY

- **AES-3: DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS COULD RESULT IN A SIGNIFICANT CUMULATIVE SHORT-TERM AESTHETIC IMPACT.**

Impact Analysis: Project construction activities are considered to be short-term and would cease upon project completion. High Desert Corridor (Cumulative Project #1 as identified on Exhibit 4-1, Cumulative Project List) is located to the south, adjacent to the project site. Construction activities associated with the proposed project and these cumulative projects could be viewed at the same time. However, with implementation of Mitigation Measure AES-1, future development within the project site would be required to utilize temporary fencing to buffer views of construction equipment and material to reduce the negative visual impacts associated with grading and construction. Thus, with implementation of recommended mitigation, the proposed project would not significantly contribute to the cumulative degradation of character/quality during construction.

Mitigation Measures: Refer to Mitigation Measure AES-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

LONG-TERM VISUAL CHARACTER/QUALITY

- **AES-4: DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS COULD RESULT IN SIGNIFICANT LONG-TERM CUMULATIVE CHARACTER/QUALITY IMPACTS.**

Impact Analysis: Cumulative projects could result in a change in the character/quality of the landscape experienced within the SCLA Specific Plan area. The closest cumulative development projects to the project site is the proposed High Desert Corridor. As a result, intensification of development in the surrounding area could also occur.

Future development within the project site and in the surrounding area would result in intensification of development. However, the Priority Development Area within the SCLA Specific Plan is developed and this area of the City has been anticipated for development. Individual development projects would be reviewed for consistency with the City's Municipal Code and would undergo design review to ensure the character and quality of development is consistent with the surrounding area. The proposed SCLA Specific Plan Amendment would implement Development Standards and Design Guidelines to ensure a compatible office and industrial business community development that considers the visual character and quality of the site and surrounding area. As the proposed project would not substantially degrade the visual character and quality of the site and surrounding area, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



LIGHT AND GLARE

- **AES-5: DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA, WHICH COULD RESULT IN CUMULATIVELY CONSIDERABLE LIGHT AND GLARE IMPACTS.**

Impact Analysis:

Short-Term Impacts

Cumulative construction projects could occur at the same time as the proposed project, which may result in short-term construction lighting impacts in the area. However, proposed project construction activities are anticipated to occur primarily during the daytime hours. In compliance with Adelanto Municipal Code Section 17.90.020(1), construction occurring adjacent to the City of Adelanto would be limited to the hours between 7:00 a.m. to dusk on weekdays and is prohibited on weekends or State holidays. The Victorville Municipal Code does not specify acceptable construction hours of operation. In the event that construction would require nighttime lighting (for security purposes) in the evening hours, the project applicant would be required to comply with Mitigation Measure AES-2. Mitigation Measure AES-2 requires all construction-related nighttime security lighting, if necessary, to be oriented downward and away from adjacent residential areas and would consist of the minimal wattage necessary to provide safety at the construction site. Therefore, the project would not cumulatively contribute to a short-term lighting impact with implementation of Mitigation Measure AES-2. A less than significant cumulatively considerable impact would occur in this regard.

Long-Term Impacts

Cumulative development in the project area could result in an increase in lighting compared to existing conditions. However, the cumulative development projects in the surrounding area would be required to comply with the City's Lighting Guidelines, which would ensure that lighting impacts do not occur at adjacent properties or airport runways. New light sources in the Specific Plan area may include new street lights, security lights, interior lights, and recreational lighting that could create light spillover and glare impacts on surrounding land uses. However, future development projects in the Specific Plan area would be required to comply with the Specific Plan Lighting Guidelines, and the City's Lighting Guidelines which would ensure that light spill impacts do not occur at adjacent properties or at the airport runways. Therefore, the project would not cumulatively contribute to significant impacts from the creation of new lighting in the general area. A less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measure AES-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics/light and glare have been identified.



5.2 AIR QUALITY

This section addresses the air emissions generated by the construction and operation of the proposed project, and the potential impacts to air quality. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the *Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)* (Ozone Attainment Plan) and *Final Mojave Desert Planning Area Federal Particulate Matter 10 (PM₁₀) Attainment Plan* (PM₁₀ Attainment Plan) prepared by the Mojave Desert Air Quality Management District (MDAQMD). Information in this section is also based on the 2004 SCLA SPEIR. The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or MDAQMD significance thresholds identified in the MDAQMD's *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. Air quality technical data is included in Appendix 11.2, *Air Quality, Energy, and Greenhouse Gas Data* and Appendix 11.3, *Health Risk Assessment Data*.

As noted within Section 3.0, *Project Description*, the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The air quality analysis within this section focuses on impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further air quality review as development occurs, consistent with CEQA Guidelines Section 15168.

5.2.1 EXISTING SETTING

MOJAVE DESERT AIR BASIN

Geography

The State of California is divided geographically into 15 air basins. The City of Victorville (City) is located in the Mojave Desert Air Basin (Basin). The Basin includes the desert portions of Los Angeles and San Bernardino Counties, the eastern desert portion of Kern County, and the northeastern desert portion of Riverside County. The Basin is under the jurisdiction of MDAQMD.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

Climate

Local meteorological conditions are greatly affected by the topography of the region. Wind direction is primarily from the west, west-southwest and southwest. A significant portion of the prevailing



winds in the Victor Valley area is due to the phenomena known as the "orographic effect." The air is forced over the mountain range and loses moisture as it rises. When it descends, it also compresses and heats up. The speed of the wind is aided by the "desert heat lows," which routinely form over the eastern Mojave Desert area. Although a portion of Victor Valley's winds comes from the Los Angeles Basin via the canyons, the vast majority of the winds are a result of the orographic effect and the desert heat low-pressure systems.

Prevailing winds in the Basin are out of the west and southwest. These prevailing winds are due to the proximity of the Basin 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 Basin. The Basin 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.

During the summer a Pacific Subtropical High cell that sits off the coast generally influences the Basin, inhibiting cloud formation and encouraging daytime solar heating. The Basin is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The Basin averages between three and seven inches of precipitation per year (from 16 to 30 days with at least 0.01 inches of precipitation). The Basin is classified as a dry-hot desert climate, with portions classified as dry-very hot desert, to indicate at least three months have maximum average temperatures over 100.4°F.¹

Local Ambient Air Quality

The MDAQMD monitors air quality at six monitoring stations throughout the Basin.² The monitoring station representative of the project area is the Victorville – Park Avenue Monitoring Station, which is located approximately 3.5 miles southeast of the project at 14306 Park Avenue.³ The Victorville – Park Avenue Monitoring Station monitors ozone (O₃), carbon Monoxide, (CO), nitrogen dioxide (NO_x), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The air quality data from 2016 to 2018 monitored at the Victorville – Park Avenue Monitoring Station is presented in Table 5.2-1, *Local Air Quality Levels*.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable

¹ Mojave Desert Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, August 2016.

² Mojave Desert Air Quality Management District, Ambient Air Quality Monitoring, <http://mdaqmd.ca.gov/air-quality/monitoring-info>, accessed June 18, 2020.

³ California Air Resources Board, Quality Assurance Air Monitoring Site Information, Site Information for Victorville – Park Avenue, https://ww3.arb.ca.gov/qaweb/site.php?s_arb_code=36306, accessed June 18, 2020.



atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

**Table 5.2-1
Local Air Quality Levels**

Pollutant	Primary Standard		Year	Maximum Concentration ¹	Number of Days State/Federal Std. Exceeded
	California	Federal			
Ozone (O ₃) ² (1-Hour)	0.09 ppm for 1 hour	NA	2016 2017 2018	0.100 ppm 0.88 0.107	4/0 0/0 5/0
Ozone (O ₃) ² (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2016 2017 2018	0.085 ppm 0.081 0.096	NM/33 NM/17 NM/55
Carbon Monoxide (CO) ² (1-hour)	20 ppm for 1 hour	35 ppm for 1 hour	2016 2017 2018	11.57 ppm 1.52 1.42	0/0 0/0 0/0
Nitrogen Dioxide ² (NO _x)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2016 2017 2018	0.97 ppm 0.57 0.51	0/0 0/0 0/0
Particulate Matter ^{2, 3, 4} (PM ₁₀)	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2016 2017 2018	226.5 µg/m ³ 182.5 165.2	NA/2 NA/1 NA/1
Fine Particulate Matter ^{2, 4} (PM _{2.5})	No Separate State Standard	35 µg/m ³ for 24 hours	2016 2017 2018	41.5 µg/m ³ 29.3 33.2	NA/1 NA/0 NA/0
NA = Not Applicable; NM = Not Measured; ppm = parts per million; PM ₁₀ = particulate matter 10 microns in diameter or less; µg/m ³ = micrograms per cubic meter; PM _{2.5} = particulate matter 2.5 microns in diameter or less; Notes: 1. Maximum concentration is measured over the same period as the California Standard. 2. Measurements taken at the Victorville – Park Avenue Monitoring Station (14306 Park Avenue, Victorville, California). 3. PM ₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002. 4. PM ₁₀ and PM _{2.5} exceedances are derived from the number of samples exceeded, not days. Source: California Air Resources Board, <i>ADAM Air Quality Data Statistics</i> , https://www.arb.ca.gov/adam , accessed June 18, 2020.					

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients



with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Nitrogen Dioxide (NO_x). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

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Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards.

On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.



Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). Volatile organic compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The MDAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The MDAQMD uses the terms ROG and VOC interchangeably.

Toxic Air Contaminants (TACs). Toxic Air Contaminants (TACs) (also referred to as hazardous air pollutants [HAPs]), are pollutants that result in an increase in mortality, a serious illness, or pose a present or potential hazard to human health. Health effects of TACs may include cancer, birth defects, and immune system and neurological damage.

TACs can be separated into carcinogens and noncarcinogens based on the nature of the physiological degradation associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Noncarcinogenic TACs differ in that there is a safe level in which it is generally assumed that no negative health impacts would occur. These levels are determined on a pollutant-by-pollutant basis.

TACs are not considered criteria air pollutants and thus are not specifically addressed through the setting of ambient air quality standards. Instead, the EPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology (MACT or BACT) to limit emissions.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. According to the MDAQMD's *CEQA and Federal Conformity Guidelines*, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Sensitive receptors in the project vicinity include single-family residential uses, schools, places of worship, libraries, parks, and hospitals; refer to Table 5.2-2, Sensitive Receptors.



**Table 5.2-2
Sensitive Receptors**

Type	Name	Distance from Project Site (feet)	Orientation from Project Site
Residential	Single-Family Residential Uses	5,700	Southeast
		1,330	South
		50	West
Schools	Riverside Preparatory High School	4,290	East
	Excelsior North Victorville Charter School	On-Site	On-Site (18000 McCoy Circle)
	Adelanto Elementary School and Math & Science Academy	2,692	West
Places of Worship	First Christian Church	On-Site	On-Site (17746 George Boulevard)
	Christ the Good Shepherd Church	3,373	West
	Church of Christ Adelanto	1,354	West
Libraries	Adelanto Branch Library	4,054	West
Parks	Westwinds Sports Center	On-Site	On-Site (18241 George Boulevard)
	Westwinds Activity Center	On-Site	On-Site (18040 George Boulevard)
	Schmidt Park	On-Site	On-Site (13576 Mustang Street)
	Adelanto Park	2,694	West
	Adelanto Dog Park	3,626	West
	Richardson Park	4,095	West
Hospitals	Hope Health Care	1,782	West
Note: 1. Distances are measured from the exterior project boundary only and not from individual construction projects/areas within the interior of the project site.			
Source: Google Earth, 2020.			

5.2.2 REGULATORY FRAMEWORK

FEDERAL

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.2-3, *National and California Ambient Air Quality Standards*.

STATE

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.2-3, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was



approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS.

**Table 5.2-3
State and National Ambient Air Quality Standards and Attainment Status**

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

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

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.



Table 5.2-3, continued

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ^{3,4}	Attainment Status
<p>5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.</p> <p>6. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.</p> <p>7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p> <p>8. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.</p> <p>9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.</p>					
Source: California Air Resources Board and U.S. Environmental Protection Agency, <i>Ambient Air Quality Standards chart</i> , http://www.arb.ca.gov/research/aaqs/aaqs2.pdf , May 4, 2016.					

REGIONAL

MDAQMD Federal 8-hour Ozone Attainment Plan (Western Mojave Desert Non-Attainment Area)

On April 15, 2004, the EPA designated the Western Mojave Desert nonattainment area as nonattainment for the 8-hour ozone NAAQS pursuant to the provisions of the FCAA. The Western Mojave Desert Ozone Nonattainment Area (WMDONA) includes part of the San Bernardino County, a portion of the MDAQMD, as well as the Antelope Valley portion of Los Angeles County. As a result, the MDAQMD prepared its Ozone Attainment Plan in June 2008 to: (1) demonstrate that the MDAQMD will meet the primary required Federal ozone planning milestones, attainment of the 8-hour ozone NAAQS by 2019 (revised from June 2021); (2) present the progress the MDAQMD will make towards meeting all required ozone planning milestones; and (3) discuss the newest 0.075 part per million 8-hour ozone NAAQS, preparatory to an expected non-attainment designation for the new NAAQS.

Final Mojave Desert Planning Area Federal Particulate Matter 10 (PM₁₀) Attainment Plan

On January 20, 1994, the EPA re-designated a significant portion of the Mojave Desert as a nonattainment area with respect to the NAAQS for PM₁₀. This nonattainment area covers a vast geographical region, including the urban areas of Victor Valley and Barstow, the Morongo Basin, along with the rural desert environs reaching to the Nevada and Arizona state lines. The PM₁₀ Attainment Plan was prepared in July 1995 to provide a complete description and submittal to EPA of the PM₁₀ attainment planning elements which the MDAQMD will implement to bring the nonattainment area into compliance with federal law. Most importantly, the PM₁₀ Attainment Plan serves as a planning



tool for reducing PM₁₀ pollution. The PM₁₀ Attainment Plan sets forth an air quality improvement program for the region which will be implemented by both the public and private sector of the community.

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) adopted the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016–2040 RTP/SCS) on April 7, 2016. The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012–2035 RTP/SCS. These foundational policies, which guided the development of the 2016–2040 RTP/SCS's strategies for land use, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;⁴
- Develop “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region is home to about 18.3 million people in 2012 and currently includes approximately 5.9 million homes and 7.4 million jobs.⁵ By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas⁶ (HQTAs) will account for 3

⁴ Complete language: “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

⁵ 2016–2040 RTP/SCS population growth forecast methodology includes data for years 2012, 2020, 2035 and 2040.

⁶ Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.



percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040. The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region’s HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

LOCAL

Victorville General Plan 2030

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

Policy 6.1.1: Encourage planning and development activities, that reduce the number and length of single occupant automobile trips.

Implementation Measure 6.1.1.1: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit, as a condition of project approval.

Implementation Measure 6.1.1.2: Require dust abatement actions for all new construction and redevelopment projects.

Policy 6.2.1: Encourage compliance with the California Air Resources Board (CARB) “Air Quality and Land Use Handbook: A Community Health Perspective”, which provides guidelines for siting new sensitive land uses in proximity to air pollutant emitting sources.

Implementation Measure 6.2.1.1: Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Implementation Measure 6.2.1.2: Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU operations exceed 300 hours per week).

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

MDAQMD CEQA AND FEDERAL CONFORMITY GUIDELINES

According to the MDAQMD’s *CEQA and Federal Conformity Guidelines*, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request



which threshold is most appropriate for a given project; in general, the emissions comparison (criteria number 1) is sufficient:

- 1) Generates total emissions (direct and indirect) in excess of the thresholds given in Table 5.2-4, MDAQMD Significant Emissions Thresholds;
- 2) Generates a violation of any ambient air quality standard when added to the local background;
- 3) Does not conform with the applicable attainment or maintenance plan(s);⁷ and/or
- 4) Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.

A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation. Note that the emission thresholds are given as a daily value and an annual value, so that multi-phased project (such as project with a construction phase and a separate operational phase) with phases shorter than one year can be compared to the daily value.

Table 5.2-4
MDAQMD Significant Emissions Thresholds

Criteria Pollutant	Annual Threshold (tons)	Daily Threshold (pounds)
Greenhouse Gases (CO ₂ e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NO _x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO _x)	25	137
Particulate Matter (PM ₁₀)	15	82
Fine Particulate Matter (PM _{2.5})	12	65
Hydrogen Sulfide (H ₂ S)	10	54
Lead (Pb)	0.6	3

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

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to air quality. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);

⁷ A project is deemed to not exceed this threshold, and hence not be significant, if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to not exceed this threshold.



- 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 (refer to Impact Statement AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3);
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.2.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH REGIONAL PLANS

AQ-1 DEVELOPMENT ASSOCIATED WITH THE PROJECT WOULD NOT BE CONSISTENT WITH REGIONAL PLANS.

Impact Analysis: The 2004 SCLA SPEIR concluded that the proposed 2004 SCLA Specific Plan would exceed MDAQMD thresholds. Additionally, the 2004 SCLA Specific Plan required General Plan Amendments as part of the project entitlement process. As a result, the 2004 SCLA SPEIR would satisfy neither of the two criteria for establishing consistency with the SIP, which incorporates the MDAQMD AQMP. As such, the 2004 SCLA SPEIR determined that the 2004 SCLA Specific Plan would result in an unavoidable significant impact in regard to plan consistency.

The MDAQMD PM₁₀ Attainment Plan and Ozone Attainment Plan established under the Western Mojave Desert Air Quality Management Plans (AQMPs) set forth a comprehensive set of programs that will lead the Basin into compliance with Federal and State air quality standards. The control measures and related emission reduction estimates within the MDAQMD PM₁₀ Attainment Plan and Ozone Attainment Plan are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with these attainment plans is determined by demonstrating compliance with:

- Local land use plans and/or population projections (**Criterion 1**),
- All MDAQMD Rules and Regulations (**Criterion 2**); and
- Demonstrating the project will not increase the frequency or severity of a violation in the Federal or State ambient air quality standards (**Criterion 3**).



Criterion 1

According to the 2004 SCLA SPEIR, full buildout of the SCLA Specific Plan would generate approximately 20,460 employees. The 2004 SCLA SPEIR determined that employment generated by the SCLA Specific Plan could result in direct growth in the City's population since the potential exists that future employees and their families may choose to relocate to the City. The 2004 SCLA SPEIR estimated that 25 percent (5,115) of the Specific Plan's new employees would relocate to the City, resulting in a potential population increase of 16,061 persons.⁸ The 2004 SCLA SPEIR concluded that the Specific Plan would be growth-inducing as it would represent a significant proportion (approximately 30 percent) of the City's anticipated population growth between 2003 and 2020.

As discussed in Section 5.12, *Population and Housing*, implementation of the SCLA Specific Plan Amendment would result in a net reduction in acreage for all land use districts with the exception of Airport and Support Facilities (ASF), which would increase by 405 acres. As elaborated in the SCLA Specific Plan Amendment, the ASF designation is intended to allow for the primary use of this area as a commercial airport and related uses. The ASF designation includes the existing airfield facilities, including runways, taxiways, airfield structures, navigational aids and related facilities. This designation was assigned to land designated as existing airfield property and is not anticipated to result in substantial unplanned population growth that has not been previously considered as part of the 2004 SCLA SPEIR. Based on the project's proposed reduction of the development footprint and the non-intensive land use characteristics of the ASF designation, future development associated with the SCLA Specific Plan Amendment is not anticipated to directly induce substantial unplanned population growth in an area by proposing new businesses that were not previously considered under the 2004 SCLA SPEIR. Furthermore, the 2004 SCLA SPEIR growth projections were incorporated into the SCAG's RTP/SCS.

The proposed changes to the 2004 SCLA Specific Plan would reflect current development trends and economic and market conditions, furthering the City's goal of providing for a balanced community with residential, commercial, and industrial development (Land Use Element Goal 1) and policy of maintaining Victorville as the commercial center for the Victor Valley (Land Use Element Policy 1.1.2). As such, the proposed project would be consistent with the growth projections found within the General Plan and the SCAG 2016 RTP/SCS. Impacts would be less than significant in this regard.

Criterion 2

The proposed project would be required to comply with all applicable MDAQMD Rules and Regulations. This would include MDAQMD Rule 403.2, which requires periodic watering for short-term stabilization of disturbed surface area to minimize visible fugitive dust (PM₁₀) emissions, covering loaded haul vehicles, and reduction of non-essential earth moving activities during higher wind conditions. The proposed project would also comply with MDAQMD Rule 1113, which requires the use of low VOC paints. Thus, the proposed project would not conflict with applicable MDAQMD Rules and Regulations. Impacts would be less than significant in this regard.

Criterion 3

Since the consistency criteria identified under Criterion 3 pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized

⁸ Based on the City's average of 3.14 persons per household in 2003.



pollutant concentrations associated with the CAAQS and NAAQS is used as the basis for evaluating project consistency. As discussed under Impact Statement AQ-2, the proposed project short-term construction would comply with all applicable MDAQMD rules and regulation, as well as the General Plan Policy Implementation Measure 6.1.2. Additionally, short-term construction emissions of CO, NO_x, PM₁₀, and PM_{2.5} would be less than significant during construction. However, the proposed project long-term operational ROG, NO_x, PM₁₀, and PM_{2.5} emissions would exceed the MDAQMD operational thresholds. As the Basin is in non-attainment for O₃, PM₁₀, and PM_{2.5}, the project's operational ROG, NO_x, PM₁₀, and PM_{2.5} emissions exceedances could potentially delay the Basin's attainment goals for O₃⁹, PM₁₀, and PM_{2.5}. As seen in Table 5.2-7, *Net Long-Term Operational Air Emissions*, the predominant emission source causing these exceedances is the mobile source category. While the reductions were not quantified, the project is anticipated to develop TDM measures, which would reduce development trips made during critical peak hours and would comply with the General Plan Policy Implementation Measure 6.1.1. Therefore, the proposed project could result in an increase in the frequency or severity of existing air quality violations. As such, the proposed project would cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMPs. Impacts would be potentially significant in this regard.

Conclusion

The proposed project would cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMP. Thus, the proposed project could potentially result in or cause NAAQS or CAAQS violations. As such, a significant and unavoidable impact would occur with regard to the project's consistency with MDAQMD AQMP.

Mitigation Measures: Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4 below.

Level of Significance: Significant and Unavoidable Impact with Mitigation Incorporated.

PROJECT-RELATED EMISSIONS

AQ-2 SHORT-TERM CONSTRUCTION AND LONG-TERM OPERATIONAL ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT WOULD POTENTIALLY RESULT IN CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA POLLUTANTS FOR WHICH THE BASIN IS IN NON-ATTAINMENT.

Impact Analysis: The 2004 SCLA SPEIR concluded that emissions associated with construction of the proposed 2004 SCLA Specific Plan would exceed MDAQMD construction thresholds for NO_x. In addition, unavoidable significant impacts would occur for long-term vehicle emissions. The 2004 SCLA SPEIR identified that feasible mitigation measures were not available to reduce the significance of short-term construction NO_x emissions or long-term vehicle emissions to less than significant levels. Short-term construction and long-term operational emissions associated with the proposed project are discussed below.

⁹ Ground level O₃ is created during a photochemical reaction from NO_x and ROG emissions.



Short-Term (Construction) Air Emissions

Short-term air quality impacts are predicted to occur during grading and construction activities associated with implementation of the project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment, trucks and the motor vehicles of the construction crew.

The project proposes the development of approximately 25,973,000 square feet of new building area to be built in 5-years increment over 25 years, starting in 2025, and being completely operational by 2050. Construction would primarily occur within the Central Core, Airport, and West Side development districts of the SCLA Specific Plan Area, with an area of approximately 3,996 acres. It should be noted that the development of approximately 25,973,000 square feet of new building area included as part of the SCLA Specific Plan Area represents a substantial reduction in planned development feasibly occurring at SCLA. The proposed project would be comprised of the following uses: manufacturing, light warehouse, light industrial, airport support facility, fast food restaurants without drive thru, high turnover restaurant, gas service station and convenience market, shopping center, and general office uses. The construction phasing of the proposed project is discussed below. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model Version 2016.3.2 (CalEEMod). Refer to [Appendix 11.2, *Air Quality, Energy, and Greenhouse Gas Data*](#), for the CalEEMod outputs and results.

Phase One

Phase One construction of the proposed project would begin in January 2025 and be complete by December 2029. Construction activities associated with Phase One would be site preparation, grading, building construction, paving, and architectural coating. It is anticipated that approximately 2,632,000 square feet of building area would be constructed during this phase with approximately 743,750 cubic yards of earthwork that would be balanced on-site.

Phase Two

Phase Two construction of the proposed project would begin in January 2030 and be complete by December 2034. Construction activities associated with Phase Two would be site preparation, grading, building construction, paving, and architectural coating. It is anticipated that approximately 5,240,000 square feet of building area would be constructed during this phase with approximately 1,136,250 cubic yards of earthwork that would be balanced on-site.

Phase Three

Phase Three construction of the proposed project would begin in January 2035 and be complete by December 2039. Phase Three construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. In total, approximately 88,269 tons of material would be demolished, and 5,699,000 square feet of building area would be constructed. Further, approximately 1,257,000 cubic yards of earthwork would be balanced on-site.



Phase Four

Phase Four construction of the proposed project would begin in January 2040 and be complete by December 2044. Phase Four construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Approximately 97,565 tons of building material would be removed during the demolition phase. Construction of Phase Four would include 4,958,000 square feet of building area with approximately 1,169,600 cubic yards of earthwork that would be balanced on-site.

Phase Five

The final construction phase of the proposed project, Phase Five, would begin in January 2045 and be complete by December 2049. Construction activities attributed to Phase Five would be demolition, site preparation, grading, building construction, paving, and architectural coating. Approximately 39,167 tons of building material would be demolished and removed during this phase. In total, Phase Five would include 7,331,000 square feet of building area with 1,157,500 cubic yards of earthwork that would be balanced on-site. The proposed project would be operational in the year 2050.

The exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to [Appendix 11.2, *Air Quality, Energy, and Greenhouse Gas Data*](#), for the CalEEMod outputs and results. [Table 5.2-5, *Maximum Daily Construction Emissions*](#), presents the anticipated daily short-term construction emissions. As shown in [Table 5.2-5](#), construction activities would not exceed the MDAQMD thresholds during any of the construction phases.

Fugitive Dust Emissions

Fugitive dust (PM₁₀ and PM_{2.5}) from grading and construction is expected to be short-term and would cease following project completion. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during site preparation and grading; refer to [Appendix 11.2](#). Of particular concern is the amount of PM₁₀ generated as a part of fugitive dust emissions.

CalEEMod was used to calculate PM₁₀ and PM_{2.5} fugitive dust emissions as part of the site earthwork activities; refer to [Table 5.2-5](#). Maximum particulate matter emissions would occur during the initial stages of construction, when site preparation and grading activities would occur. The project would implement all required MDAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to MDAQMD Rule 403 (which requires watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM₁₀ and PM_{2.5} concentrations. Further, the project would comply with the General Plan Policy Implementation Measure 6.1.2, which requires dust abatement actions for all new construction and redevelopment projects. As detailed in [Table 5.2-5](#), with implementation of MDAQMD Rules and the General Plan Policy Implementation Measure 6.1.2, PM₁₀ emissions would range between 26.52 and 59.69 pounds per day and PM_{2.5} emissions



would range between 7.46 and 18.08 pounds per day, which are less than the respective regional significance thresholds. Thus, impacts related to fugitive dust emissions would be less than significant.

**Table 5.2-5
Maximum Daily Construction Emissions**

Construction Phase (Year)	Daily Maximum Pollutant Emissions (lbs/day) ^{1,2}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer Emissions						
Phase 1 (2025-2029)	53.42	117.79	82.00	0.52	27.96	9.11
Phase 2 (2030-2034)	66.26	123.20	60.36	0.67	37.35	10.64
Phase 3 (2035-2039)	55.90	101.89	72.48	0.58	26.52	7.46
Phase 4 (2040-2044)	62.72	101.06	62.75	0.59	59.69	18.08
Phase 5 (2045-2040)	63.69	124.10	59.53	0.72	33.58	9.23
Significance Threshold ³	137	137	548	137	82	65
Emissions Exceed Thresholds?	No	No	No	No	No	No
Winter Emissions						
Phase 1 (2025-2029)	53.42	117.25	79.78	0.50	27.96	9.11
Phase 2 (2030-2034)	66.26	122.51	55.97	0.65	37.35	10.65
Phase 3 (2035-2039)	55.90	101.24	68.69	0.57	26.52	7.46
Phase 4 (2040-2044)	62.72	100.46	61.10	0.58	59.69	18.08
Phase 5 (2045-2040)	63.71	123.30	55.95	0.70	33.58	9.24
Significance Threshold ³	137	137	548	137	82	65
Emissions Exceed Thresholds?	No	No	No	No	No	No
VOC = volatile organic compounds; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter smaller than 10 microns; PM _{2.5} = particulate matter smaller than 2.5 microns						
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2.						
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod. The mitigation includes complying MDAQMD Rule 403.2, which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; limit speeds on unpaved roads to 15 miles per hour; and use CARB certified engines. Further, the project would comply with MDAQMD Rule 1113 which restricts the VOC content of architectural coating applications.						
3. Regional daily construction thresholds are based on the MDAQMD significance thresholds.						
Refer to Appendix 11.2, <i>Air Quality, Energy, and Greenhouse Gas Data</i> , for assumptions used in this analysis.						

Construction Exhaust Emissions

Exhaust emissions would be generated by the operation of vehicles and equipment on the construction site, such as tractors, dozers, backhoes, cranes, and trucks. The majority of construction equipment and vehicles would be diesel powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower CO and hydrocarbon emissions than gasoline equipment, but produces greater amounts of NO_x, SO_x, and particulates per hour of activity. The transportation of machinery, equipment and materials to and from the site, as well as construction worker trips, would also generate vehicle emissions during construction. As shown in Table 5.2-5, construction exhaust emissions would not exceed MDAQMD thresholds. Therefore, impacts would be less than significant.

ROG Emissions

The application of asphalt and surface coatings creates VOC emissions, which are O₃ precursors. The project would implement MDAQMD Rule 1113 that requires VOC content of paints not exceeding 50 grams per liter. As shown in Table 5.2-5, with implementation of MDAQMD Rule 1113, short-



term construction activities associated with the project would emit a maximum of 66.26 pounds per day of VOC emissions, which would not exceed the 75 pounds per day criteria pollutant threshold for VOCs. As such, impacts would be less than significant.

Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (dated August 2000), the proposed project is not located in an area where NOA is likely to be present. Therefore, impacts in this regard are less than significant.

Level of Significance: Less Than Significant Impact.

Long-Term (Operational) Air Emissions

Operational emissions generated by both stationary and mobile sources would result from normal daily activities of the proposed project after occupation. Stationary area source emissions would be generated by the consumption of natural gas or propane for space and water heating devices, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. Analysis of mobile emissions is based primarily upon the *Traffic Impact Analysis – Southern California Logistics Airport Specific Plan* (Traffic Study), dated April 23, 2020, prepared by Michael Baker International, provided as Appendix 11.12, *VMT Assessment/Traffic Impact Analysis*.

Existing Operational Emissions

The 2004 SCLA Specific Plan Amendment added approximately 2,833 acres to the SCLA Specific Plan Area, primarily along the eastern portion of the Specific Plan, along the Mojave River. Since the adoption of the 2004 SCLA Specific Plan Amendment, approximately 3,750,000 square feet of building area on 216 gross acres has been developed. A CalEEMod model run was conducted to



quantify the existing operational emissions from this developed area; refer [Table 5.2-6, *Existing Operational Air Emissions*](#). The CalEEMod model run relied on land-use information provided in Appendix C of the Traffic Impact Analysis. The Traffic Impact Analysis deducted the existing daily vehicle trips from the proposed project trips, therefore, only the area source and energy emissions were quantified.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. This model predicts ROG, NO_x, PM₁₀, and PM_{2.5} emissions from motor vehicle traffic associated with new or modified land uses; refer to [Appendix 11.2](#). According to the Traffic Impact Analysis, the proposed project would generate 71,971 daily trips. [Table 5.2-7, *Net Long-Term Operational Air Emissions*](#), presents the anticipated mobile source emissions. As seen in [Table 5.2-7](#), the proposed project mobile source emissions would be the major contributors of NO_x, CO, PM₁₀, and PM_{2.5} emissions and cause the exceedance of MDAQMD regional thresholds for these pollutants. The proposed project is not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in emissions to below the MDAQMD thresholds. Furthermore, neither the lead agency nor the project applicant has authority to control the rates of air pollutant emissions from vehicles that would travel to and from the proposed project. Lastly, while the reductions were not quantified, the project is anticipated to comply with the General Plan Policy Implementation Measure 6.1.1 and develop TDM measures that would reduce development trips made during critical peak hours. As such, a significant and unavoidable impact for NO_x, CO, PM₁₀, and PM_{2.5} emissions would occur due to the proposed project operational mobile emissions.

**Table 5.2-6
Existing Operational Air Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing Operational Emissions						
Existing Summer Emissions						
Area	86.27	<0.01	0.39	<0.01	<0.01	<0.01
Energy	0.78	7.07	5.94	0.04	0.54	0.54
Mobile	0	0	0	0	0	0
Total Existing Summer Emissions	87.05	7.07	6.32	0.04	0.54	0.54
Existing Winter Emissions						
Area	86.27	<0.01	0.39	<0.01	<0.01	<0.01
Energy	0.78	7.07	5.94	0.04	0.54	0.54
Mobile	0	0	0	0	0	0
Total Existing Winter Emissions	87.05	7.07	6.32	0.04	0.54	0.54
Notes:						
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.						
2.. Refer to Appendix 11.2, <i>Air Quality, Energy, and Greenhouse Gas Data</i> , for assumptions used in this analysis.						



Table 5.2-7
Net Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day) ^{1,3}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Net Project Operational Emissions						
Mitigated Summer Emissions⁴						
Area	458.43	0.01	1.13	<0.01	<0.01	<0.01
Energy	8.18	74.41	62.5	0.45	5.65	5.65
Mobile	74.96	276.89	924.02	3.31	421.8	114.31
Net Summer Emissions⁵	541.57	351.31	987.66	3.76	427.46	119.96
Significance Threshold ²	137	137	548	137	82	65
Is Threshold Exceeded? (Significant Impact?)	Yes	Yes	Yes	No	Yes	Yes
Mitigated Winter Emissions⁴						
Area	458.43	0.01	1.13	<0.01	<0.01	<0.01
Energy	8.18	74.41	62.5	0.45	5.65	5.65
Mobile	69.97	293.85	833.87	3.1	421.8	114.31
Net Winter Emissions⁵	536.58	368.27	897.51	3.55	427.46	119.96
Significance Threshold ²	137	137	548	137	82	65
Is Threshold Exceeded? (Significant Impact?)	Yes	Yes	Yes	No	Yes	Yes
Notes: 1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled. 2. Regional daily thresholds are based on the MDAQMD significance thresholds. 3. Refer to Appendix 11.2, Air Quality, Energy, and Greenhouse Gas Data , for assumptions used in this analysis. 4. Mitigation includes the requirement that all cleaning supplies shall be low VOC and the restriction that 100 percent of the landscaping equipment (lawnmowers, leafblowers, chainsaws) shall be electric. 5. The net summer and winter emissions represent the net increase in mitigated operational air emissions from the existing conditions within the Priority Development Area (values from within Table 5.2-7 were subtracted from the mitigated project operational emissions found within the CalEEMod model run)						

Energy Source Emissions

Energy source emissions (i.e., generated at the site of the power generation source) would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the project would comply with the most current version of the California Building Code, Title 24 standards which would further reduce the proposed project's energy use.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment as described below.

- **Architectural Coatings:** As part of project maintenance, architectural coatings on the project buildings would emit emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The project would implement MDAQMD Rule 1113 that requires VOC content of paints not exceeding 50 grams per liter.



- **Consumer Products:** Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which when released in the atmosphere can react to form O₃ and other photochemically reactive pollutants. Mitigation Measure AQ-1 would be required to use low VOC cleaning supplies.
- **Landscape Maintenance Equipment:** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. Mitigation Measure AQ-2 would be required to only allow landscape maintenance equipment that is 100 percent electric.

As shown in Table 5.2-7, the unmitigated area source emissions (predominantly VOC emissions) would exceed the MDAQMD regional threshold. Therefore, Mitigation Measure AQ-1 and AQ-2 would be required to reduce this impact. Mitigation Measure AQ-1 requires the use of only low VOC cleaning supplies and Mitigation Measure AQ-2 requires that 100 percent of the landscaping equipment be electric. However, even with the implementation of Mitigation Measures AQ-1 and AQ-2, ROG emissions would exceed the MDAQMD threshold. Thus, a significant and unavoidable impact would occur in this regard.

Operational Emissions Summary

As shown in Table 5.2-7, the proposed project operational emissions would exceed the MDAQMD regional thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}, even with all feasible mitigation measures incorporated. Furthermore, neither the lead agency nor the project applicant has authority to control the rates of air pollutant emissions from vehicles that would travel to and from the proposed project. Therefore, a significant and unavoidable impact would occur in this regard.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD,¹⁰ the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control

¹⁰ South Coast Air Quality Management District, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.



District (SJVAPCD),¹¹ SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 *Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the project would exceed MDAQMD thresholds for operational air emissions, the project would have a potentially significant impact for air quality health impacts as well.

Health Risk Assessment

A Health Risk Assessment (HRA) was conducted for the proposed project within the SCLA Specific Plan. At the time of the analysis, it was not known the specifics of where the individual industrial uses would be placed within the Priority Development Area or where development specific idling and on-site emissions would be located. As such, this HRA only analyzed the carcinogenic and non-carcinogenic risk of the total proposed project daily diesel truck trip volumes (17,932 ADT) and truck trip splits on the nearby roadways. These truck trip volumes were calculated from the information provided within the Traffic Impact Analysis and communication with the transportation engineer; refer to Appendix 11.3, Health Risk Assessment Data, for modeling assumptions.¹²

The air dispersion modeling for the HRA was performed using the EPA AERMOD dispersion model version 19191. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data provided by the CARB for the SCLA Monitoring Station was selected as being the most representative meteorology based on proximity.¹³

Potential DPM emissions from light-, medium-, and heavy-duty truck trips within the SCLA Specific Plan were modeled over a 10 kilometer (km) by 10 km grid domain.¹⁴ This grid domain captured all the potential truck hauling routes in the project vicinity and in the nearby Cities of Victorville and Adelanto. Due to the sheer size of the modeling domain, a 250 meter by 250-meter discrete receptor

¹¹ San Joaquin Valley Air Pollution Control District, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.

¹² Per email discussion (RE: *SCLA non-PCE ADT*) with Michael Baker International Transportation Engineer Jordan Grey, on Monday, June 8, 2020.

¹³ California Air Resources Board, *HARP AERMOD Meteorological Files*, <https://ww2.arb.ca.gov/resources/documents/harp-aermod-meteorological-files>, accessed June 18, 2020.

¹⁴ This grid domain was selected based off the proposed project buildout trip distribution exhibit (Exhibit 10 on page 48) in the Traffic Impact Analysis.



grid was placed over the entire 10 km by 10km grid domain. The off-site emission sources in the model include 16 separate one-line volume sources along U.S. Highway 395, Barlett Avenue, Air Expressway, Palmdale Road, Phantom East, El Evado Road, and Interstate 15 (I-15); refer to Appendix 11.3. These off-site emissions sources are comprised of a total of 4,447 volume sources and represent the off-site truck movement and distribution along adjacent roadways, as discussed in Traffic Impact Analysis. This HRA did not analyze potential on-site idling and on-site truck movements within future development specific land uses, as the exact locations and conceptual site plans of these proposed developments within the Priority Development Area are unknown at this time.

An emission rate PM_{10} , or in this case Diesel Particulate Matter (DPM), was calculated using an EMFAC2017¹⁵ model run for San Bernardino County during the operational year of 2050. Diesel truck trip emissions were assigned a release height of 3.65 meters (12 feet). Per the California Vehicle Code (CVC) Section 35250, no vehicle height shall exceed 14 feet measured from the surface upon the vehicle stands. As such, a release height of 14 feet (3.6 meters) was assigned to the truck trips. Refer to Appendix 11.3, for all emission calculations, EMFAC2017 model runs, and AERMOD results.

The model was run to obtain the peak one-hour and period (annual) average concentration in micrograms per cubic meter ($\mu g/m^3$) over the entire 10 km by 10 km grid domain. The air dispersion modeling was done to estimate (a) annual average concentrations to calculate the Maximum Individual Cancer Risk (MICR) and (b) peak hourly concentrations to calculate the health impact from substances with chronic non-cancer health effects.

The CARB Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT) was employed to calculate the health risks of the project on the sensitive receptors near the Priority Development Area. HARP2 was created for the purpose of assisting and supporting the local California Air Pollution Control and Air Quality Management Districts with implementing the requirements of Assembly Bill (AB) 2588. Although designed to meet the programmatic requirements of the Air Toxics “Hot Spots” Program, HARP2 modules have also been used for preparing risk assessments for other air related programs (e.g., air toxic control measure development, facility permitting applications, roads, ambient monitoring evaluations, CEQA reviews). A health risk computation was performed to determine the potential risk using the maximum annual average DPM emissions. The risk of developing an excess cancer was calculated on a 30-year exposure scenario for nearby sensitive receptors. The chronic and carcinogenic health risk calculations are based on the office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (Guidance Manual). Only the risk associated with operations of the proposed project was assessed, as construction emissions would not exceed the MDAQMD regional thresholds.

Carcinogenic Risk

Based on the AERMOD outputs, the highest expected annual average DPM emission concentrations resulting from the proposed project at a discrete receptor grid point would be $0.00603 \mu g/m^3$. This level of concentration would be at a vacant lot near U.S. Highway 395. It is acknowledged that the calculations conservatively assume no cleaner technology with lower emissions would occur in future

¹⁵ California Air Resources Board, *EMFAC 2017 Web Database*, <https://www.arb.ca.gov/emfac/2017/>, accessed June 18, 2020.



years and that while the highest concentration is at a vacant lot, this lot may be developed in the future. Cancer risk calculations are based on 30-year MICR exposure periods. As calculated in the HARP2 ADMRT module, the highest calculated carcinogenic risk from project implementation is 5.22 per million for 30-year. Carcinogenic risk at the other sensitive receptor locations were modeled to be lower than this risk. The full modeling results as well as the carcinogenic risk at the other locations can be viewed in [Appendix 11.3](#). Therefore, the carcinogenic risk from DPM concentrations due to the proposed project truck trips along local roadways would not exceed the 10 in one million significant health risk threshold and the impact would be less than significant at potential nearby sensitive receptors.¹⁶

Noncarcinogenic Risk

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

A chronic hazard index of 1.0 is considered individually significant¹⁷. The highest maximum chronic hazard index associated with the emissions from the proposed project would be 0.0012; refer to [Appendix 11.3](#). Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

Conclusion

As described above, non-carcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk and DPM concentrations from the proposed project would be less than significant for the 30-year exposure scenario. This HRA did not analyze potential on-site idling and on-site truck movements within future development specific land uses, as the exact locations and conceptual site plans of these proposed developments within the Priority Development Area are unknown at this time. Due to the uncertainty of the specific uses of the new facilities within the Priority Development Area, a mitigation measure is warranted to determine if a new facility within the Priority Development Area could cause a significant health risk impact. Following the guidance from the CARB *Air Quality and Land Use Handbook* (dated April 2005) and the City's General Plan Policy 6.2.1, Mitigation Measure AQ-3 would require that HRA's shall be conducted during the environmental review process for proposed distribution centers within the Priority Development Area that would accommodate more than 100 trucks per day or 40 trucks with transport refrigeration units (TRUs) per day (or TRU operations exceed 300 hours per week) and are within 1,000 feet of sensitive land uses. In addition, Mitigation Measure AQ-4 would require applicants of future developments within the SCLA Specific Plan to install electrical outlets at dock bays to power TRUs, instead of allowing the TRUs to run on diesel fuel. Implementation of Mitigation Measures AQ-3 and AQ-4 would reduce the potential for a specific use within the Priority Development Area to cause a significant health risk at nearby sensitive uses. Thus, with

¹⁶ Mojave Desert Air Quality Management District, *Rule 1320 New Source Review for Toxic Air Contaminants*, amended March 25, 2019.

¹⁷ Ibid.



implementation of Mitigation Measures AQ-3 and AQ-4, a less than significant impact would occur in this regard.

Mitigation Measures:

AQ-1 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to use low volatile organic compound (VOC) cleaning products that go beyond the requirements set in the Mojave Desert Air Quality Management District (MDAQMD) Rule 442 – Usage of Solvents. A copy of specification for each type of cleaning product to be used shall be provided to the City of Victorville for verification before issuance of building permit(s).

AQ-2 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to implement the following:

- The installation of outdoor electrical outlets on buildings and within parking lots to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.
- All landscaping equipment (e.g., lawnmowers, leaf blowers, chainsaws) used within the proposed development shall be 100 percent electric.

The final building design plans showing outdoor electrical outlets shall be provided to the City of Victorville before issuance of building permits.

AQ-3 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to conduct a Health Risk Assessment (HRA) in accordance with Mojave Desert Air Quality Management District (MDAQMD) recommended guidance as part of the environmental review process if:

- A proposed distribution centers is within 1,000 feet of sensitive land uses and would accommodate more than 100 trucks per day, and/or;
- A proposed distribution center is within 1,000 feet of sensitive land uses and would accommodate more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operations exceed 300 hours per week.

AQ-4 The City of Victorville shall require applicants of future developments within the SCLA Specific Plan to install electrical outlets at dock bays to power transport refrigeration units (TRUs). The final building design plans showing electrical outlets at dock bays shall be provided to the City of Victorville before issuance of building permits.

Level of Significance: Significant and Unavoidable Impact.



LOCALIZED EMISSIONS

AQ-3 DEVELOPMENT ASSOCIATED WITH THE PROJECT WOULD NOT RESULT IN SIGNIFICANT LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL INCREASED POLLUTANT CONCENTRATIONS.

Impact Analysis: The 2004 SCLA SPEIR concluded the projects would not have a significant localized emissions impact or expose sensitive receptors to substantial increased pollutant concentrations.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

In order to identify CO hotspots, the South Coast Air Quality Management District (SCAQMD) criterion was utilized since the MDAQMD does not currently have a preferred methodology. The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.¹⁸ CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. The proposed project would have 71,971 ADT trips over the Priority Development Area of 3,996 acres. The proposed project ADT trips would not be condensed to a

¹⁸ United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by June 18, 2020.



single location and as shown in the Traffic Impact Analysis, the largest percentage of trips (35 percent) along a local roadway where queuing could occur would be along Air Expressway. According to the Traffic Impact Analysis and Section 5.11, Noise, Air Expressway would have a total volume of 31,800 ADT s during the Future Year 2040 with project. Additionally, it should be noted that the speed limit along Air Expressway is 60 miles per hour (mph) versus the 35-mph limit along Wilshire Boulevard. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection (100,000 vehicle trips per day), it can be reasonably inferred that CO hotspots would not be experienced at any intersections within or near the project site due to the lower volume of traffic (32,000 vehicle trips per day at Air Expressway) that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

ODOR EMISSIONS

AQ-4 DEVELOPMENT ASSOCIATED WITH THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) THAT WOULD ADVERSELY AFFECT A SUBSTANTIAL NUMBER OF PEOPLE.

Impact Analysis: The 2004 SCLA SPEIR concluded that while the project may generate detectable odors from heavy-duty equipment exhaust and street paving, but that odor impacts would not be significant.

Typical land uses associated with odor complaints typically include agricultural uses, cannabis farms, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass production. The project is not anticipated to include any uses identified typically associated with odor complaints.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the MDAQMD Rule 1113, Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. In addition, the project would implement Mitigation Measures AQ-1 and AQ-2, which would further reduce odor impacts from ROG emissions. Any odor impacts to existing adjacent land uses would be short-term and not substantial. No other types of emissions beyond those analyzed in the preceding pages would be generated by the project. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.2.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

AIR QUALITY PLAN CONSISTENCY

● IMPLEMENTATION OF THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis: The City is subject to the MDAQMD PM₁₀ Attainment Plan and Ozone Attainment Plan. Additionally, the City is located within the San Bernardino County sub-region of SCAG's 2016-2040 RTP/SCS, which governs population growth. As discussed in Impact Statement AQ-1, the project's anticipated population growth would be lower than the 2004 SCLA SPEIR, as the updated SCLA Specific Plan would remove approximately 1,000 acres of previously approved industrial uses. Further, the 2004 SCLA SPEIR growth assumptions were accounted in the City's General Plan and within the SCAG's 2016-2040 RTP/SCS. The project's construction air emissions would not exceed the MDAQMD regional thresholds. However, the project's operational air emissions would exceed the MDAQMD regional thresholds. Thus, while the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS, the project would be inconsistent with the MDAQMD PM₁₀ Attainment Plan and Ozone Attainment Plan. As such, the project would have a cumulatively considerable contribution to impacts in this regard, and a significant and unavoidable impact would occur.

Mitigation Measures: Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4, above.

Level of Significance: Significant and Unavoidable Impact.

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

● SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.

Impact Analysis: The MDAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The MDAQMD significance thresholds for construction are intended to meet the objectives of the MDAQMD PM₁₀ Attainment Plan and Ozone Attainment Plan to ensure the NAAQS and CAAQS are not exceeded. As the project applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. The project's construction emissions would not exceed MDQMD thresholds, are temporary in nature, and would cease following project completion. The proposed project, in combination with other cumulative projects throughout the Basin (including those listed in Table 4-1 would be required to



comply with MDAQMD rules and regulations (i.e., MDAQMD Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted PM₁₀ Attainment Plan and Ozone Attainment Plan emissions control measures) to reduce construction-related emissions to the extent feasible. Therefore, as cumulative projects would be required to reduce their emissions per MDAQMD rules and mandates and the project's construction emissions would be below MDAQMD thresholds, the project would not contribute to an exceedance of the NAAQS and CAAQS and would comply with the PM₁₀ Attainment Plan and Ozone Attainment Plan goals. Thus, it can be reasonably inferred that the project-related construction activities, in combination with those from other projects in the area, would not deteriorate the local air quality and would not result in cumulative construction-related impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

● DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.

Impact Analysis: As discussed above, the project's mitigated operational emissions would exceed the adopted MDAQMD regional thresholds. Therefore, the project operational emissions would be cumulatively significant. A significant and unavoidable impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1, AQ-3, and AQ-4.

Level of Significance: Significant and Unavoidable Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Emissions associated with operations of the proposed project are anticipated to exceed MDAQMD operational thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. As discussed above, the predominant emission source for these threshold exceedances is mobile emissions. Neither the lead agency nor the project applicant has authority to control the rates of air pollutant emissions from vehicles that would travel to and from the proposed project, thus, feasible mitigation measures are not available to reduce the significance of operational ROG, NO_x, CO, PM₁₀, and PM_{2.5} emissions. As such, the proposed project would cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMPs. These impacts are considered significant and unavoidable.

If the City approves the project, the City shall be required to adopt findings in accordance with Section 15091 of the CEQA Guidelines and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.3 BIOLOGICAL RESOURCES

This section describes the existing biological resources within the SCLA Specific Plan area, Priority Development Area, and the potential adverse impacts associated with implementation of the project. An analysis of compliance with all Federal, State, and local regulations and policies regarding biological resources has also been conducted. The information presented in this section is primarily based upon the Victorville General Plan, Victorville General Plan EIR, and 2004 SCLA SPEIR. Information related to the proposed Priority Development Area is primarily based upon the *Southern California Logistics Airport Specific Plan Amendment Biological Resources Report* (Biological Resources Report), prepared by Michael Baker International (Michael Baker), dated November 2018, and the *Southern California Logistics Airport Specific Plan Amendment Jurisdictional Delineation Report* (Jurisdictional Delineation), prepared by Michael Baker, dated November 2018; refer to [Appendix 11.4, *Biological Resources Report*](#), and [Appendix 11.5, *Jurisdictional Delineation*](#).

As noted within [Section 3.0, *Project Description*](#), the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The Biological Resources Report and Jurisdictional Delineation prepared in November 2018 address potential biological impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further biological review as development occurs, consistent with CEQA Guidelines Section 15168.

5.3.1 EXISTING SETTING

The following section describes the physical conditions that exist within the SCLA Specific Plan area. Where available, information is supplemented based on the Biological Resources Report and Jurisdictional Delineation prepared for the Priority Development Area.

REGIONAL SETTING

The SCLA Specific Plan area is situated in the western Mojave Desert, which is characterized by broad alluvial fans, old dissected terraces, playas, and scattered mountains. The Tehachapi Mountains form the northern boundary of the Mojave Desert, while the San Gabriel and San Bernardino Mountains comprise the desert's southern boundary. The dominant watercourse traversing the Mojave Desert Region is the Mojave River. The Mojave River links the San Bernardino Mountains with the Mojave Desert, enabling it to sustain a unique combination of both coastal and desert plants and animals. In addition, the Mojave River supports the most extensive riparian woodland remaining in California's deserts. In general, the area is distinguished by sparse vegetation that consists mainly of widely scattered drought-resistant shrubs and cacti, and riparian features that support riparian flora and provide a critical source of water for wildlife. Numerous animals inhabit the region, including many species of mammals, reptiles, fish, and amphibians.



TOPOGRAPHY AND SOILS

The SCLA Specific Plan area is situated in Victor Valley, a geographic sub-region of the Mojave Desert. The region is also known as the “High Desert,” due to its approximate elevation of 2,800 feet above mean sea level (amsl). Much of the SCLA Specific Plan area is relatively flat; however, the eastern portion of the SCLA Specific Plan area generally slopes toward the Mojave River, with topography ranging from gentle, well-rounded hills to locally steep, moderately rugged slopes. Surface elevations within the Priority Development Area vary between approximately 2,915 feet amsl along the southern boundary to approximately 2,735 feet amsl in the southeast corner.

On-site soils within the Priority Development Area and adjoining areas were mapped as part of the Biological Resources Report using the Web Soil Survey and include the following:

- Bryman loamy fine sand, 0 to 2 percent slopes (Map Unit Symbol: 105)
- Cajon sand, 2 to 9 percent slopes (113)
- Cajon sand, 9 to 15 percent slopes (114)
- Haplargids-Calciorthids Complex, 15 to 50 percent slopes (130)
- Helendale loamy sand, 0 to 2 percent slopes (131)
- Mohave variant loamy sand, 0 to 2 percent slopes (150)
- PITS (155)

A review of the National Hydric Soils List determined that no soils within the Priority Development Area are considered hydric.

VEGETATION COMMUNITIES AND OTHER LAND USES

According to the 2004 SCLA SPEIR, vegetation communities found in the SCLA Specific Plan Area include Mojave creosote bush scrub, desert saltbush scrub, rabbitbush scrub, Mojavean juniper woodland and scrub, ruderal (disturbed) communities, Joshua tree woodland, and riparian communities associated with the Mojave River and its flood plain, which include transmontane alkali and freshwater march, Mojave riparian forest, and southern willow scrub.

Four types of vegetation communities and land uses were identified during the field survey completed for the Priority Development Area; refer to Table 5.3-1, *Priority Development Area Vegetation Communities and Land Uses*. A general description of the four vegetation communities and land uses observed during the field survey is provided below.

Table 5.3-1
Priority Development Area Vegetation Communities and Land Uses

Vegetation Communities and Land Uses	Acreage
Mojave Creosote Bush Scrub (34100)	269.79
Disturbed Habitat (11300)	686.58
Urban/Developed (12000)	1,039.27
Bare Ground	107.85
TOTAL*	2103.49
* Total may not equal to sum due to rounding.	



Mojave Creosote Bush Scrub

Mojave creosote bush scrub within the Priority Development Area consists of areas along the slopes of the eastern end of the Priority Development Area, along with a small area along the southern end of the Priority Development Area. These areas have been relatively undisturbed by development and non-native vegetation. Dominant species within this habitat primarily include creosote bush (*Larrea tridentata*) and rubber rabbitbrush (*Ericameria nauseosa*).

Disturbed Habitat

Disturbed habitat within the Priority Development Area consists of areas that have undergone substantial disturbance, and either are frequently and repeatedly disturbed through vegetation clearing, grading, or compaction and/or are dominated by non-native, annual, opportunistic weed species that preclude the re-establishment of native vegetation communities. Dominant species within the disturbed habitat, albeit widely scattered, include common Mediterranean grass (*Schismus barbatus*), Russian thistle (*Salsola tragus*), foxtail chess (*Bromus rubens*), and cheat grass (*B. tectorum*).

Urban/Developed

Developed portions of the Priority Development Area include paved roads and other infrastructure associated with the SCLA along with old infrastructure associated with the former George Air Force Base (George AFB).

Bare Ground

Bare ground mapped within the Priority Development Area includes unpaved pathways associated with site maintenance activities (i.e., fire abatement) and existing overhead electrical distribution power lines, which appear to be maintained devoid of vegetation.

WILDLIFE SPECIES

According to the 2004 SCLA SPEIR, common wildlife species observed within the SCLA Specific Plan area include California jack-rabbit (*Lepus californicus*), antelope ground squirrel (*Ammospermophilus leucurus*), horned lark (*Eremophila alpestris*), raven (*Corvus corax*), ash-throated flycatcher (*Myiarchus cinerascens*), black-throated sparrow (*Amphispiza bilineata*), mourning dove (*Zenaida macroura*), side-blotched lizard (*Uta stansburiana*), Mojave green rattlesnake (*Crotalus scutulatus*), western whiptail (*Cnemidophorus tigris tigris*), and desert horned lizard (*Phrynosoma platyrhinos*).

Common wildlife species observed during the field survey completed for the Priority Development Area include common raven, house finch (*Haemorhous mexicanus*), California quail (*Callipepla californica*), killdeer (*Charadrius vociferus*), rock pigeon (*Columba livia*), American crow (*Corvus brachyrhynchos*), horned lark, Say's phoebe (*Sayornis saya*), and Allen's hummingbird (*Selasphorus sasin*). A barn owl (*Tyto alba*) was observed occupying an abandoned plane along the western end of the Priority Development Area. In addition, several nest mounds of red harvester ant (*Pogonomyrmex barbatus*) were observed throughout the Priority Development Area. Refer to Appendix B of [Appendix 11.4](#) for a complete list of wildlife species observed during the field survey completed for the Priority Development Area.



NESTING BIRDS AND WILDLIFE MOVEMENT

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are like linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

According to the 2004 SCLA SPEIR, the SCLA Specific Plan area has the potential to support wildlife movement. According to the Biological Resources Report, the Priority Development Area provides suitable nesting habitat for a limited number of ground-nesting bird species. In addition, ornamental trees associated with the active and inactive developments may provide suitable nesting habitat for other avian species. Ground-moving wildlife (e.g., mammals and reptiles) can utilize the Priority Development Area to migrate and forage but are limited in breeding and dispersal as the site is almost entirely developments and infrastructure known to restrict movement and subject wildlife to mortality.

JURISDICTIONAL RESOURCES

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The United States Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the California Department of Fish and Wildlife (CDFW) regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

Based on the 2004 SCLA SPEIR, the SCLA Specific Plan area supports 11.3 acres of non-wetland and 0.4-acre of wetland waters of the United States that would be subject to jurisdiction of the USACE. The 2004 SCLA SPEIR determined that the SCLA Specific Plan area supports 11.4 acres of non-vegetated and 0.6-acre of vegetated riparian habitat that would be subject to jurisdiction of the CDFW.

The Jurisdictional Delineation determined that the Priority Development Area includes one basin and forty-two (42) drainages, including tributaries, that classify as potentially jurisdictional. These drainages consist of desert dry wash/ephemeral streambeds (all non-wetland), with some braided channels, that are characterized by deep alluvial sediment comprised mainly of sand and gravel deposits. The active channels mapped during this delineation exhibited clear evidence of significant hydrology such as sediment deposition, scour along the banks, and matted vegetation. No surface waters were present at the time of the delineation. Generally, these active channel bottoms exhibited a very flat (i.e., planar) bed topography characterized by loamy fine sand deposition. Surface flows within these unnamed ephemeral features are tributary to the Mojave River, with Basin A being tributary to Fremont Wash. A description of the basin and drainages identified by the Jurisdictional Delineation is provided below. Refer also to Figures 4A through 5R of [Appendix 11.5](#).



- Basin A: Basin A is an earthen ephemeral channel that flows connect to an ephemeral feature that is a tributary to Fremont Wash.
- Drainage 1: Drainage 1 is a well-defined natural arroyo feature characterized by loamy fine sand. Drainage 3 conveys storm water and runoff from the abandoned military housing complex east-northeast, with flows entering the arroyo via a 6-foot-wide corrugated metal pipe (CMP) with a concrete apron. Flows combine with those from Drainage 4 downstream.
- Drainage 2: Drainage 2 is a low flow ephemeral channel generally conveyed east.
- Drainage 3: Drainage 3 is a well-defined natural arroyo feature characterized by loamy fine sand. Drainage 3 conveys storm water and runoff from the abandoned military housing complex east-northeast, with flows entering the arroyo via a 6-foot-wide corrugated metal pipe (CMP) with a concrete apron. Flows combine with those from Drainage 4 downstream.
- Drainage 4: Drainage 4 is an ephemeral channel with flows from storm water via a 4-foot-wide culvert generally flowing northwest to southeast, and carrying flows from a 3-ft-wide culvert underneath Phantom East.
- Drainage 5: Drainage 5 is an ephemeral channel characterized by a shallow, braided system and conveys flows in a southwest to northeast direction. Drainage 5 contains smaller tributaries, tributaries 5-A to 5-K.
- Drainage 6: Drainage 6 is an ephemeral channel that convey storm water from west to east, and runoff from north to south. Drainage 6 is characterized by a shallow braided system where the primary channel is choked with coarse debris and spills out across the soils surface until it concentrates to a new channel that ultimately converges with Drainage 5. Drainage 6 contains smaller tributaries, tributaries 6-A to 6-I.
- Drainage 7: Drainage 7 is an ephemeral channel that convey storm water from west to east.
- Drainage 8: Drainage 8 is an ephemeral channel that convey storm water from west to east.

Table 5.3-2, *Summary of Priority Development Area Jurisdictional Waters*, presents the USACE, Lahontan Regional Water Quality Control Board (Lahontan RWQCB), and CDFW jurisdictional authority within the Priority Development Area. As shown in Table 5.3-2, approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) within the Priority Development Area would be subject to the jurisdiction of the USACE and Lahontan RWQCB pursuant to CWA Sections 404 and 401, respectively. Approximately 2.90 acres of non-vegetated streambed/banks within the Priority Development Area would be subject to jurisdiction of the CDFW pursuant to California Fish and Game Code Sections 1600 et seq.



Table 5.3-2
Summary of Priority Development Area Jurisdictional Waters

Jurisdictional Feature	Cowardin Type	OHWM ^{1/} Wetland Presence	Dominant Vegetation	Length (Linear Feet)	USACE and Lahontan RWQCB Non-Wetlands (acres)	CDFW Non-Vegetated Streambed (acres)
Drainage 1	Ephemeral	1'/non-wetland	non-native grasses and forbs	1,155	0.03	0.32
Drainage 2	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	547	0.01	0.03
Drainage 3	Ephemeral	2'-8'/non-wetland	creosote bush, rubber rabbitbrush	619	0.09	0.18
Drainage 4	Ephemeral	1'-8'/non-wetland	creosote bush, rubber rabbitbrush	1,046	0.10	0.20
Drainage 5	Ephemeral	1'-5'/non-wetland	creosote bush, rubber rabbitbrush	4,662	0.37	0.46
Drainage 5-A	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	64	0.001	0.003
Drainage 5-B	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	115	0.003	0.005
Drainage 5-C	Ephemeral	3'/non-wetland	creosote bush, rubber rabbitbrush	197	0.01	0.02
Drainage 5-C-1	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	107	0.002	0.005
Drainage 5-D	Ephemeral	4'/non-wetland	creosote bush, rubber rabbitbrush	281	0.03	0.04
Drainage 5-E	Ephemeral	2'/non-wetland	creosote bush, rubber rabbitbrush	152	0.007	0.02
Drainage 5-F	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	95	0.002	0.004
Drainage 5-G	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	79	0.002	0.004
Drainage 5-H	Ephemeral	2'/non-wetland	creosote bush, rubber rabbitbrush	358	0.02	0.02
Drainage 5-I	Ephemeral	4'-5'/non-wetland	creosote bush, rubber rabbitbrush	699	0.08	0.13
Drainage 5-I-1	Ephemeral	4'/non-wetland	creosote bush, rubber rabbitbrush	295	0.03	0.04
Drainage 5-J	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	162	0.003	0.01
Drainage 5-K	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	124	0.003	0.01
Drainage 5-L	Ephemeral	10'/non-wetland	creosote bush, rubber rabbitbrush	645	0.15	0.23
Drainage 5-L-1	Ephemeral	4'/non-wetland	creosote bush, rubber rabbitbrush	355	0.08	0.05
Drainage 5-L-2	Ephemeral	3'/non-wetland	creosote bush, rubber rabbitbrush	232	0.02	0.03
Drainage 6	Ephemeral	1'-10'/non-wetland	creosote bush, rubber rabbitbrush	814	0.51	0.74
Drainage 6-A	Ephemeral	2'/non-wetland	creosote bush, rubber rabbitbrush	66	0.003	0.01
Drainage 6-A-1	Ephemeral	1'-3'/non-wetland	creosote bush, rubber rabbitbrush	362	0.01	0.02
Drainage 6-B	Ephemeral	3'-6'/non-wetland	creosote bush, rubber rabbitbrush	573	0.06	0.09
Drainage 6-B-1	Ephemeral	1'-3'/non-wetland	creosote bush, rubber rabbitbrush	140	0.004	0.01
Drainage 6-C	Ephemeral	1'-3'/non-wetland	creosote bush, rubber rabbitbrush	641	0.04	0.05
Drainage 6-C-1	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	81	0.002	0.004
Drainage 6-C-2	Ephemeral	5'/non-wetland	creosote bush, rubber rabbitbrush	55	0.008	0.01
Drainage 6-C-3	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	171	0.004	0.01
Drainage 6-D	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	170	0.004	0.008
Drainage 6-E	Ephemeral	2'/non-wetland	creosote bush, rubber rabbitbrush	403	0.02	0.03
Drainage 6-F	Ephemeral	2'/non-wetland	creosote bush, rubber rabbitbrush	205	0.009	0.01
Drainage 6-G	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	109	0.003	0.01
Drainage 6-H	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	141	0.003	0.007



Table 5.3-2, continued

Jurisdictional Feature	Cowdian Type	OHWM ¹ / Wetland Presence	Dominant Vegetation	Length (Linear Feet)	USACE and Lahontan RWQCB Non-Wetlands (acres)	CDFW Non-Vegetated Streambed (acres)
Drainage 6-I	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	267	0.006	0.01
Drainage 7	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	98	0.00	0.005
Drainage 8	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	192	0.004	0.009
Drainage 8-A	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	251	0.004	0.008
Drainage 8-B	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	279	0.006	0.01
Drainage 8-B-1	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	256	0.006	0.01
Drainage 8-C	Ephemeral	1'/non-wetland	creosote bush, rubber rabbitbrush	98	0.002	0.005
Basin A	Ephemeral	-	Bare ground	-	0.018155	0.032334
TOTAL				18,654	1.71	2.90
Note: 1. OHWM refers to "Ordinary High Water Mark"						

SPECIAL-STATUS SPECIES

As part of the Biological Resources Report, available literature and databases were reviewed to identify sensitive habitats and special-status plant and wildlife species that have the potential to occur within the Priority Development Area. Primary data sources reviewed to evaluate the occurrence potential of special-status resources on-site included: a 9-quadrangle (Adelanto, Apple Valley North, Apple Valley South, Baldy Mesa, Helendale, Hesperia, Turtle Valley, Victorville, and Victorville NW) search of the CDFW California Natural Diversity Database (CNDDB) RareFind 5 and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants, and generated a Species and Resources List queried from the United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation online system. The CDFW Special Animals List, Special Vascular Plants, Bryophytes, and Lichens List, and CNPS California Rare Plant Ranking System (CRPR) were reviewed for the current status of rare and endangered plant and wildlife species. Other resources reviewed included the USFWS Critical Habitat for Threatened & Endangered Species mapper; recent aerial photography (Google Earth Pro 2018); the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey; National Wetland Inventory, and Federal Emergency Management Agency (FEMA) – 100 Year Flood Zones.

Special-Status Plant Species

According to the 2004 SCLA SPEIR, the SCLA Specific Plan Area supports 23 special-status plant and animal species, including two protected species. The following special-status plant species were identified for the SCLA Specific Plan area as part of the 2004 SCLA SPEIR: Booth's evening primrose (*Camissonia boothii* spp. *boothii*); Mojave fishhook cactus (*Sclerocactus polyancistrus*); Joshua tree (*Yucca brevifolia*); Mojave yucca (*Yucca schidigera*); hedgehog cactus (*Echinocereus Engelmannii*); beavertail (*Opuntia basilaris* var. *basilaris*); golden cholla (*Opuntia echinocarpa*); and pencil cactus (*Opuntia ramosissima*).

No special-status plant species were observed during the field survey for the Priority Development Area. However, the following special-status plant species have a moderate or high potential for



occurring within the Priority Development Area: Mojave monkeyflower (*Diplacus mohavensis*), crowned muilla (*Muilla coronata*), and Beaver dam breadroot (*Pediomelum castoreum*).

- Mojave monkeyflower: This species is an annual herb that typically blooms April through June. It is often found on dry, sandy, or rock washes along the Mojave River, in Joshua tree woodland, and Mojavean desert scrub. Dry, sandy washes in Mojavean desert scrub are marginally present within the Priority Development Area; however, the nearest occurrence is less than 2 miles to the east and was last documented in 1998. Therefore, it was determined that Mojave monkeyflower has a moderate potential to occur within the Priority Development Area, and therefore there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Crowned muilla: This perennial herb typically blooms March through May. It is often found on sandy soils or coarse, granitic loams, in chaparral, Joshua tree woodland, Mojavean desert scrub, and pinyon-juniper woodland. Sandy soils in desert scrub is present within the Priority Development Area; further, the nearest occurrence was documented approximately 2 miles to the south and was last documented in 2001. Therefore, it was determined that crowned muilla has a high potential to occur within the Priority Development Area, and therefore there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Beaver dam breadroot: This perennial herb typically blooms April through May. It is often found on sandy soils of desert washes and road cuts in Joshua tree woodland and Mojavean desert scrub. Sandy soils of desert washes and road cuts is present within the Priority Development Area; further, the nearest occurrence was documented approximately 0.25-mile to the east in 2008. Therefore, it was determined that beaver dam breadroot has a high potential to occur within the Priority Development Area, and therefore there is a potential for impacts to this species if project activities are implemented within suitable habitat.

Special-Status Vegetation Communities

No special-status vegetation communities were identified as part of the 2004 SCLA SPEIR or during the field survey for the Priority Development Area. According to the CNDDDB records search, no special-status habitats/vegetation communities have been documented within the vicinity of the Priority Development Area.

Special-Status Animal Species

The following special-status animal species were identified for the SCLA Specific Plan Area as part of the 2004 SCLA SPEIR: desert tortoise (*Gopherus agassizii*); Mojave ground squirrel (*Spermophilus Mojavensis*); burrowing owl (*Athene cunicularia*); Mojave river vole (*Microtus californicus Mojavensis*); Le Conte's thrasher (*Toxostoma lecontei*); loggerhead shrike (*Lanius ludovicianus*); white-faced Ibis (*Plegadis chihi*); San Emigdio's blue butterfly (*Plebulina emigdionis*); northern harrier (*Circus caeneus*); sharp-shinned hawk (*Accipiter striatus*); horned lark (*Eremophila alpestris*); Vaux's swift (*Chaetura vauxi*); yellow warbler (*Dendroica petechia*); yellow-breasted chat (*Icteria virens*); and tricolored blackbird (*Agelaius tricolor*).

No special-status animal species were observed during the field survey for the Priority Development Area. However, it was determined that the following special-status wildlife species have a moderate or high potential for occurring within the Priority Development Area based on suitable habitat: desert tortoise; coast horned lizard (*Phrynosoma blainvillii*); burrowing owl; loggerhead shrike (*Lanius*



ludovicianus); Le Conte's thrasher (*Toxostoma lecontei*); pallid bat (*Antrozous pallidus*); Townsend's big-eared bat (*Corynorhinus townsendii*); and Mohave ground squirrel.

- Desert tortoise (Federally Threatened [FT]/ State Threatened [ST]): Desert tortoise has a moderate potential to occur within the Priority Development Area because it is found primarily in desert scrub, desert wash, and Joshua tree habitats. Friable soils are required for burrow and nest construction and are present within the Priority Development Area. Furthermore, previous surveys within the area found multiple occurrences of this species. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Coast horned lizard (Species of Special Concern [SSC]): This species is found in a wide variety of habitats, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest, along with sandy washes with scattered low bushes. Sandy washes with scattered low bushes are present within the Priority Development Area. Previous surveys included an occurrence of the species less than 1 mile to the southeast. Coast horned lizard has a moderate potential to occur within the Priority Development Area, and therefore there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Burrowing owl (SSC): Burrowing owl has a moderate potential to occur within the Priority Development Area. This species is primarily found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Burrowing owl most often depends on burrowing mammals, including Mohave ground squirrels, which have a moderate potential to occur within the project area. Therefore, there is a moderate potential for impacts to this species if project activities are implemented within suitable habitat.
- Loggerhead shrike (SSC): Loggerhead shrike has a moderate potential to occur within the Priority Development Area. This species is found in broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, along with desert oases, scrub, and washes. Previous surveys included an occurrence less than 3 miles to the south in 2005. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Le Conte's thrasher (SSC): Le Conte's thrasher has a moderate potential to occur within the Priority Development Area. This species is primarily found in open desert wash, desert scrub, alkali desert scrub, and desert succulent scrub habitats. Previous surveys found several occurrences of this species within a few miles, including one occurrence as recently as 2017. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Pallid bat (SSC): Pallid bat has a moderate potential to occur within the Priority Development Area. This species is primarily found in deserts, grasslands, shrublands, woodlands, and forests; and is very sensitive to disturbance of hibernation roost sites. Desert shrubland is present within the Priority Development Area, as well as roosting habitat (abandoned buildings) present within the Priority Development Area. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.



- Townsend's big-eared bat (SSC): Townsend's big-eared bat has a moderate potential to occur within the Priority Development Area. This species occurs throughout California in a wide variety of habitats, roosts in the open, and is extremely sensitive to human disturbance. Suitable roosting habitat (abandoned buildings) are present within the Priority Development Area. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.
- Mojave ground squirrel (ST): Mojave ground squirrel has a moderate potential to occur within the Priority Development Area. This species is found in open desert scrub, alkali scrub, and Joshua tree woodland, and also feeds in annual grasslands within the Mojave Desert. This species uses burrows at the base of shrubs for cover and nesting in sandy soils. Previous surveys have found several occurrences of this species within a few miles of the Priority Development Area. Therefore, there is a potential for impacts to this species if project activities are implemented within suitable habitat.

CRITICAL HABITAT

According to the Biological Resources Assessment, no USFWS-designated critical habitats (proposed or final) have been mapped within the Priority Development Area. The nearest critical habitat is located approximately 0.25-mile to the east for southwestern willow flycatcher (*Empidonax traillii extimus*) (within the SCLA Specific Plan boundaries), and approximately 7 miles to the north for desert tortoise; refer to Figure 6 of [Appendix 11.4](#).

5.3.2 REGULATORY FRAMEWORK

FEDERAL

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 is intended to protect plants and animals that have been identified as being at risk of extinction and classified as either threatened or endangered. FESA also regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the Act. A responsible agency or individual landowners are required to submit to a formal consultation with the USFWS to assess potential impacts to listed species as the result of a development project, pursuant to FESA Sections 7 and 10. The USFWS is required to make a determination as to the extent of impact to a particular species a project would have. If it is determined that potential impacts to a species would likely occur, measures to avoid or reduce such impacts must be identified.

Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (16 U.S.C. Sections 661-667e) requires that whenever waters or channel of a stream or other body of water are proposed or authorized to be modified by a public or private agency under a Federal license or permit, the Federal agency must first consult with the USFWS and/or National Oceanic and Atmospheric Administration Fisheries and with the head of the agency exercising administration over the wildlife resources of the State where construction would occur (in this case the CDFW), with a view to conservation of birds, fish, mammals, and all other classes of wild animals and all types of aquatic and land vegetation upon which wildlife is dependent.



Migratory Bird Treaty Act and the Bald Eagle Protection Act

The Migratory Bird Treaty Act (MBTA) implements various treaties for the protection of migratory birds. Under the MBTA, taking, killing, or possessing migratory birds is unlawful. Unless permitted by regulations, the MBTA provides that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not. The MBTA protects the nests of all native bird species, including common species, such as mourning dove, Anna's hummingbird, and common yellowthroat.

The Bald Eagle Protection Act (16 U.S.C. 668) was passed in 1940 to protect bald eagles and was later amended to include golden eagles. Under the act, it is unlawful to import, export, take, sell, purchase, or barter any bald eagle or golden eagle, their parts, products, nests, or eggs. Take includes pursuing, shooting, poisoning, wounding, killing, capturing, trapping, collecting, molesting, or disturbing eagles.

Federal Clean Water Act

Section 404

The USACE maintains regulatory authority over the discharge of dredged or fill material into the waters of the United States, pursuant to Section 404 of the CWA. The USACE and U.S. Environmental Protection Agency (EPA) define "fill material" as any "material placed in waters of the United States where the material has the effect of: (i) Replacing any portion of a water of the United States with dry land; or (ii) Changing the bottom elevation of any portion of the waters of the United States." Fill material may include sand, rock, clay, construction debris, wood chips, or other similar "materials used to create any structure or infrastructure in the waters of the United States." The term "waters of the United States" includes the following:

- All waters that have, are, or may be used in interstate or foreign commerce (including sightseeing or hunting), including all waters subject to the ebb and flow of the tide;
- Wetlands;
- All waters such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation or destruction of which could affect interstate or foreign commerce;
- All impoundments of water mentioned above;
- All tributaries of waters mentioned above;
- Territorial seas; and
- All wetlands adjacent to the waters mentioned above.

In the absence of wetlands, the USACE's jurisdiction in non-tidal waters extends to the Ordinary High Water Mark, which is defined as "...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris,



or other appropriate means that consider the characteristics of the surrounding area (33 CFR 328.3(e)).”

Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are jointly defined by the USACE and EPA as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3(b)).”

It is important to note that on January 23, 2020, the EPA and the Department of the Army (Army) finalized the Navigable Waters Protection Rule to define “waters of the United States.” The Navigable Waters Protection Rule outlines four clear categories of waters that are considered “waters of the United States.” These four categories protect the nation’s navigable waters and the core perennial and intermittent tributary systems that flow into those waters.

Section 401

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the Federal CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB’s jurisdiction extends to all waters of the State and to all waters of the United States, including wetlands (isolated and non-isolated conditions). Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed Federally-permitted activity that may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by the USACE, pursuant to Section 404 of the CWA. The RWQCB is required to provide “certification that there is reasonable assurance that an activity which may result in the discharge to waters of the United States will not violate water quality standards,” pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge would comply with applicable water quality standards, which are given as objectives in each of the RWQCB’s Basin Plans.

In addition, pursuant to the Porter-Cologne Water Quality Control Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) of 1984, in combination with the California Native Plant Protection Act of 1977, regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State (Sections 2074.2 and 2075.5 of the Fish and Wildlife Code). The State of California also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. The CDFW is given the responsibility by the State to assess development projects for their potential to impact listed species and their habitats. State listed special-status species are also addressed through the issuance of a 2081 permit (Memorandum of Understanding).



California Department of Fish and Game Code

Within the State of California, fish, wildlife, and native plant resources are protected and managed by the CDFW. The CDFW is responsible for issuing permits for the take or possession of protected species. The following sections of the Fish and Game Code address the protected species: Section 3511 (birds); Section 4700 (mammals); Section 5050 (reptiles and amphibians); and, Section 5515 (fish).

California Department of Fish and Wildlife Lake and Streambed Alteration Agreements

Section 1602 of the Fish and Game Code requires any person, State, or local governmental agency, or public utility to notify the CDFW before commencing any activity that would result in one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- Deposit debris, waste, or other material that could pass into any river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, ephemeral, and episodic rivers, streams, and lakes within the State of California. While the jurisdictional limits are similar to the limits defined by USACE regulations, CDFW jurisdiction includes riparian habitat supported by a river, stream, or lake with or without the presence or absence of saturated soil conditions or hydric soils. CDFW jurisdiction generally includes to the top of bank of the stream, or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Any project that occurs within or in the vicinity of a river, stream, lake, or their tributaries typically requires notification of the CDFW, including rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life, and watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

California Native Plant Society

The CNPS publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California (Inventory) in both hard copy and electronic version. The Inventory assigns plants to the following categories:

- 1A – Presumed extinct in California and either rare or extinct elsewhere;
- 1B – Rare, threatened, or endangered in California and elsewhere;
- 2A – Presumed extirpated in California, but common elsewhere;
- 2B – Rare, threatened, or endangered in California, but more common elsewhere;
- 3 – Plants for which more information is needed; and
- 4 – Plants of limited distribution.



Additional endangerment codes are assigned to each taxa as follows:

- 0.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- 0.2 – Moderately threatened in California (20-80 percent occurrences threatened/moderate degree and immediacy of threat); and
- 0.3 – Not very threatened in California (<20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

Plants on Lists 1A, 1B, 2A, 2B, and 3 of the CNPS Inventory consist of plants that may qualify for listing and are given special consideration under CEQA during project review. Although plants on List 4 have little or no protection under CEQA, they are usually included in the project review for completeness.

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by Federal, State, and local conservation plans, policies, or regulations. The CDFW ranks sensitive communities as “threatened” or “endangered” and keeps records of their occurrences in its CNDDB. Sensitive vegetation communities are also identified by CDFW on its Natural Communities List recognized by the CNDDB. Impacts to sensitive natural communities and habitats identified in local or regional plans, policies, and regulations, or by Federal or State agencies, must be considered and evaluated under CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G).

Fully Protected Species and Species of Special Concern

The classification of “fully protected” was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibian and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at Section 5515, amphibian and reptiles at Section 5050, birds at Section 3511, and mammals at Section 4700) dealing with “fully protected” species states that these species “. . . may not be taken or possessed at any time. No provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take a fully protected (species),” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize take resulting from recovery activities for State-listed species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional



information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review.

California Environmental Quality Act

In addition to specific Federal and State statutes for the protection of threatened and endangered species, CEQA Guidelines Section 15380(b) provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if it can be shown that the species meets certain specified criteria. Modeled after definitions in the FESA and the section of the California Fish and Wildlife Code dealing with rare or endangered plants and animals, these criteria are given in CEQA Guidelines Section 15380(b). The effect of Section 15380(b) is to require public agencies to undertake reviews to determine if projects would result in significant effects on species not listed by either the USFWS or CDFW (i.e., candidate species). Through this process, agencies are provided with the authority to protect additional species from the potential impacts of a project until the appropriate government agencies have an opportunity to designate the species as protected, if deemed appropriate.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to biological resources are contained in the Resource Element of the Victorville General Plan. These policies and implementation measures include the following:

Resource Element

Policy 4.1.1: Encourage development of natural habitat that supports rare, threatened or endangered plants and wildlife (i.e., “sensitive” species), or require restoration of the same type of impacted habitat within an existing, planned or potential conservation area.

Implementation Measure 4.1.1.2: Continue to require biological surveys and an assessment of impacts to biological resources for new “greenfield” projects, as part of the City’s CEQA implementation procedures. Update City’s database of sensitive habitats with findings of project-level biological surveys and reports.

Policy 4.2.1: Generally prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.

Implementation Measure 4.2.1.1: Compile and current mapping of biological habitat features and occurrences of sensitive species along Mojave River Corridor.



Victorville Municipal Code

Chapter 13.33, Preservation and Removal of Joshua Trees

Chapter 13.33 of the Victorville Municipal Code requires that the proper and necessary steps be taken in order to protect and preserve, to the greatest extent possible, Joshua trees in all areas of the city. Chapter 13.33 prohibits any person to cut, damage, destroy, dig up, or harvest any Joshua tree without the prior written consent of the Director of Parks and Recreation or his designee.¹

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA includes questions relating to biological resources. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (refer to Impact Statement BIO-1)
- 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? (refer to Impact Statement BIO-2)
- 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? (refer to Impact Statement BIO-2)
- 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? (refer to Impact Statement BIO-3)
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (refer to Impact Statement BIO-4)
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? (refer to Section 8.0, *Effects Found Not To Be Significant*)

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards,

¹ On September 22, 2020, the California Fish and Game Commission listed the western Joshua tree under the California Endangered Species Act to protect the species for at least a year. This listing supersedes the protection and preservation measures enumerated under Chapter 13.33 of the Victorville Municipal Code.



or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.3.4 IMPACTS AND MITIGATION MEASURES

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES

BIO-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 OR U.S. FISH AND WILDLIFE SERVICE.

Impact Analysis: Future development associated with the SCLA Specific Plan would result in future development having the potential to result in direct or indirect impacts to candidate, sensitive, or special-status species. Special-status species determined to have the potential to occur within the Specific Plan Area are presented in [Section 5.3.1](#). The following analysis is limited to those species that, based on habitat requirements, are known to regularly occur within the Specific Plan area and Priority Development Area.

Special-Status Plant Species

According to the 2004 SCLA SPEIR, the SCLA Specific Plan area has the potential to support special-status plant species including Booth's evening primrose, Mojave fishhook cactus, Joshua tree, Mojave yucca, hedgehog cactus, beavertail, golden cholla, and pencil cactus. Given the duration of time that has elapsed since preparation of the 2004 SCLA SPEIR and since no development is expected to occur for at least 25 years, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require preparation of a Biological Resources Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure BIO-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to special-status plant species.

No special-status plant species were observed in the Priority Development Area during the field survey conducted for the Biological Resources Assessment; however, special-status plant species including Mojave monkeyflower, crowned muilla, and Beaver Dam breadroot have a moderate or high potential to occur within the Priority Development Area based on suitable habitat. Further, Joshua trees were observed during the field survey conducted for the Biological Resources Assessment. This species was not State- and/or Federally-listed at the time the Biological Resources Analysis was prepared (November 2018) but was protected under Chapter 13.33 of the Victorville Municipal Code. However, the California Fish and Game Commission listed the western Joshua tree under the California Endangered Species Act on September 22, 2020 to protect the species for at least a year. To mitigate impacts to special-status plant species, including Joshua trees, future development occurring within the Priority Development Area would be subject to compliance with Mitigation



Measure BIO-2. Mitigation Measure BIO-2 would require a qualified botanist to conduct a focused rare plant survey in areas with suitable habitat to determine presence or absence of special-status plant species prior to construction activities and during the appropriate blooming season. If individual or populations of special-status plant species are found within the areas proposed for disturbance, measures to avoid and minimize impacts shall be recommended. If State- and/or Federally-listed plant species are present, and avoidance is infeasible, Incidental Take Permit(s) from the CDFW and/or USFWS would be required prior to the commencement of project activities. With implementation of Mitigation Measure BIO-2, future development occurring within the Priority Development Area would result in less than significant impacts to special-status plant species.

Special-Status Vegetation Communities

No special-status vegetation communities were identified as part of the 2004 SCLA SPEIR. Given the duration of time that has elapsed since preparation of the 2004 SCLA SPEIR and since no development is expected to occur for at least 25 years, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require preparation of a Biological Resources Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure BIO-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to special-status vegetation communities.

No special-status vegetation communities were observed within (or in proximity to) the Priority Development Area. According to the CNDDDB records search, no special-status habitats/vegetation communities have been documented within the vicinity of the Priority Development Area. As such, no impact would occur in this regard.

Special-Status Animal Species

According to the 2004 SCLA SPEIR, the SCLA Specific Plan area has the potential to support special-status animal species including desert tortoise, Mojave ground squirrel, burrowing owl, Mojave river vole, Le Conte's thrasher, loggerhead shrike, white-faced Ibis, San Emigdio's blue butterfly, northern harrier, sharp-shinned hawk, horned lark, Vaux's swift, yellow warbler, yellow-breasted chat, and tricolored blackbird. Given the duration of time that has elapsed since preparation of the 2004 SCLA SPEIR and since no development is expected to occur for at least 25 years, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require preparation of a Biological Resource Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure BIO-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to special-status animal species.

No special-status animal species were observed during the field survey for the Priority Development Area; however, special-status wildlife species including desert tortoise, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte's thrasher, pallid bat, Townsend's big-eared bat, and Mohave ground squirrel have a moderate or high potential for occurring within the Priority Development Area based on suitable habitat. To address potential impacts to special-status animal species, future development



occurring within the Priority Development Area would be subject to compliance with Mitigation Measures BIO-3 through BIO-6. Mitigation Measures BIO-3 through BIO-6 would require a preconstruction clearance survey for burrowing owl, desert tortoise, Mohave ground squirrel, and roosting bats. With implementation of Mitigation Measures BIO-3 through BIO-6, future development occurring within the Priority Development Area would result in less than significant impacts to special-status animal species.

Mitigation Measures:

BIO-1: Projects outside of the Priority Development Area that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects), and with the potential to reduce or eliminate habitat for native plant and wildlife species or sensitive habitats, as determined by the City of Victorville's Development Department, shall provide a Biological Resources Assessment prepared by a City-approved qualified biologist for review and approval by the Development Services Department. The assessment shall include biological field survey(s) and a jurisdictional delineation of the project site to characterize the extent and quality of habitat that would be impacted by development. Surveys shall be conducted by qualified biologists and/or botanists in accordance with California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service survey protocols for target species. If no sensitive species are observed during the field survey and the regulatory agencies agree with those findings, then no further mitigation would be required. If sensitive species or habitats are documented on the project site, the project applicant shall comply with the applicable requirements of the regulatory agencies and shall apply mitigation determined through the agency permitting process.

BIO-2: Prior to construction, and during the appropriate blooming periods for special-status plant species with the potential to occur within the Priority Development Area, a qualified botanist shall conduct a focused rare plant survey in areas with suitable habitat to determine presence or absence. The surveys shall be floristic in nature (i.e., identifying all plant species to the taxonomic level necessary to determine rarity), and shall be inclusive of, at a minimum, areas proposed for disturbance. Any proposed work in areas with no suitable habitat shall not require a focused rare plant survey.

The results of the survey shall be documented in a letter report that would be included in the environmental document. If individual or populations of special-status plant species are found within the areas proposed for disturbance, measures to avoid and minimize impacts shall be recommended. The surveys and reporting shall follow 2009 California Department of Fish and Wildlife and/or 2001 CNPS guidelines.

If State- and/or Federally-listed plant species are present, and avoidance is infeasible, Incidental Take Permit(s) from the California Department of Fish and Wildlife and/or U.S. Fish and Wildlife Service shall be obtained prior to the commencement of project activities.

BIO-3: Prior to construction, a qualified biologist shall conduct a burrowing owl protocol survey in areas of the Priority Development Area with suitable habitat to ensure that burrowing owls remain absent from the project site and impacts to any occupied burrows do not occur. A complete burrowing owl survey in accordance with the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife, 2012), consists of four site



- visits. Surveys shall be conducted during the burrowing owl nesting season, which can begin as early as February 1 and continues through August 31. Further, two pre-construction clearance surveys shall be conducted 14 to 30 days and 24 hours prior to any vegetation removal or ground disturbing activities. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during pre-construction clearance surveys, a burrowing owl exclusion plan shall be prepared and submitted to California Department of Fish and Wildlife for approval prior to initiating project activities. Any proposed work in areas with no suitable habitat shall not require a burrowing owl protocol survey.
- BIO-4: Prior to construction, a qualified biologist shall conduct a protocol survey to determine the presence/absence of desert tortoise in areas of the Priority Development Area with suitable habitat. In accordance with survey guidelines established by the U.S. Fish and Wildlife Service, the qualified biologist shall survey areas of suitable habitat located on and within 500 feet of the proposed development during the tortoise's most active periods (September through October) when air temperatures are below 95°F. Survey transects shall be oriented north to south and spaced at approximately 10-meter (33 feet) intervals throughout all areas containing suitable habitat to provide 100 percent visual coverage and increase the likelihood of detecting desert tortoise and/or sign. Following completion of the presence/absence survey, the biologist shall prepare a letter report with supporting Geographic Information Systems (GIS) figures to document the methods and results of the presence/absence survey, as well as identify any additional surveys, mitigation measures, and/or permitting requirements that may be required prior to implementation of a proposed project. Any proposed work in areas with no suitable habitat shall not require a desert tortoise protocol survey.
- BIO-5: Prior to construction, a qualified biologist shall conduct a protocol survey to determine the presence/absence for the Mohave ground squirrel in areas of the Priority Development Area with suitable habitat. Studies that include trapping for the Mohave ground squirrel shall be authorized by a Memorandum of Understanding (MOU) or Letter Permit issued by the Wildlife Branch of the California Department of Fish and Wildlife, or by another permit as determined by the California Department of Fish and Wildlife, and shall be undertaken by a qualified biologist. Visual surveys to determine Mohave ground squirrel activity and habitat quality shall be undertaken during the period of 15 March through 15 April. Any proposed work in areas with no suitable habitat shall not require a Mohave ground squirrel protocol survey.
- BIO-6: Within 30 days prior to construction, a qualified bat biologist shall survey all suitable structures and vegetation within the Priority Development Area for bat roosts. If bats roosts are found within the project impact area, the qualified bat biologist shall identify the bats to the species level and evaluate the colony to determine its size and significance. If any structures house an active maternity colony of bats, construction activities shall not occur during the recognized bat breeding season (March 1 to October 1). Any proposed work in areas with no suitable habitat shall not require a bat survey.

If a bat roost is present within the vicinity of a proposed project impact area that does not need to be removed, a qualified bat biologist shall establish a no-disturbance buffer (typically 100 feet) that must be maintained throughout the duration of the project. If a



maternity roost is identified, a no-disturbance buffer shall be established and maintained until a qualified bat biologist determines that the roost is no longer active.

If project activities must occur during non-daylight hours or during the bat breeding season (March 1 to October 1), a qualified bat biologist shall establish monitoring measures, including frequency and duration, based on species, individual behavior, and type of construction activities. Night lighting shall be used only within the portion of the project actively being worked on and focused directly on the work area. This measure would minimize visual disturbance and allow bats to continue to utilize the remainder of the area for foraging and night roosting. If bats are showing signs of distress, work activities shall be modified to prevent bats from abandoning their roost or altering their feeding behavior. At any time, the qualified biologist shall have the authority to halt work if there are any signs of distress or disturbance that may lead to roost abandonment. Work shall not resume until corrective measures have been taken or it is determined that continued activity would not adversely affect roost success.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WETLANDS, RIPARIAN, OR SENSITIVE NATURAL COMMUNITIES

BIO-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY STATE OR FEDERALLY PROTECTED WETLANDS, OR RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.

Impact Analysis: Based on the 2004 SCLA SPEIR, the SCLA Specific Plan area supports 11.3 acres of non-wetland and 0.4-acre of wetland waters of the United States that would be subject to jurisdiction of the USACE. The 2004 SCLA SPEIR determined that the SCLA Specific Plan area supports 11.4 acres of non-vegetated and 0.6-acre of vegetated riparian habitat that would be subject to jurisdiction of the CDFW. As a result, future development occurring outside of the Priority Development Area has the potential to directly and indirectly impact wetlands and riparian habitat or sensitive natural communities, if present.

As discussed above, future development occurring outside of the Priority Development Area would be required to prepare a Biological Resources Assessment which assesses existing resources (including jurisdictional resources, wetland/riparian habitat, and sensitive communities), the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure BIO-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to wetlands, riparian, and/or sensitive natural communities.

Further, any future development occurring outside of the Priority Development Area with potential to impact to Federally-protected wetlands would require CWA Section 404 Permit from the USACE prior to demolition, grading, or building permit approval. Any adverse effects to Federally-protected wetlands would be fully mitigated through compliance with the Section 404 regulatory process, as the



USACE ensures no net loss of riparian habitat and preservation of biological function and value of any on-site jurisdictional features.

Future development occurring outside of the Priority Development Area with potential to affect CDFW-jurisdictional riparian habitats would require a jurisdictional assessment to determine if: 1) the project site supports CDFW-protected wetlands, and 2) the project must initiate the CDFW permitting process. Pursuant to California Fish and Game Code 1600 et seq. and CWA Sections 401 and 404, the assessment is required to map and identify any wetland or riparian/riverine resources present, evaluate the plant species composition, provide a soils analysis (where appropriate), and include avoidance and mitigation measures to reduce impacts to these resources. Additionally, future development occurring outside of the Priority Development Area that may alter any watercourse or wetland, located either on-site or on any required off-site improvement areas are required to obtain applicable permits from the appropriate resources agencies. Overall, impacts to riparian habitat or other sensitive natural communities would be less than significant in this regard.

As shown in Table 5.3-2, approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) within the Priority Development Area would be subject to the jurisdiction of the USACE and Lahontan RWQCB pursuant to CWA Sections 404 and 401, respectively. Approximately 2.90 acres of non-vegetated streambed/banks within the Priority Development Area would be subject to jurisdiction of the CDFW pursuant to California Fish and Game Code Sections 1600 et seq. To address potential impacts to riparian habitat and other sensitive natural communities, future development occurring within the Priority Development Area would be subject to compliance with Mitigation Measures BIO-7 and BIO-8. Mitigation Measure BIO-7 would ensure future development occurring within the Priority Development Area with the potential to impact jurisdictional resources procures the appropriate permits/authorizations prior to commencement of construction activities. Mitigation Measure BIO-8 would ensure future development occurring within the Priority Development Area restores all areas disturbed during site-specific development activities to natural conditions or better following construction. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure BIO-1, as well as the following.

BIO-7: Prior to the commencement of construction within the Priority Development Area, mitigation to offset impacts must be agreed upon, and the appropriate permits/authorization must be procured for projects with the potential to impact jurisdictional waters, which includes the following:

- Army Corps of Engineers Clean Water Act Section 404 Nationwide Permit for impacts associated with dredge and fill material to non-wetland Waters of the United States not exceeding 0.5 acre, whereas impacts exceeding 0.5 acre shall require a Standard Individual Permit, which includes an Alternatives Analysis;
- Lahontan Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification for impacts associated with dredge and fill material to Waters of the United States; and
- California Department of Fish and Wildlife California Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement (or other approval such as



an Operation by Law letter or Letter of Non-Substantial Impact) for impacts/alteration to streambed/banks and associated riparian vegetation.

BIO-8: Following the completion of site-specific development activities occurring within the Priority Development Area, areas disturbed during construction shall be restored to natural conditions or better. Restoration of jurisdictional areas affected by proposed activities shall include re-contouring slopes to pre-project grade and the installation of the appropriate seed mix, cuttings, and/or container stock according to specifications, including maintenance, monitoring, and success criteria, detailed in an agency-approved Habitat Mitigation and Monitoring Plan (HMMP) as required by California Department of Fish and Wildlife.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WILDLIFE CORRIDORS

BIO-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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.

Impact Analysis: According to the 2004 SCLA SPEIR, the SCLA Specific Plan area has the potential to support wildlife movement. To address potential impacts to designated wildlife corridors and nesting habitat, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require preparation of a Biological Resources Assessment which assesses existing resources (including wildlife corridors and suitable nesting habitat for avian species), the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure BIO-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to wildlife corridors.

According to the Biological Resources Report, ground-moving wildlife (e.g., mammals and reptiles) can utilize the Priority Development Area to migrate and forage but are limited in breeding and dispersal as the site is almost entirely developments and infrastructure known to restrict movement and subject wildlife to mortality. Less than significant impacts would occur in this regard.

The Priority Development Area provides suitable nesting habitat for a limited number of ground-nesting bird species. In addition, ornamental trees associated with the active and inactive developments may provide suitable nesting habitat for other avian species. Implementation of Mitigation Measure BIO-9 would require a pre-construction nesting bird survey if construction cannot occur outside of the nesting season. In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist or overriding agencies) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest). Impacts in this regard would be reduced to less than significant levels.



Mitigation Measures:

BIO-9: Proposed project activities occurring within the Priority Development Area shall avoid the bird breeding season (typically January through July for raptors and February through August for other avian species), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct a pre-construction nesting bird survey for avian species to determine the presence/absence, location, and status of any active nests on or adjacent to the area proposed project site. The extent of the survey buffer area surrounding the nest shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, nesting bird surveys shall be performed twice per week during the three weeks prior to the scheduled project activities.

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

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

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TREE PRESERVATION

BIO-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD CONFLICT WITH LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

Impact Analysis: It is the City's policy to encourage development of natural habitat that supports rare, threatened or endangered plants and wildlife (i.e., "sensitive" species), or require restoration of the same type of impacted habitat within an existing, planned or potential conservation area (Resource Element Policy 4.1.1). As a result, the City requires biological surveys and an assessment of impacts to biological resources for new "greenfield" projects, as part of the City's CEQA implementation procedures (Resource Element Implementation Measure 4.1.1.2). In accordance with Resource Element Policy 4.1.1, Mitigation Measure BIO-1 would require future development occurring outside of the Priority Development Area to prepare a Biological Resource Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level.

A Biological Resources Assessment and Jurisdictional Delineation was prepared for the Priority Development Area; refer to [Appendix 11.4](#) and [Appendix 11.5](#). Based on the results of the Biological Resources Assessment and Jurisdictional Delineation, Mitigation Measures BIO-2 through BIO-9 are



proposed to reduce impacts to biological resources to less than significant levels. The proposed project would not conflict with Resource Element Policy 4.1.1 in this regard.

Chapter 13.33 of the Victorville Municipal Code requires that the proper and necessary steps be taken in order to protect and preserve, to the greatest extent possible, Joshua trees in all areas of the City. Chapter 13.33 prohibits any person to cut, damage, destroy, dig up, or harvest any Joshua tree without the prior written consent of the Director of Parks and Recreation or his designee. It should be noted that the California Fish and Game Commission listed the western Joshua tree under the California Endangered Species Act to protect the species for at least a year. This listing supersedes the protection and preservation measures enumerated under Chapter 13.33 of the Victorville Municipal Code. According to the 2004 SCLA SPEIR, Joshua trees occur throughout the Specific Plan area. Thirty (30) Joshua trees were identified within the Priority Development Area as part of the Biological Resources Assessment. To mitigate impacts to Joshua trees, future development occurring within the SCLA Specific Plan area would be subject to compliance with Mitigation Measures BIO-1 and BIO-2; refer to Impact Statement BIO-1. Compliance with Mitigation Measures BIO-1 and BIO-2 would reduce impacts to Joshua trees to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-9.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES

- **PROJECT IMPLEMENTATION COULD 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 OR U.S. FISH AND WILDLIFE SERVICE.**

Impact Analysis: Development of cumulative projects could result in direct take of special-status species, construction and post-construction disturbances, and/or special-status habitat conversion. Like the proposed project, all future cumulative development would undergo environmental review on a project-by-project basis, to evaluate potential impacts to biological resources and ensure compliance with the established regulatory framework. As such, cumulative impacts to biological resources within the City and surrounding areas would be mitigated on a project-by-project basis.

As concluded in Impact Statement BIO-1, the SCLA Specific Plan area and Priority Development Area support a variety of special-status plant and animal species. Future development occurring outside of the Priority Development Area would result in less than significant impacts to special-status species with implementation of Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require future development occurring outside of the Priority Development Area to prepare a Biological



Resource Assessment which assesses existing resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. To address potential impacts to special-status plant and animal species, future development occurring within the Priority Development Area would be subject to compliance with Mitigation Measures BIO-2 through BIO-6. Mitigation Measure BIO-2 would require a qualified botanist to conduct a focused rare plant survey in areas with suitable habitat to determine presence or absence of special-status plant species prior to construction activities and during the appropriate blooming season. Mitigation Measures BIO-3 through BIO-6 would require a preconstruction clearance survey for burrowing owl, desert tortoise, Mohave ground squirrel, and roosting bats. With implementation of Mitigation Measures BIO-2 through BIO-6, future development occurring within the Priority Development Area would result in less than significant impacts to special-status plant and animal species. Therefore, the proposed project would not result in cumulatively considerable impacts to special-status species or habitat.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-6.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WETLAND, RIPARIAN, OR SENSITIVE NATURAL COMMUNITIES

- **PROJECT IMPLEMENTATION COULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY STATE OR FEDERALLY PROTECTED WETLANDS OR RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.**

Impact Analysis: Development of cumulative projects could result in the local and regional loss of wetlands, riparian habitats, and sensitive natural communities. Future cumulative development with the potential to impact to Federally-protected wetlands would require Clean Water Act Section 404 Permit from the USACE prior to demolition, grading, or building permit approval. Any adverse effects to Federally-protected wetlands would be fully mitigated through compliance with the Section 404 regulatory process, as the USACE ensures no net loss of riparian habitat and preservation of biological function and value of any on-site jurisdictional features. All future cumulative development with potential to affect CDFW-jurisdictional riparian habitats would require a jurisdictional assessment and would be subject to compliance with California Fish and Game Code 1600 et seq. and CWA Sections 401 and 404 requirements. Cumulative development with the potential to alter any watercourse or wetland would be required to obtain applicable permits from the appropriate resources agencies. As such, cumulative impacts concerning riparian or sensitive natural communities within the City would be mitigated on a project-by-project basis following compliance with California Fish and Game Code 1600 et seq. and CWA Sections 401 and 404 requirements.

As concluded in Impact Statement BIO-2, the SCLA Specific Plan area and Priority Development Area support non-wetland and wetland waters of the United States. Any future development occurring outside of the Priority Development Area with potential to impact to Federally-protected wetlands and/or CDFW-jurisdictional riparian habitats would require preparation of a jurisdictional assessment to determine the presence/absence of jurisdictional features and would be subject to CDFW and CWA requirements. Future development occurring within the Priority Development Area would be subject to compliance with Mitigation Measures BIO-1, BIO-7, and BIO-8. Mitigation



Measure BIO-1 would require future development occurring outside of the Priority Development Area to prepare a Biological Resource Assessment which assesses existing resources (including jurisdictional resources), the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure BIO-7 would ensure future development occurring within the Priority Development Area with the potential to impact jurisdictional resources procures the appropriate permits/authorizations prior to commencement of construction activities. Mitigation Measure BIO-8 would ensure future development occurring within the Priority Development Area restores all areas disturbed during site-specific development activities to natural conditions or better following construction. Therefore, the proposed project would not result in cumulatively considerable impacts to wetland, riparian, or sensitive natural communities.

Mitigation Measures: Refer to Mitigation Measures BIO-1, BIO-7, and BIO-8.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WILDLIFE CORRIDORS

- **PROJECT IMPLEMENTATION COULD 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.**

Impact Analysis: Cumulative projects identified in Table 4-1 could be located within a local or regional designated migratory corridors or linkages. Therefore, cumulative projects could disrupt or have an adverse effect to potential wildlife movement. Further, plant communities found on cumulative project sites could provide foraging habitat, nesting/denning sites, and shelter for wildlife including migrant and nesting bird species. Although the cumulative projects could potentially impact the movement of a native resident, migratory species, or nesting birds, all future cumulative development would undergo environmental review and appropriate mitigation, as necessary, on a project-by-project basis. Nesting birds are protected pursuant to the MBTA, Bald/Golden Eagle Protection Act, and Fish and Wildlife Code (Sections 3503, 3503.5, 3511, and 3513).

As described above, the SCLA Specific Plan area and Priority Development Area has the potential to support wildlife movement. To address potential impacts to designated wildlife corridors and nesting habitat, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure BIO-1. Mitigation Measure BIO-1 would require preparation of a Biological Resource Assessment which assesses existing resources (including wildlife corridors and suitable nesting habitat for avian species), the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Although the Priority Development Area does not provide wildlife movement opportunities, the area provides suitable nesting habitat for avian species. Thus, implementation of Mitigation Measure BIO-9 would require a pre-construction nesting bird survey if construction cannot occur outside of the nesting season. In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist or overriding agencies) shall be established around such active nests, and no construction within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest). With



implementation of Mitigation Measure BIO-1 and BIO-9, the proposed project would not result in cumulatively considerable impacts to wildlife corridors or nesting birds.

Mitigation Measures: Refer to Mitigation Measures BIO-1 and BIO-9.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TREE PRESERVATION

● PROJECT IMPLEMENTATION COULD CONFLICT WITH LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

Impact Analysis: Other cumulative projects have the potential to occur on sites that supports rare, threatened or endangered plants and wildlife (i.e., “sensitive” species), or require restoration of the same type of impacted habitat within an existing, planned or potential conservation area. Similarly, cumulative projects within Victorville that have the potential to impact Joshua trees that are protected under the Chapter 13.33 of the Victorville Municipal Code. However, impacts would be determined on a project-by-project basis under separate CEQA review and would depend whether there are any protected trees on the related project sites.

As concluded in Impact Statement BIO-4, the proposed project would be consistent with the City’s adopted policies or ordinances protecting biological resources through implementation of Mitigation Measure BIO-1 through BIO-9. Similarly, compliance with Mitigation Measures BIO-1 and BIO-2 would reduce impacts to Joshua trees to less than significant levels. Thus, the proposed project, in combination with other related projects, would not cumulatively contribute towards any interference with adopted policies or ordinances protecting biological resources.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-9.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to biological resources have been identified.



5.4 CULTURAL AND TRIBAL CULTURAL RESOURCES

The purpose of this section is to identify existing cultural (including historic and archeological resources) and tribal resources within and around the Specific Plan area and to assess the significance of such resources. Mitigation measures are recommended to minimize impacts as a result of project implementation. This section is primarily based upon the *Victorville General Plan*, *Victorville General Plan EIR*, and *2004 SCLA SPEIR*. Information related to the proposed Priority Development Area is primarily based upon the *Cultural Resource Assessment for the Southern California Logistics Airport Specific Plan Amendment Technical Study Project, City of Victorville, San Bernardino County, California* (Cultural Resources Assessment), prepared by Applied EarthWorks, Inc, dated June 2019; refer to Appendix 11.6, *Cultural Resources Assessment*.

As noted within Section 3.0, *Project Description*, the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The Cultural Resources Assessment prepared in June 2019 addresses potential impacts to resources specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further cultural/tribal review as development occurs, consistent with CEQA Guidelines Section 15168.

5.4.1 EXISTING SETTING

CULTURAL SETTING

Prehistoric Setting

Terminal Pleistocene (circa [ca.] 12,000 to 10,000 years before present [B.P.]

As the glaciers retreated under comparatively warm conditions between 12,100 B.P. and 10,100 B.P., both vegetation and animals began to move to higher elevations. Paleoenvironmental, paleobotanical, and geomorphologic investigations reveal that the climate, vegetation, and landscape across the North American continent, including the inland southern California region, changed dramatically at the end of the Pleistocene, from wet and cool conditions to a drier and warmer regime. In very general terms, the desert interior may have been more productive and more attractive to prehistoric groups than the inland areas farther to the west and south during the early Holocene (ca. 10,000– 8000 B.P.).

Paleo-Indian Complex

The Paleo-Indian complex within the Mojave Desert is thus far represented exclusively by Clovis material culture, though the relationship with later Great Basin stemmed series points is also a



consideration. Some early researchers pose the theory of two different traditions relating to interior and coastal adaptation during the Late Pleistocene to Early Holocene transition. Based on work in the Panamint Valley, the theory of “Paleo-Desert” was created, a geographic distinction from Paleo-Indian sites of the “Paleo-Coastal” tradition. In the Paleo-Desert geographic region, Paleo-Indian sites are generally located along the shorelines of these ancient pluvial lakes.

One common theme among nearly all Paleo-Indian complex sites in North America is the tool assemblage—fluted projectile points made from fine-grained lithic material, hafted to the end of a spear and launched using a throwing tool (atlatl). Fluted points, defined as a component of the Clovis material culture in California, have been found nearly throughout the entire State from coastal estuary environments to ancient Pleistocene lakeshores, which are now in desert areas. At least five sites near Cajon Pass containing fluted projectile points have been identified, suggesting an early occupation of approximately 12,000 B.P., which corresponds to the “hypothetical Pre-Clovis” complex (pre-10,000 B.P.) for San Bernardino County. In addition to fluted points, the Paleo-Indian tool assemblage was composed mainly of scrapers, burins, awls, and choppers, all used for the processing of animal remains and foodstuffs.

Early Holocene (ca. 10,000 to 8500 years B.P.)

As the climate changed, so did the distribution of floral and faunal communities and people living in the desert regions migrated toward the coastal region to exploit littoral resources. During periods of drought, human populations from the deserts may have moved toward the coast to exploit littoral resources. Economic activities of the early Holocene were focused on the pluvial lakes and their environs where people could fish, take waterfowl and their eggs, gather aquatic plants, harvest mollusks, hunt for large and small game, etc. Very small numbers of ground stone artifacts suggest limited grinding of hard seeds, representing a shift to a more diversified and generalized economy. Milling slabs and handstones for seed processing are rare in early Holocene sites relative to their abundance in later times, so milling of vegetation seems not to have been very important. The high incidence of exotic materials (including marine shell) bespeaks wider spheres of interaction than was seen previously. These and other data have been interpreted as indicators of “a forager-like strategy organized around relatively small social units.”

Lake Mojave Complex

A small frequency of ground stone implements is present during this time, from which limited hard seed grinding activities can be inferred representing a shift toward a more diversified and generalized economy. The high incidence of extra-local materials and marine shell is interpreted as wider spheres of interaction than witnessed previously. These and other data have been interpreted as indicators of “a forager-like strategy organized around relatively small social units.”

Cultural materials dating from this complex encompass the Playa cultures, the San Dieguito complex, and the Lake Mojave complex. This phase is considered ancestral to the Early Archaic cultures of the Pinto complex. The Lake Mojave assemblages include Lake Mojave series projectile points (leaf-shaped, long-stemmed points with narrow shoulders) and Silver Lake points (short-bladed, stemmed points with distinct shoulders). Other diagnostic items include flaked stone crescents; abundant bifaces; and a variety of large, well-made scrapers, graters, perforators, and heavy core tools.



Middle Holocene (ca. 8500 to 4000 years B.P.)

This was a time of climatic conditions warmer and drier than had existed during the Ice Age or early Holocene. The terms Altithermal, Hypsithermal, and Mid-Holocene Climatic Optimum (and others) have been proposed since the 1940s to refer to the long periods of sustained drought. Lake levels fell, marshes and streams dried up, and the range of xeric vegetation expanded while mesic biotic communities retreated to higher elevations. The net result was that the land's carrying capacity for wildlife and humans declined substantially. Some parts of the Desert West may have been abandoned by people for long periods, while other areas witnessed a marked reduction of population density.

The Pinto Complex

The Pinto complex represents a broad continuity in the use of flaked stone technology, including less reliance on obsidian and cryptocrystalline silicates (CCS), as well as the prevalence of ground stone implements in the material culture, which distinguishes it from the Lake Mojave complex. Cultural adaptation to the changing desert environment between 7500 and 5000 B.P. may account for the material characteristics of the Pinto complex, which gradually replaced those of the preceding Lake Mojave complex. The age and motivations for technological adaptation noted in the Pinto complex remains one of dispute, as recent work conducted on Fort Irwin and Twentynine Palms that produced radiocarbon dates as early as 8820 B.P. associated with Pinto complex assemblages, thus pushing back the inception of the complex coincidental with the Lake Mojave complex.

The Pinto complex is marked by the appearance of Pinto-series projectile points, characterized as thick, shouldered, expanding stem points with concave bases, as well as bifacial and unifacial core tools, and an increase in milling stones. Pinto points were typically produced by percussion reduction, with limited pressure retouch.

The Dead Man Lake Complex

The Dead Man Lake complex represents a local variation of the Pinto complex as suggested by archaeological discoveries in the Twentynine Palms area. The primary variation between Pinto and the Dead Man Lake complex is the presence of small to medium-sized contracting stemmed or lozenge-shaped points, battered cobbles, bifaces, simple flaked tools, milling implements, and shell beads.

Late Holocene (ca. 4000 years B.P. to Contact)

Based on the current archaeological data, there appears to have been an occupational hiatus within the inland desert regions between the Middle and Late Holocene period; few sites have been found that date between 5000 and 4000 B.P. It is believed that climatic changes during this period resulted in hotter and drier conditions, which may have led to the abandonment of this region for approximately 1,000 years when people migrated to areas with more suitable climates.

Gypsum Complex (4000 to 1800 years B.P.)

Technologically, the artifact assemblage of the Gypsum complex was similar to that of the preceding Pinto complex, although new tools were added either as innovations or as "borrowed" cultural items as adaptations to the desert environment. Gypsum complex sites are characterized by medium- to large-stemmed and corner-notched projectile points, including Elko series, Humboldt Concave Base,



and Gypsum styles. In addition, rectangular-based knives, flake scrapers, and occasionally, large scraper planes, choppers and hammerstones, handstones, and milling tools become relatively commonplace, and the mortar and pestle appear for the first time.

Ritual activities became important, as evidenced by split-twig figurines (likely originating from northern Arizona) and petroglyphs depicting hunting scenes. Finally, increased contact with neighboring groups likely provided the desert occupants important storable foodstuffs during less productive seasons or years, in exchange for valuable lithic materials such as obsidian and CCS. Archaeological assemblages attributed to the Gypsum complex have been radiocarbon dated to roughly 4000 B.P. to 1800 B.P.

Population increases and broadening economic activities characterize the Gypsum complex. Hunting continued to be an important subsistence focus, but the processing of plant foods took on greater importance. Perhaps due to these new adaptive mechanisms, the increase in aridity during the late Gypsum complex (after ca. 2500 B.P.) seems to have had relatively little consequence on the distribution and increase in human populations. In addition to open sites, the use of rock-shelters appears to have increased at this time. Base camps with extensive midden development are a prominent site type in well-watered valleys and near concentrated subsistence resources. Additionally, evidence of ritualistic behavior during this time exists through the presence of rock art, quartz crystals, and paint.

Rock art suggests that the hunting of mountain sheep was important during the Gypsum complex; mountain sheep and deer, rabbits and hares, rodents, and reptile remains are reported from Gypsum complex sites in the central Mojave Desert. Evidence from the western Mojave Desert suggests that there was a major population increase ca. 3000 to 2300 B.P. A shift in subsistence orientation and mobility near the end of the Gypsum complex is suggested, with increased emphasis on the hunting of smaller mammals, perhaps coinciding with the introduction of bow and arrow technology.

Rose Spring Complex (1800 to 900 years B.P.)

The Rose Spring complex is characterized by small projectile points, such as the Eastgate, Rose Spring, (and possibly ancestral Cottonwood series), stone knives, drills, pipes, bone awls, various milling implements, and marine shell ornaments; the use of obsidian (most notably Coso Obsidian) is prevalent in this complex. Smaller projectile points such as the types noted above appear to mark the introduction of a bow and arrow technology and the decline of the atlatl and spear weaponry. Rose Spring complex sites are common in the Mojave Desert and are often found near springs, washes, and lakeshores.

Subsistence practices during the Rose Spring complex appear to have shifted to the exploitation of medium and small game, including rabbits/hares and rodents, with a decreased emphasis on large game. At the Rose Spring archaeological site, numerous bedrock milling features, including mortar cups and slicks, are associated with rich midden deposits, indicating that the milling of plant foods had become an important activity. In addition, evidence of permanent living structures are found during this time. In the eastern Mojave Desert, agricultural people appear to have been present, as Anasazi populations from Arizona controlled or influenced a large portion of the northeastern Mojave Desert by 1300 B.P.

The Rose Spring complex was marked by strong regional cultural developments (compare Saratoga Spring to Rose Spring) especially in the southern California desert regions, which were heavily



influenced by technology and style originating from the lower Colorado River area. The Rose Spring (Saratoga Springs) is divided into three, possibly four, regionally distinct cultural developments deduced from pottery types and projectile point styles: northwestern Mojave, eastern Mojave, southern desert, and possibly Antelope Valley.

In the northwestern Mojave, the Saratoga Springs Period was marked by the dominance of Rose Spring and Eastgate arrow points over the earlier Elko and Humboldt-series dart points. With the exception of this technological change, there appears to have been a strong continuity of Gypsum complex material assemblages in the northwestern Mojave.

In the eastern Mojave Desert, Anasazi interest in turquoise likely influenced populations living in the Mojave Desert as far west as the Halloran Springs area where hundreds of small turquoise mines existed. The presence of Anasazi pottery at many of the turquoise mines suggests that these mines initially were operated by the Anasazi between 1500 and 1300 B.P. In the southern desert region, the impetus for change appears to have derived from Hakataya influences from the lower Colorado River, evidenced by the introduction of Buff and Brown Ware pottery and Cottonwood and Desert Side-notched projectile points. The initial date for the first Hakataya influence on the southern Mojave Desert remains unknown; however, it does appear that by 1200 to 100 B.P., the Mojave Sink was heavily influenced, if not occupied by, lower Colorado River peoples. Additionally, trade along the Mojave River extended Hakataya influence west and appears to have blocked all Anasazi influence west of the Cronise Basin and south of the New York and Providence mountains by 1000 B.P.; this influence apparently continued well after the Saratoga Spring Period.

The Rose Spring (Saratoga Spring) complex is best characterized by cultural diversification with strong regional developments. Turquoise mining and long-distance trade networks appear to have attracted both the Anasazi and Hakataya peoples into the California deserts from the east and southeast, respectively. Trade with the California coastal populations also appears to have been important in the Antelope Valley region and stimulated the development of large, complex villages. In the northwestern Mojave Desert, however, the basic pattern established during the Gypsum complex changed little during the Saratoga Spring Period. Toward the end of the Rose Spring/Saratoga Spring complex, the Hakataya apparently moved far enough to the north to gain control of the turquoise mines, thus replacing the Anasazi occupation of the eastern California desert.

Late Prehistoric Complex (900 years B.P. to Contact)

Late Prehistoric sites contain a significantly different suite of material culture than seen in the preceding archaeological complexes. Characteristic artifacts of the Late Prehistoric complex include Desert-series projectile points (Desert Side-notched and Cottonwood Triangular), Brownware ceramics, Lower Colorado Buff Ware, higher frequencies of milling stones (e.g., unshaped handstones, mortars, and pestles), incised stones, and shell beads. The faunal assemblages typically contain deer, rabbits/hares, reptile, and rodents. The use of obsidian dropped off during this time with the increased use of CCS.

Evidence of large occupation sites, representing semi-permanent and permanent villages, characterizes Late Prehistoric settlement strategies. Large, complex housepit village sites (e.g., Guapiabit in Summit Valley) were established along the headwaters of the Mojave River and were somewhat similar to those reported in Antelope Valley. Although both of these areas appear to have participated in extensive trade between the desert and the coast, the lack of Buff and Brown Ware pottery at the Antelope



Valley sites suggests that these people were minimally influenced by the Hakataya developments along the Mojave River.

The Late Prehistoric complex marks an era of increased linguistic complexity within the Mojave Desert. One of the most important regional developments of the Late Prehistoric complex was the apparent expansion of Numic-speakers (Shoshonean groups) throughout most of the Great Basin. Many researchers accept the idea that sometime around 1000 B.P., the Numa spread westward from a homeland in the southwestern Great Basin, possibly from Death Valley or Owens Valley. While there is little dispute that the Numic spread occurred, there is much disagreement over its mechanics and timing.

Regional cultural developments established during the preceding Rose Spring complex continued with some modifications. In the Southern Desert region (i.e., Colorado Desert; southeastern Mojave Desert), Brown and Buff Ware pottery, first appearing on the lower Colorado River at about 1200 B.P., started to diffuse across the California deserts by about 1100 B.P. Associated with the diffusion of this pottery were Desert Side-notched and Cottonwood Triangular projectile points dating to about 850 to 800 B.P., suggesting a continued spread of Hakataya influences. This influence appears to have diminished during the late Ethnohistoric Period when the extensive trade networks along the Mojave River and in Antelope Valley appear to have broken down and the large village sites were abandoned. Two possible explanations have been theorized for the disruption of trade networks: (1) the drying up of the lakes in the Cronise Basin; and/or (2) the movement of Chemehuevi southward across the trade routes during late Ethnohistoric times.

Recent research into the distribution of Desert Side-notched versus Cottonwood-series projectile points in San Diego County indicates a Hohokam influence on the Desert Side-notched series that was strong in traditional Tipai territory (southeast San Diego) and moderate in traditional Ipai territory (Central San Diego County), while Cottonwood dominated assemblages into traditional Luiseño territory to the north and west. The presence of Lake Cahuilla was a likely catalyst in the movement of the Desert Side-notched style to the northwest into traditional Cahuilla territory although this element of the Hakataya influence appears to have waned farther north as demonstrated by the complete absence of Desert Side-notched series projectile points from the late prehistoric occupation at Oro Grande.

Ethnographic Setting

Historically, the project area is located within Serrano territory. An overview of the ethnographic land-use patterns, social organization, and early ethnohistorical interactions in Serrano territory is provided below.

Serrano

The Serrano, or “mountaineers” in Spanish, occupied the territory of the San Bernardino Mountains east to Mount San Gorgonio, the San Gabriel Mountains west to Mount San Antonio, and portions of the desert to the north and the fringe of the San Bernardino Valley to the south. Numbering no more than perhaps 1,500 people, the Serrano were scattered over a rugged, expansive landscape. The Serrano were Shoshonean peoples, speakers of languages in the Takic sub-family of the larger Uto-Aztecan language family. Their most intensive cultural contacts were with the Pass Cahuilla, who occupied the territory to the southeast, and the Gabrielino, who occupied the lands westward to the Pacific coast.



There were numerous clans of Serrano across the Mojave Desert and the San Bernardino Mountains. The Serrano subgroup, known as Yuhaaviatam occupied the portion of the San Bernardino Mountains and adjacent valleys that encompass the project area, and thus this term refers here to the smaller cultural unit. Serrano clans were politically autonomous, although linked by ceremonial ties to other clans and peoples of other tribal groupings (i.e., the Cahuilla and Gabrielino). A moiety structure conditioned Serrano social life, all clans belonging to either the Coyote or Wildcat moiety, and all spring ceremonial and mourning obligations extending to at least one other clan. Exchanges of shell money between clans occurred during ceremonies, and contributions of shell money were made to mourning clan leaders by members of other clans on occasions of death. These moieties were exogamous, while clan organization was both patrilineal and exogamous. Although some have suggested that the clans were totemic, others have attributed the patrilineal clan and moiety form of organization to links with southwestern tribes; others would identify Serrano organization as a typically Shoshonean social structure.

Each Serrano clan had a hereditary leader, or kika, and an assistant who was a ceremonial leader, or paha. These individuals were central to the ritual life of the Serrano, providing leadership during yearly ceremonial periods. In the context of discussions concerning mourning ceremonies, Strong (1929) indicates, "Immediately after death, much of the property of the deceased was destroyed," and Bean and Smith (1978) note that cremation was practiced concurrent with the destruction of most of the deceased's possessions.

During the early historic era, Serrano peoples and their culture were dramatically affected by the Spanish mission system. San Gabriel Mission was established in 1771 in the Los Angeles area, and baptisms of Serrano individuals began by 1785. Much later, in 1819, a new mission was founded in the San Bernardino Valley at the Indian ranchería of Guachama. An irrigation ditch (the Mill Creek Zanja) was built with Serrano labor in 1819–1820, and agriculture became important in the valley. A more thorough review of relations between native inhabitants and early missionaries and explorers in the region is provided in the following sections.

In the late eighteenth century, the Mojave River formed portions of a major native travel and exchange corridor between the Colorado River and points east and the southern San Joaquin Valley and the Pacific Coast. The Vanyumé, now recognized as a desert division of the Serrano distinct from the Mountain Serrano, occupied the Mojave River portion of this corridor, while other culturally and linguistically distinct groups, such as the Chemehuevi had settled the desert region to the east of the Sinks of the Mojave, and the Desert Kawaiisu ranged to the north of the Mojave River. Mojave traders from the Colorado River traveled via this corridor to the southern San Joaquin Valley and coastal southern California to acquire shell beads and other items for exchange. Marine shell beads, particularly those made from the Olivella shell, and abalone ornaments were obtained directly from the Chumash speaking groups of coastal southern California; shell beads imported from Chumash territory could also be obtained from the Yokuts of the southern San Joaquin Valley.

Regarding the use of the Mojave River as a trade/travel corridor, Earle states that "The late eighteenth century political geography of this area appears to have reflected the importance of this travel corridor to long-distance exchange, and particularly to the exchange involving Pacific coast shell beads which served as an important medium of exchange, and which were circulated far to the east of desert California."

Ethnohistorical information on the Mojave River area from the 1770s through the 1840s makes it clear that the Mojave River communities of the Vanyumé had developed long-standing political and



social ties with the Yuman-speaking Mojave and functioned as intermediaries in the longer distance trade networks maintained by the Mojave. The Mojave lived in villages on terraces above the Colorado River to the east. The Mojave relied on the river floodplain for horticulture, fishing, and gathering for subsistence. The Mojave are well known for their long-distance travel, utilizing the trade networks extending east to the Pueblos of Arizona and west to the Pacific coast. The frequency of Mojave long-distance travel through the region created an unusual situation, as they often recognized sacred places that were located hundreds of miles to the west of their zone of settlement and flood farming on the Colorado River. The Mojave traders negotiating the Mojave River route relied on the Vanyumé for sustenance and shelter along the trek, as they did not carry their own supplies. Gifts of shell beads and other goods were bestowed upon the Vanyumé as reciprocal exchanges for this hospitality, and cemented relationships between the two groups.

Mortuary patterns also provide information on site ethnic affiliation. For instance, the Mojave were known for cremating their dead, and the different southern California Takic groups also practiced cremation. However, the ethnographic and ethnohistorical record for mortuary practices among some Takic groups is not as straightforward as some have assumed. For the Serrano, ethnographic testimony does not provide a completely clear picture of traditional practice. While it would be tempting to attribute all such ambiguity to the effects of Christianization and missionization in the eighteenth and nineteenth centuries, this is too simple a view.

Sites along the Mojave River, such as the historic Serrano ranchería of Guapiabit and the Siphon Site, both in Summit Valley, have yielded evidence of cremation. Inhumations have been reported at Turner Springs, north of Victorville, and at Lenwood (CA-SBR-1549), the latter being of apparent Late Prehistoric age. At the easterly lower end of the Mojave River, at Cronise Lake, both inhumations and cremations from late contexts have also been reported. The presence of a range of different populations in the area could help to account for evidence of both primary inhumation and cremation during the ethnohistoric and historic periods.

Historical Setting

The historical background of the Upper Mojave River and adjacent San Bernardino Mountains is best presented by adhering to the familiar divisions of local history, which have become standardized in the area literature. Beginning with the Spanish (Mission) Period in 1771, the progression moves rapidly through the poorly documented Mexican (Rancho) Period into American (Anglo) times. In the following discussion, important historical events during these periods are summarized with a more detailed discussion of the historical developments in the immediate project vicinity.

Spanish Exploration and Mission Period: 1771 to 1821

The earliest significant moment in the recorded history of the area was the arrival of Portola's former Lieutenant Pedro Fages who, as military governor, accompanied an expedition from San Diego in pursuit of deserters from the Presidio. Fages kept a journal which recorded that the party traveled along the west side of the San Jacinto Mountains to what is now Riverside, continued north into the San Bernardino Valley, and then crossed into the Mojave Desert by way of the Cajon Pass. The record of Fages' transit across the Mojave Desert in 1772 is the first written account of the area to have survived into modern times.

The diary of Father Francisco Tomás Hermenegildo Garcés contains the second known reference to a historic transit of the Upper Mojave River region. In 1776, Garcés traveled west from the Mojave



villages in the Needles area towards the Providence Mountains and the easterly lower end of the Mojave River. Seeking a direct land route from Arizona and the Colorado River to Monterey, he was accompanied by Mojave guides who had previously traveled to the coast, and a southern California native who had lived at Mission San Gabriel. To date, Garcés' journal of this expedition stands as the best of the very early accounts of crossing the Mojave Desert, and his commentary on the native inhabitants of the region and the Spanish missionary view of them is invaluable.

In the early 1800s, the Spanish increased their efforts to incorporate Native Americans into the mission system. As part of this endeavor, a series of explorations was undertaken into the Californian interior to identify possible locales for a chain of inland missions, which would run parallel to the coast chain. One of these expeditions in 1806 was led by Father Zalvidea, who traveled through the Antelope Valley and recorded his visit to the Serrano villages of Amuscopiabit (Moscopiabit) and Guapiabit.

Beginning in the 1800s, Native Americans residing in the Upper Mojave River region either were brought or came to the San Gabriel and San Fernando missions, established in 1771 and 1797, respectively. Although the Spanish were determined to gather all natives into the mission system, there are numerous examples of interior Native American villages not represented in the mission registers, suggesting low levels of interaction or influence prior to this time. As a side effect of the increased number of missions in southern California, native neophytes attempted to escape missions by running away and seeking refuge with interior tribes, such as in the southern San Joaquin Valley or the Mojave Desert and adjacent mountains. This impacted the existing tribes in these areas because forays into these regions were made by the Spanish on numerous occasions to recapture these people, and some tribes became mixed with the influx of natives from different tribal territories.

Mexican (Rancho) Period: 1821 to 1848

During the period of Mexican rule (1821 to 1848), the Upper Mojave River region appears to have remained relatively outside the Hispanic frontier. The closest Hispanic settlement was the San Bernardino Asistencia mission outpost, which had been established at the Guachama ranchería in 1819 in the adjacent San Bernardino Valley. During the 1820s and early 1830s, the San Bernardino Asistencia was active, functioning as rancho headquarters. In October 1834, the Paiutes attacked the San Bernardino Asistencia, killing Christianized Indians and taking stored grain and altar vessels. They returned in December 1834, burned buildings, and took Father Esteneza hostage. This last attack, coupled with the decree of secularization, dealt the final blow to the San Bernardino Asistencia; it was abandoned shortly thereafter.

In 1826, Jedediah Strong Smith became the first American citizen to enter California over land. The trapper and mountain man reached the San Bernardino Valley by way of the Cajon Pass in 1826. He and his men were taken in and cared for at a rancho some 5 miles short of San Gabriel, where they gave themselves up to the Mexican authorities. Smith's party left San Gabriel, apparently for his Salt Lake camp, on January 18, 1826, with warnings from the Mexican authorities to never return to California. Despite the warnings, Smith returned to the San Bernardino Valley the following August 1827, again by way of the Cajon Pass. Detained for several months by the Mexican authorities and determined never to return, Smith was eventually allowed to leave on December 30, 1827.

Beginning in 1829, Mexican traders from New Mexico used Summit Valley and Crowder Canyon as a passageway to the Los Angeles basin and thus established what is now called the Old Spanish Trail. Anglo-American trappers and traders emanating from Taos, New Mexico (including Kit Carson), also



used the route beginning in 1829. Spurred on by the demand for California mules, this trail served as a major pack train route until the end of the Mexican period with the 1846 War with Mexico.

The unsettled political condition of California during the 1820s and 1830s was in part due to the turmoil in Mexico in the wake of the revolution. Most disturbing in California were the decrees issued by the Mexican authorities for the secularization of the mission system. The Indians were “liberated” by decree in 1826, followed by orders for the withdrawal of the Franciscans a few years later. On August 17, 1833, the Mexican Congress passed the Secularization Act, which placed all mission property into the hands of civil administrators. The former Mission Indians became the most vulnerable victims in the resulting shuffle and land grab, and their numbers were rapidly decimated by disease and culture shock. Those Indians surviving on *rancherías* throughout the valley apparently experienced mainly a change of masters, from padre to Californio *ranchero*. This relationship of Californio “*padrón*” and Indian stock tender worked as well as any system could for the aboriginal population.

American Period: 1848 to Present

Developments in the middle Mojave River Valley during the American period are closely tied to its location along a major travel corridor. As discussed above, this area was used as a trade route during both the prehistoric and early historic periods. After the Mormons colonized Utah in the mid-1800s, Salt Lake City gradually supplanted Santa Fe as a destination of commerce. The Old Spanish Trail became a favored route for Mormon settlers traveling from the Great Salt Lake to the San Bernardino area of southern California, thus becoming known as the “Mormon Trail.” Point of Rocks, which is located near present-day Helendale, was a stopping point for many Mormon wagon trains in the 1850s. In the early 1860s, a stagecoach station was established in the site; the station was subsequently burned by the Paiute Indians in 1863.

A great impetus to growth in the area was the arrival of the California Southern Railroad. A subsidiary of the Atchinson, Topeka, and Santa Fe (Santa Fe) Railway, the California Southern Railway Company began construction of a line from San Diego to Barstow in 1881. A rail station was established at Point of Rocks in 1885 to provide water for the steam engine locomotive moving trains across the Mojave Desert. In 1897, the name of the station was changed to Helen in honor of a daughter of a Santa Fe Railroad executive. The community was subsequently renamed Helendale in 1918.

During the late nineteenth century and early part of the twentieth century, the middle Mojave River Valley was also the scene of mining activity. Gold and silver were first discovered in the area south of Oro Grande in the early 1870s. The Silver Mountain Mining District, which contained the Oro Grande Mine, was subsequently established in the area. Sometime during the 1880s, operations at the Oro Grande Mine were suspended due to the high costs associated with transporting ore and the scarcity of water. Mining resumed at the Oro Grande Mine in the 1920s and continued intermittently until 1941.

From 1885 through 1900, the wetter and more southwesterly areas of the Mojave Desert experienced a cycle of boom and bust in pioneer settlement. Following the extension of rail transport to the desert in the 1870s and 1880s, attempts were made to establish agricultural communities in several desert regions. The most important of these were the Antelope Valley and the upper Mojave River valley. In both of these regions, before the 1880s, stock grazing had been the principal agricultural activity. This was in areas where typically fewer than five head of cattle might be grazed per square mile, so that access to open public rangeland was essential to cattlemen. However, by the late 1880s, both the



establishment of organized colony communities and the undertaking of homesteading or desert land entry had become common. The colonies often emphasized shared political, ethnic, or religious values among participating members, emphasized community cooperation, and often counted on being able to use California's Wright Act to build community-governed gravity-flow irrigation systems in areas downslope from desert-edge mountain ranges. In low-lying areas in the center of desert basins, such as the vicinity of dry lakes, subterranean water with artesian flow characteristics could also sometimes be exploited for at least limited irrigation purposes. In these low-lying areas, alkali-tolerant crops such as alfalfa might be grown, and cattle and other stock grazed.

The historic development of Victor Valley is tied to its location along a major travel corridor. A great impetus to growth was the arrival of the California Southern Railroad in 1885 and the establishment of Victor station. A subsidiary of the Santa Fe Railroad, the California Southern Railway Company began construction of a line from San Diego to Barstow in 1881. Victor station, which formed the nucleus of present-day Victorville, attracted new settlers to Victor Valley, which provided arable farmland irrigated by groundwater sources and the Mojave River.

In 1886, the townsite of "Victor" was laid out around the site of the rail station; the town was renamed "Victorville" in 1901 to avoid confusion with Victor, Colorado. As settlement activity increased in Victor Valley, lands that had once been used for cattle grazing were transformed for use as farms and orchards. Agrarian, mining, and commercial activities spurred the growth of Victorville and the neighboring communities of Apple Valley, Lucerne Valley, Hesperia, Adelanto, Oro Grande, and Helendale. The discovery of large deposits of limestone and granite in the 1910s and the construction of the Southwestern Portland Cement Company plant in 1917 solidified cement manufacturing as a major industry in Victor Valley. A further impetus to growth in the middle Mojave River Valley was the paving of the National Trails Highway, which later became U.S. Route 66, in the late 1920s. The highway paralleled the Santa Fe Railway from Victorville to Barstow passing through both Oro Grande and Helendale. Access to the transcontinental highway strengthened the region's industrial and commercial base and brought increased settlement.

The phenomenon of desert homesteading received a further boost in the 1920s, when veterans of World War I, particularly those whose lungs had been damaged from poison gas, discovered the health benefits and therapeutic qualities of the desert climate. Adelanto itself was founded in 1915 by E. H. Richardson, who had hoped to turn the townsite into a community dedicated to the health needs of returning veterans. Although Richardson's plan for the townsite did not come to fruition, Adelanto did become a successful agricultural area with the establishment of fruit orchards and, later, with poultry ranching.

By far the greatest increase in the phenomenon of desert homesteading took place after World War II, when restless urban and suburban populations sought recreation opportunities and weekend retreats in the California deserts. Much of the desert homesteading that took place in Victor Valley during the 1950s was associated with the Small Tract Act of 1938, a desert homestead program in which 5 acres of land could be purchased for \$10 per acre and be defined as a parcel of public lands of 5 acres or less that was found to be chiefly valuable for sale or lease as a home, cabin, camp, recreational, convalescent, or business site. By 1955, approximately 25,000 5-acre-tract, or "baby homestead," permits had been issued in Joshua Tree, Twentynine Palms, Yucca Valley, Morongo Valley, Apple Valley, Lucerne Valley, Lancaster, Palmdale, and Victorville. However, a combination of factors, including the difficulties of desert farming and the hardships associated with rather primitive living conditions, led to the decline of desert homesteading as a viable and sustainable lifestyle.



Undoubtedly one of the greatest factors that fueled growth in the City of Victorville was the establishment of George Air Force Base (George AFB) in 1941, which brought military personnel, families, and associated services and industry to the region. It is also the site of the Federal Correctional Complex (FCC), Victorville, a high-security Federal prison housing nearly 1,000 male inmates. The City of Victorville was incorporated in 1962 with a population of approximately 8,110 and an area of 9.7 square miles. Since then, the City has grown substantially with a current population of 125,000 and an area of approximately 74 square miles.

George Air Force Base

The George AFB, as it was known for nearly 44 years, was originally established as a flight training school (Victorville Army Flying School) for the United States Army Air Corps in 1941. The base was renamed in 1943 to Victorville Army Airfield and again in 1948 to George AFB after the formation of the United States Air Force.

During the Second World War, the base was home to several squadrons responsible for instruction in specific aviation operations for incoming crews. Training was offered for pilots (transports, fighters, and bombers), bombardiers, and radar operators. The base was put on standby at the end of the war (1945), halting all flying operations in order to house a surplus of military aircraft. In 1948, the base was rebranded as George AFB and continued to operate as an aviation training facility throughout the cold war. George AFB was home to several fighter wings during its operation, one of which was the 35th Tactical Fighter Wing which trained F-4 pilots. The base continued to operate until its closure in 1989 as part of the Base Closure and Realignment Act, and the 35th Tactical Fighter Wing was relocated. The base was officially decommissioned in 1992. Shortly after, the Air Force Civil Engineer Center transferred 4,196 acres over to the Southern California Logistics Airport (SCLA) Authority as it operates currently. In 2002, just prior to the invasion of Iraq, abandoned base housing was utilized by the U.S. Marine Corps for urban warfare training.

Throughout its operation, the base along with its personnel were exposed to a variety of hazardous and contaminated substances. A report published by the Military Times, cites nearly 300 cases involving female personnel who experienced reproductive and/or birth defects after living on base. Hazardous substances such as jet fuel, gasoline, paints and solvents were often absorbed into the surrounding soils ultimately contaminating the water supply.

CULTURAL RESOURCES

Records Search

An archaeological records search for the Priority Development Area and the surrounding area within a one-mile radius was conducted by the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. The records search indicated 92 cultural resource investigations have been conducted previously within the Priority Development Area, as shown in Table 5.4-1, Cultural Resource Within the Project Area. Twelve of these investigations were completed between 1967 and 2018 (SB-01051, SB-01851, SB-05223, SB-05337, SB-05508, SB-07025, SB-07054, SB 07094, SB-07095, SB-07121, SB-07168, SB-07969), and collectively covered the entire project area.

The investigations throughout the Priority Development Area and one-mile radius resulted in the identification of 104 cultural resources, including 86 archaeological resources, 17 prehistoric archaeological sites, 27 prehistoric isolated artifacts, 30 historic archaeological sites, 6 historical



isolated artifacts, and 6 sites containing both prehistoric and historic components. In addition, 17 built-environment resources also were identified. One resource, a rock alignment, is of uncertain age. Only 11 of the previously documented 104 cultural resources were determined to be located within the boundaries of the Priority Development Area.

**Table 5.4-1
Cultural Resources Within the Project Area**

Primary	Trinomial	Description
Prehistoric Archaeological Sites		
36-000069	CA-SBR-69	Lithic scatter and bedrock milling
36-000072	CA-SBR-72	Habitation site
36-005431	CA-SBR-5431	Lithic scatter
36-005433	CA-SBR-5433	Lithic scatter
36-006153	CA-SBR-6153	Lithic and ceramic scatter
36-006782	CA-SBR-6782	Bedrock milling
36-007155	CA-SBR-7155	Bedrock milling
36-008391	CA-SBR-8391	Lithic scatter
36-008393	CA-SBR-8393	Lithic scatter
36-008863	CA-SBR-8863	Lithic scatter
36-010957	CA-SBR-10957	Lithic scatter, and features
36-010958	CA-SBR-10958	Lithic scatter
36-012609	CA-SBR-12336	Habitation site
36-029491	-	Habitation site
36-032889	-	Habitation site
36-032891	CA-SBR-32891	Habitation site
36-032892	CA-SBR-32892	Quarry
36-013601	-	Granite anvil fragment
36-013604	-	Schist mano fragment
36-026810	-	Secondary chert flake
36-026830	-	Secondary metavolcanic flake
36-026892	-	Jasper flake
36-026893	-	Jasper flake
36-026894	-	Chalcedony flake
36-026895	-	Chalcedony flake
36-026896	-	Quartzite bifacial mano
36-026897	-	Chert flake
36-061237*	-	Agate flake
36-061265*	-	Quartzite unifacial mano
36-061266*	-	Chert scraper
36-061270	-	Quartzite core and flake
36-061278	-	Quartzite tested cobble
36-061279	-	Quartzite tested cobble
36-061280*	-	Quartzite chopper
36-061281	-	Quartzite tested cobble
36-061282	-	Quartzite tested cobble
36-061283	-	Jasper flake and quartzite chopper
36-026894	-	Chalcedony flake
36-026895	-	Chalcedony flake
36-026896	-	Quartzite bifacial mano
36-026897	-	Chert flake
36-061237*	-	Agate flake
36-061265*	-	Quartzite unifacial mano



Table 5.4-1, continued

Primary	Trinomial	Description
36-061284	-	Quartzite tested cobble
36-061285	-	Jasper flake
36-061286	-	Quartzite tested cobble
36-061287	-	Quartzite tested cobble
36-061288	-	Quartzite chopper
36-064032	-	Chalcedony projectile point fragment
36-064033	-	Chert flake
36-006784	CA-SBR-6784	Refuse scatter (cans and bottles)
36-008388	CA-SBR-8388H	Refuse concentration (cans and bottles)
36-008389	CA-SBR-8389H	Fire hearth and dog burial
36-008390	CA-SBR-8390H	Refuse scatter (ceramics, cans, glass, concrete, and rock)
36-008837	CA-SBR-8837H	Collapsed structure and associated refuse
36-008838	CA-SBR-8838H	Refuse scatter (cans, glass, ceramics, and brick)
36-008841	CA-SBR-8841H	36-008841 CA-SBR-8841H Refuse scatter (cans and glass)
36-008842	CA-SBR-8842H	Refuse scatter (cans, glass, bed frame, metal fragments)
36-008859	CA-SBR-8859H	Refuse scatter (cans, glass, springs, and ceramics)
36-008860	CA-SBR-8860H	Refuse scatter (cans and bottles)
36-010883	CA-SBR-10883H	Refuse scatter (cans, ceramics, and bottles)
36-010885	CA-SBR-10885H	Historic well
36-010886	CA-SBR-10886H	Refuse scatter (cans, glass, milled lumber, and metal)
36-010887	CA-SBR-10887H	Refuse scatter (cans, glass, ceramics, and wire)
36-010889	CA-SBR-10889H	Historic well
36-013602	CA-SBR-12600H	Refuse and structural remains (cans, milled lumber, glass, ceramics, and metal).
36-013603	CA-SBR-12601H	Refuse and structural remains (foundation, lumber, metal)
36-013605	CA-SBR-12602H	Refuse scatter (cans, glass, ceramics)
36-013606	CA-SBR-12603H	Refuse scatter (cans, glass, ceramics)
36-013607	CA-SBR-12604H	Refuse scatter (cans, glass, ceramics)
36-013608	CA-SBR-12605H	Refuse scatter (cans, glass, ceramics, and shell casings)
36-013609	CA-SBR-12606H	Refuse scatter (cans, glass, ceramics)
36-013896	CA-SBR-12712H	Refuse scatter (cans, glass, ceramics)
36-013897	CA-SBR-12713H	Refuse scatter (cans, glass, ceramics)
36-021548*	CA-SBR-13854H	Refuse scatter (cans, glass, ceramics)
36-023225	CA-SBR-14701H	Refuse scatter (cans, glass, ceramics, and household refuse)
36-061255	CA-SBR-61255H	Refuse scatter (cans, glass, ceramics)
36-061256	CA-SBR-61256H	Refuse scatter (cans, glass, ceramics)
36-061257	-	Refuse scatter (glass, ceramics, cans)
36-061261	-	Refuse scatter (cans, glass)
Isolated Historical Finds		
36-061258	-	Can
36-061259	-	Steel beams set in concrete
36-061260	-	Two cans
36-061262	-	Amethyst glass bottle
36-061293	-	Amethyst glass marble
36-064534	-	Milk bottle
Archaeological Sites with Prehistoric and Historic Components		
36-000066	CA-SBR-66/H	Prehistoric habitation and historic camping
36-000067	CA-SBR-67/H	Prehistoric habitation and historic camping
36-005432	CA-SBR-5432/H	Prehistoric rock cairn and historic refuse
36-007044	CA-SBR-7044/H	Historic refuse, litchis, cremation
36-010884	CA-SBR-10884/H	Prehistoric groundstone and historic refuse and rock alignment
36-021547	CA-SBR-13853/H	Prehistoric lithics and historic homestead



Table 5.4-1, continued

Primary	Trinomial	Description
Built Environment		
36-004272	CA-SBR-4272H	Historic road
36-008392*	CA-SBR-8392H	Historic road
36-010316	CA-SBR-10316H	Historic structure
36-012917	-	Historic military property
36-012918*	-	Historic military property
36-021292	-	Historic homestead
36-021620	-	Historic homestead
36-021621	-	Historic homestead
36-023283	-	Historic road
36-025783*	CA-SBR-16309H	Historic road
36-025784	CA-SBR-16310H	Historic road
36-025785	CA-SBR-16311H	Historic road
36-025786*	CA-SBR-16312H	Historic road
36-025787*	CA-SBR-16313H	Historic military property
36-026772	CA-SBR-16978H	Historic foundation
36-027569	-	Historic homestead
36-029351	-	Historic homestead
Other		
36-013600	-	Rock alignment of unknown age
Source: Applied Earthworks, Inc., Cultural Resource Assessment for the Southern California Logistics Airport Specific Plan Amendment Technical Study Project, City of Victorville, San Bernardino County, California, June 2019.		
Notes:		
* = Resource is located within the Priority Development Area		

Resources within the Priority Development Area

The following descriptions of the cultural resources previously recorded within the Priority Development Area are organized according to the listing in Table 5.4-1.

Isolated Prehistoric Archaeological Finds

None of the 17 prehistoric archaeological sites recorded previously are located within the Priority Development Area. However, five of the 27 isolated prehistoric archaeological finds recorded previously are also within the Priority Development Area.

- 36-061237: This resource consists of a single moss-agate flake documented in 1980 by D. Hodder.
- 36-061265: This resource consists of a single, unifacial quartzite mano documented in 1990 by R. Sheets.
- 36-061266: This resource is a single chert scraper documented in 1990 by R. Sheets.
- 36-061280: This resource is a single quartzite chopper documented in 1990 by R. Sheets.
- 36-061281: This resource is a single quartzite tested cobble documented in 1990 by R. Sheets.



Historic Archaeological Sites

Only one of the 30 historic archaeological sites recorded previously is also within the Priority Development Area. None of the six isolated historic archaeological finds or six archaeological sites with prehistoric and historic components previously recorded are located within the Priority Development Area.

- 36-021548: This resource is a historic refuse deposit consisting of cans, glass, metal fragments, and modern refuse. It was recorded in 2008 by Nixon et al. This resource has not been formally evaluated.

Built-Environment Resources

Five of the 17 built-environment resources recorded previously are also located within the Priority Development Area.

- 36-008392: This resource is the berm/grade of the former railroad associated with the George AFB. It was first documented in 1996 by Archaeological Consulting Services. The resource was updated in 1997 by William Self Associates and reported to have very little integrity. The resource was evaluated and found to not meet any of the criteria for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR).
- 36-012918: This resource is the Victorville United States Army Reserve Center #2, a building located on the former George Air Force base. It was first documented and evaluated in 2006 by PAR Environmental Services, Inc. The resource was determined to be ineligible for inclusion in the NRHP or CRHR.
- 36-025783: This resource consists of an asphalt paved road located between Air Expressway and Turner Springs Ranch. The resource was documented by McKenna et al. in 2012 and was determined to be ineligible for inclusion in the NRHP or CRHR.
- 36-025786: This resource consists of an asphalt paved road between Highway 395 and Turner Road. The resource was documented by McKenna et al. in 2012 and was determined to be ineligible for inclusion in the NRHP or CRHR.
- 36-025787: This resource is the George AFB. This resource was formerly a U.S. Army facility and later U.S. Air Force facility used for pilot training. The resource was documented in 2012 by McKenna et al. and was determined to be ineligible for inclusion in the NRHP or CRHR.

Field Survey

An archaeological and built-environment survey of the Priority Development Area was conducted from March 18, 2019 to March 27, 2019. The archaeological surveys of the survey area were conducted using two separate approaches. The first approach included a systematic and intensive pedestrian field reconnaissance survey along transects oriented north-south, and east-west, with 15-meter spaced pacing through approximately 720 acres of land exhibiting characteristics of undisturbed Mojave Desert landscape. The second approach included unsystematic spot checking of approximately 1,592 acres of land with recent or historic development, during which archaeologists drove through the survey area, and conducted limited-pedestrian investigations the ground surface



areas where further investigation was necessary to confirm past disturbance and any remaining potential for archaeological resources unaccounted for in the previous studies. Architectural history surveys included driving to specific areas containing standing buildings, groups of buildings, or structures within the survey area to re-identify previously recorded properties and assess current physical condition, and identify and document any architectural resources within the Priority Development Area constructed prior to 1969.

The Priority Development Area was divided into three portions for survey: West, Central, and East. The portions and field methods in each are:

- West Portion: The West portion includes Sections 22 and 27 on the Adelanto, CA 7.5-Minute United States Geological Survey (USGS) Topographic Quadrangle. Intensive-pedestrian surveys were conducted in the north half of Section 22 and the south half of Section 27. Portions of the north half of Section 27 and the south half of section 22 were not surveyed due to limited access. All remaining areas of the West portion were surveyed by the spot-checking method.
- Central Portion: The Central portion of the survey area includes Sections 23 and 26 on the Adelanto and Victorville, CA 7.5-Minute USGS Topographic Quadrangle. Intensive-pedestrian surveys were completed in areas between buildings and warehouses within Section 23 and the south half of Section 26. All remaining subareas of the Central portion were surveyed by the spot-checking method.
- East Portion: The East portion of the survey area includes Sections 24 and 25 on the Victorville, CA 7.5- Minute USGS Topographic Quadrangle. Intensive-pedestrian surveys were conducted in east half of Section 24 and the far eastern quarter of Section 25. All remaining subareas of the East portion were surveyed by the spot-checking method.

Destroyed Resources or Otherwise Not Re-Found

Attempts to revisit the following resources during the survey of the Priority Development Area yielded negative results since the resources appear to have been destroyed sometime after the most-recent documentation had been filed at the SCCIC:

- 36-061237: The location of this previously recorded isolated prehistoric archaeological find is highly disturbed by operations of the former George AFB and current SCLA activity.
- 36-061266: The location of this previously recorded isolated prehistoric archaeological find is extensively disturbed by the former George AFB and current SCLA activity.
- 36-061281: There are thousands of quartzite cobbles in the ephemeral drainage (downslope from the site location) where this isolated prehistoric archaeological find had been recorded; however, no anthropogenic characteristics were observed on any of them during the field survey.
- 36-021548: The location of this previously recorded resource has been disturbed by current SCLA activity.



- 36-008392: This built-environment resource was destroyed by the FCC Victorville and current SCLA activity. According to Google Earth Imagery, the construction of the prison happened sometime between 1994 and 2005.

Resources with No Change in Condition

The following resources were revisited successfully during the field survey and found to be in the same condition as the most recent State of California Department of Parks and Recreation (DPR) updated forms or original DPR forms:

- 36-012918: The resource was found to be in the same condition as the original documentation.
- 36-025783: This resource was previously determined as ineligible for the NRHP or CRHR. This resource was determined to be in the same condition as the most recent documentation.
- 36-025786: This resource was previously determined as ineligible for the NRHP or CRHR. The resource is an active (high traffic) road and found to be in the same condition as the original documentation.

Resources Requiring Updated Documentation

The following resources revisited during the field survey of the Priority Development Area required updated DPR forms due to characteristics that differ from the most-recent documentation:

- 36-061265: This isolated prehistoric archaeological find does not exhibit grinding characteristics of a mano; however, the pecking on the distal and proximal ends are present on the cobble.
- 36-061280: This isolated prehistoric archaeological find is not a chopper, as there is no visible chopping wear and no working edge. The artifact was reclassified as a tested cobble, likely via bipolar reduction technique. The artifact measures 13.5 by 9 by 7 centimeters. No other prehistoric artifacts were identified in the vicinity of this location.
- 36-025787: While this built-environment resource was recommended as NRHP-eligible in 2012, specific reasons and specific features are not discussed in detail. The DPR Form has been revised with the new information discovered during the field survey, although no formal evaluations were conducted.

Newly Identified Resources

During the survey of the Priority Development Area, four newly discovered historic resources were identified and documented; refer to Figure 5-1 of the Cultural Resources Assessment. The resources are described below.

- A-3995-01H: This historic archaeological site comprises a platform and staircase composed of local stones, concrete, wooden boards, wire mesh, and wire nails. The platform and stairs are situated on a northerly-projecting, elevated (small) terrace within a large alluvial basin that drains and faces east-northeast to the Mojave River Oro Grande region.



- Æ-3995-02H: This historic archaeological site consists of a wooden frame for (potentially) a well head. The frame is composed of four posts (3.25 by 3.25 inch), two beams, and three plywood walls held together with wire nails. The box is situated on the end of the top of a northeast-trending finger ridge overlooking a large cove immediately west of the Mojave River floodplain.
- Æ-3995-03H: This historic archaeological site is a secondary deposit of broken glass beverage bottles in a 147 feet by 134 feet area against a southerly-facing (approximately 5-degree slope) gravel hillside. Bottle fragments number from 100 to 200 including 15 bottle bases, sidewalls, and finishes, and one complete “AVON/86” cologne/perfume bottle. The location and concentration of the scatter suggests the bottles were placed here and the fragmentary nature of the constituents suggests the bottles were used as target practice (possibly from the 2002 war games on the Air Force Base).
- Æ-3995-04H: This historic archaeological site is a building foundation composed of concrete, rebar, brick, plaster, and cinderblocks. The foundation is situated in an open graded field (formerly the George AFB property). A porcelain insulator cap and kitchen timer are the only constituents besides rubble and glass fragments throughout the interior of the old structure. According to Google Earth Imagery, the building was demolished between January 2015 and September 2016. The structure is listed as a Radio Tower on the 1993 topographic map.

NATIVE AMERICAN TRIBAL CONSULTATION

Sacred Lands File Search and Outreach

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was requested on January 25, 2019 to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity) are present within or adjacent to the Priority Development Area. The NAHC responded on January 28, 2019, stating the SLF search was completed with positive results. The NAHC provided a list of Native American individuals and organizations to be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed project. Results of the NAHC SLF search and Native American contact list were provided to the City to assist with government-to-government consultation requirements under Senate Bill 18 (SB 18) and Assembly Bill (AB 52).

Tribal Consultation

The City sent formal notification of the pursuant to AB 52 and SB 18 on June 25, 2019 to the following tribes: the Morongo Band of Mission Indians (MBMI), the San Manuel Band of Mission Indians (SMBMI), the Twenty-Nine Palms Band of Mission Indians (TPBM), and the Cabazon Band of Mission Indians (CBMI). The City sent formal notification of the project pursuant to SB 18 to the following tribes: the Tubatulabals of Kern Valley (TKV), the Colorado River Indian Tribes (CRIT), the Kern Valley Indian Community (KVIC), the Serrano Nation of Mission Indians (SNMI), the Chemehuevi Indian Reservation (Chemehuevi), and the San Fernando Band of Mission Indians (SFBMI).

The City and the MBMI consulted between July 30, 2019 and November 19, 2019. The MBMI requested preparation of a records search of the Priority Development Area site and a one-mile radius conducted at the CHRIS. The MBMI also requested tribal participation during future survey and



testing associated with the Cultural Resources Assessment or a copy of the project's Cultural Resources Assessment instead. Lastly, the MBMI requested that the tribe be included as a "consulting tribe" if the project requires future tribal monitoring activities.

The City and the SMBMI consulted between August 2, 2019 to June 5, 2020. The SMBMI noted that the Priority Development Area is located near two highly sensitive archaeological sites. The individual archaeological sites are all considered eligible for the NRHP (and therefore, significant under CRHR criteria), and they collectively contain one of the most diverse archaeological signatures currently recorded within Serrano ancestral territory. This landscape, including the Mojave River, is treated as a tribal cultural resource by the SMBMI in this regard. The SMBMI requested a copy of the project's Cultural Resources Assessment and clarification regarding the specific land uses proposed within the Priority Development Area. This information was provided by the City to SMBMI; based on a review of this information and discussions between the City/SMBMI, mitigation for potential impacts to tribal cultural resources was agreed upon and has been incorporated into the analysis later in this section.

No other tribes contacted by the City requested consultation under AB 52 or SB 18.

5.4.2 REGULATORY SETTING

FEDERAL

National Historic Preservation Act of 1966

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary for the Interior, to encourage the achievement of preservation goals at the Federal, State, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Section 106 Process

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the National Register. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the National Register, and are yet to be evaluated, are afforded protection under the Act until shown to be not significant.

Section 106 of the NHPA and its implementing regulations (36 Code of Federal Regulations Part 800) note that for a cultural resource to be determined eligible for listing in the National Register, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the National Register are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and



objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: It is associated with the lives of persons significant in our past; or
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion (D) is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction; however, should the undertaking require funding, permits or other administrative actions issued or overseen by a Federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced and the Section 106 process must consider aspects of local significance before a significance judgment is rendered.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings were published in 1995 and codified as 36 CFR 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of features that convey historic character but also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.



STATE

California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a], [b], and [c]). Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or



a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called “tribal cultural resources” that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.



Senate Bill 18

Signed into law in 2004, SB 18 requires that cities and counties notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general and specific plan amendment proposals to California Native American Tribes that have been identified by the Native American Heritage Commission as having traditional lands located within the city's boundaries. If requested by the Native American Tribes, the city must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to cultural and tribal cultural resources are contained in the Resource Element of the *Victorville General Plan*. These policies and implementation measures include the following:

Resource Element

Policy 5.1.1: Determine presence/absence of and consider impacts to cultural resources in the review of public and private development and infrastructure projects.

Implementation Measure 5.1.1.1: As a City Planning Department function, maintain maps illustrating areas that have a moderate-high probability of yielding important cultural resources as a result of land alteration projects.

Implementation Measure 5.1.1.3: When warranted based on the findings of reconnaissance level surveys by a qualified professional archaeologist and/or transmittals from the AIC, require Phase I cultural resource assessments by qualified archaeologists, historians, and/or architectural historians, especially in areas of high sensitivity for cultural resources, as shown on the maps maintained in the City Planning Department. The scope of such a survey shall include, as appropriate, in-depth records search at the AIC, historic background research, intensive-level field survey, consultation with the Mohave Historical Society, and consultation with the appropriate Native American representatives and tribal organizations.

Policy 5.1.2: Prohibit destruction of cultural and paleontological materials that contain information of importance to our knowledge of the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. Require mitigation of any significant impacts that may be identified in project or program level cultural and paleontological assessments as a condition of project or program approval.



Victorville Municipal Code

Section 16-1.02.080, Historic Preservation Commission

Section 16-1.02.080 establishes the City's Historic Preservation Commission (HPC) and empowers its members to establish criteria and standards for survey, protection of resources, maintain a local register of historic landmarks and points of interest, and conduct regular meetings.

Section 16-5.02.130, Archaeological, paleontological and historical sites

Pursuant to Municipal Code 16-5.02.130, permits to grade at or near known archaeological, paleontological, or similar sites of historical significance may be conditioned so as to: 1) ensure preservation of the site; 2) minimize adverse impacts on the site; 3) allow reasonable time for qualified professionals to perform archaeological investigations at the site; or 4) preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved.

If it is learned after a grading permit has been issued that significant archaeological, paleontological, or historical site may be encompassed within the area being graded, Municipal Code 16-5.02.130 stipulates that grading must cease and the grading permit must be suspended. The discovery of a significant archaeological, paleontological, or historical site shall be reported to the Planning Director within seventy-two hours from the time the site is found. The Planning Director, within five working days after receiving a discovery report, must retain qualified professionals to conduct a preliminary investigation of the site. If the preliminary investigation confirms that the site is or may be a significant archaeological, paleontological, or historical site, the grading permit shall remain suspended for a period not to exceed forty-five days from the date the discovery was reported. The suspension may exceed forty-five days under extraordinary circumstances if, upon application of the Planning Director to the City Council, the City Council concurs. During the period of suspension, Municipal Code 16-5.02.130 requires that the Planning Director develop conditions to be attached to the grading permit so as to: 1) ensure preservation of the site; 2) minimize adverse impacts on the site; 3) allow reasonable time for qualified professionals to perform archaeological investigations at the site; or 4) preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved.

Article 17, Historic District

Article 17 of the Victorville Municipal Code allows for the establishment of historic districts in order to protect sites against destruction or encroachment upon such areas and structures, encourage land uses that promote the preservation and improvement of landmarks and points of interest, maintain consistency with the character of existing structures, promote the educational and economic interests of the entire City, and protect against environmental influences.

Section 16-5.02.130, Archaeological, Paleontological, and Historical Sites

Victorville Municipal Code Section 16-5.02.130 requires that measures be included at or near known sites of archaeological, paleontological, or historical significance. These measures would preserve known sites, minimize potential adverse impacts, allow reasonable time for archaeological investigations of sites, and preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved. In addition, Section 16-



5.02.130 mandates that grading activities cease where previously unknown sites of archaeological, paleontological, or historic significance are discovered. Victorville Municipal Code Section 16-5.02.130 requires that the discovery of a significant archaeological, paleontological, or historical site be reported to the Planning Director within seventy-two hours from the time the site is found. Within five working days after receiving a discovery report, the Planning Director is mandated to retain the services of qualified professionals to conduct a preliminary investigation of the site. If the preliminary investigation confirms that the site is or may be a significant archaeological, paleontological, or historical site, the grading permit remains suspended for up to forty-five days from the date the discovery was reported. The suspension may exceed forty-five days under extraordinary circumstances if, upon application of the Planning Director to the City Council, the City Council concurs. During the period of suspension, the Planning Director is required to develop conditions to be attached to the grading permit. When conditions are developed and attached to the permit, the permit must be reissued subject to the conditions, and the suspension shall be terminated.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Cultural Resources

Appendix G of the CEQA Guidelines includes questions relating to cultural and tribal cultural resources. Accordingly, a project may create a significant adverse environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? (refer to Impact Statement CUL-1)
- Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5? (refer to Impact Statement CUL-2)
- Disturb any human remains, including those interred outside of formal cemeteries? (refer to Section 8.0, *Effects Found Not To Be Significant*)

Tribal Cultural Resources

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - 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)? (refer to Impact Statement CUL-3); or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider



the significance of the resource to a California Native American tribe (refer to Impact Statement CUL-3).

Based on these significance thresholds and criteria, the project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative, since appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.4.4 IMPACTS AND MITIGATION MEASURES

HISTORIC RESOURCES

CUL-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF HISTORICAL RESOURCES.

Impact Analysis: According to the 2004 SCLA SPEIR, the SCLA Specific Plan Area does not include historic resources that are eligible for listing in the NRHP, CRHR, or for designation under the City's ordinance. Given the time that has elapsed since preparation of the 2004 SCLA SPEIR and since no development is expected to occur for at least 25 years, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measure CUL-1. Mitigation Measure CUL-1 would require preparation of a Historic Resources Assessment which assesses existing historic resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. With implementation of Mitigation Measure CUL-1, future development occurring outside of the Priority Development Area would result in less than significant impacts to historic resources.

Built-Environment Resources

Based on the Cultural Resources Assessment, only five of the 17 built-environment resources recorded previously are also located within the Priority Development Area (Resources 36-008392, 36-012918, 36-025783, 36-025786, and 36-025787). Although Resources 36-008392, 36-012918, 36-025783, 36-025786, 36-025787 have previously been determined to be ineligible for inclusion in the NRHP and CRHR, results of the Cultural Resources Assessment indicate that Resource 36-025787 (George AFB) requires updated documentation. To avoid potential impacts to Resource 36-025787, future development occurring within the Priority Development Area with the potential to impact this built-environment resource would be subject to Mitigation Measure CUL-2. Mitigation Measure CUL-2 would require testing and formal CRHR evaluation of Resource 36-025787 prior to issuance of permits for any development or improvements implemented within this specific area. Pursuant to Mitigation Measure CUL-2, the investigation would include archival research and a formal evaluation of the structural integrity and historical significance of the standing structures within the project area. With implementation of Mitigation Measure CUL-2, future development occurring within the Priority Development Area would result in less than significant impacts to built-environment resources.



Mitigation Measures:

- CUL-1 To ensure identification and preservation of potentially historic resources outside of the Priority Development Area (as defined by CEQA Guidelines Section 15064.5 a resource listed in, eligible for listing in, or listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register), projects subject to California Environmental Quality Act (CEQA) review shall be conditioned as follows: prior to any construction activities that could impact potential or previously identified historical resources, the project proponent shall provide a Historical Resources Assessment performed by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history (as defined in 48 Code of Federal Regulations 44716) to the City of Victorville Development Department for review and approval. The historical resources assessment shall include a records search at the South Central Coastal Information Center (SCCIC) and a survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the site-specific development. Results of the historic resources evaluation shall specify site-specific mitigation requirements, as applicable.
- CUL-2 To ensure identification and preservation of potentially historic resources within the Priority Development Area (as defined by CEQA Guidelines Section 15064.5 a resource listed in, eligible for listing in, or listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register), projects subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) shall be conditioned to include testing and formal CRHR evaluation of cultural resources prior to issuance of permits for any development or improvements with the potential to impact Resource 36-025787 (George Air Force Base). The investigation shall include archival research and a formal evaluation of the structural integrity and historical significance of any standing structures associated with Resource 36-025787. Results of the historic resources evaluation shall specify site-specific mitigation requirements, as applicable.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

ARCHAEOLOGICAL RESOURCES

CUL-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCES.

Impact Analysis: Redevelopment and development of previously undeveloped areas have the potential to impact known and unknown archaeological resources. Typically, surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with most types of construction. Based on the 2004 SCLA SPEIR, the SCLA Specific Plan area supports a variety of archaeological resources. Given the time that has elapsed since preparation of the 2004 SCLA SPEIR and since no development is expected to occur for at least 25 years, future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measures CUL-3 and CUL-4. Mitigation Measure CUL-3 would require preparation of an Archaeological Resources Assessment which assesses existing archaeological resources, the



potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. With implementation of Mitigation Measures CUL-3 and CUL-4, future development occurring outside of the Priority Development Area would result in less than significant impacts to archaeological resources.

Isolated Prehistoric Archaeological Finds

As discussed in [Section 5.4.1, *Existing Setting*](#), none of the 17 prehistoric archaeological sites recorded previously are located within the Priority Development Area. However, five of the 27 isolated prehistoric archaeological finds recorded previously are also within the Priority Development Area (Resources 36-061237, 36-061265, 36-061266, 36-061280, and 36-061281). Based on the field investigation completed as part of the Cultural Resources Assessment, Resources 36-061237, 36-061266, 36-061281 have been destroyed and thus would not be impacted by future development occurring within the Priority Development Area. Results of the Cultural Resources Assessment indicate that Resources 36-061265 (Isolated quartzite mano) and 36-061280 (Isolated quartzite chopper) require updated documentation. To avoid potential impacts to Resources 36-061265 and 36-061280, future development occurring within the Priority Development Area with the potential to impact these isolated prehistoric archaeological finds would be subject to Mitigation Measures CUL-4 and CUL-5. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Mitigation Measure CUL-5 would require testing and formal CRHR evaluation of Resources 36-061265 and 36-061280 prior to issuance of permits for any development or improvements implemented within these specific areas. The investigation would include an Extended Phase I (XPI) testing program to determine the presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified during XPI, Phase II testing would then be required to determine the horizontal and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. With implementation of Mitigation Measures CUL-4 and CUL-5, future development occurring within the Priority Development Area would result in less than significant impacts to isolated prehistoric archaeological finds.

Historic Archaeological Sites

As discussed in [Section 5.4.1](#), only one of the 30 historic archaeological sites recorded previously is also within the Priority Development Area (Resource 36-021548). According to the Cultural Resources Assessment, this resource was destroyed in 2016 and thus would not be impacted by future development occurring within the Priority Development Area. However, four new historic archaeological sites were identified within the Priority Development Area as part of the Cultural Resources Assessment (Resources Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H). To avoid potential impacts to historic archaeological sites, future development occurring within the Priority Development Area would be subject to Mitigation Measure CUL-4 and CUL-5. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Mitigation Measure CUL-5 would require testing and formal CRHR evaluation prior to issuance of permits for any development or improvements implemented within sites that support historic archaeological resources. The investigation would include an XPI testing program to determine the presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified



during XPI, Phase II testing would then be required to determine the horizontal and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. With implementation of Mitigation Measures CUL-4 and CUL-5, future development occurring within the Priority Development Area would result in less than significant impacts to historic archaeological sites.

Mitigation Measures:

- CUL-3 To ensure identification and preservation of archaeological resources and avoid significant impacts to those resources outside of the Priority Development Area, all projects subject to California Environmental Quality Act (CEQA) review shall be screened by the City of Victorville to determine whether an Archaeological Resources Assessment is required. Screening shall consider the type of project and whether ground disturbances would occur. Ground disturbances include activities such as grading, excavation, trenching, boring, or demolition that extend below the current grade. If there would be no ground disturbance, then an Archaeological Resources Assessment shall not be required. If there would be ground disturbance, prior to issuance of any permits required to conduct ground disturbing activities, the City of Victorville shall require an Archaeological Resources Assessment be conducted under the supervision of an archaeologist that meets the Secretary of the Interior's Professionally Qualified Standards in either prehistoric or historic archaeology. All Archaeological Resources Assessments shall include records searches conducted through of the following databases through the respective repositories: California Historical Resources Information System (CHRIS) records search conducted through the South Central Coastal Information Center (SCCIC); and Sacred Land Files (SLF) search through the Native American Heritage Commission (NAHC). The records searches shall be conducted for the proposed project site and a radius of no less than 0.5-mile of the proposed action. The results shall be documented in the Archaeological Resources Assessment and shall state if the project site has been adequately assessed for archaeological resources and whether archaeological resources are present within the project site or radius. Results of the archaeological resources evaluation shall specify site-specific mitigation requirements, as applicable.
- CUL-4 If archaeological resources are encountered during site-specific ground-disturbing activities, work in the immediate area shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under California Environmental Quality Act (CEQA), additional work such as data recovery and Native American consultation may be warranted to mitigate any significant impacts.
- CUL-5 To ensure identification and preservation of historic archaeological resources within the Priority Development Area, projects subject to California Environmental Quality Act (CEQA) review shall be conditioned to include testing and formal California Register of Historical Resources (CRHR) evaluation of cultural resources prior to issuance of permits for any development or improvements with the potential to impact Resources 36-061265, 36-061280, Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H. The investigation(s) shall include an Extended Phase I (XPI) testing program to determine the presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified during XPI, Phase II testing would then be required to determine the horizontal



and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. Results of the archaeological resources evaluation shall specify site-specific mitigation requirements.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

CUL-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO TRIBAL CULTURAL RESOURCES LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES, OR IMPACT A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Impact Analysis: As stated above, the City and the MBMI consulted between July 30, 2019 and November 19, 2019. No tribal cultural resources were identified by the MBMI as a result of the tribal consultation process. Thus, no impacts to MBMI tribal cultural resources are anticipated in this regard. In addition, the City and the SMBMI consulted between August 2, 2019 to June 5, 2020. The SMBMI noted that the Priority Development Area is located near two highly sensitive archaeological sites. The individual archaeological sites are all considered eligible for the NRHP (and therefore, significant under CRHR criteria), and they collectively contain one of the most diverse archaeological signatures currently recorded within Serrano ancestral territory. This landscape, including the Mojave River, is treated as a tribal cultural resource by the SMBMI in this regard. Ground-disturbing activities (e.g., excavation, grading, vegetation removal, and construction) associated with future projects under the SCLA Specific Plan would have the potential to unearth, damage, and/or destroy known and unknown tribal cultural resources in this regard.

In order to avoid impacts to tribal cultural resources, development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measures CUL-3 and CUL-4. Mitigation Measure CUL-3 would require preparation of an Archaeological Resources Assessment which assesses existing archaeological resources, including tribal cultural resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find.

Additionally, based on consultation between the City/SMBMI, mitigation for potential impacts to tribal cultural resources was agreed upon; refer to Mitigation Measure CUL-6. This measure would require that the City maintain a confidential record of sensitive properties identified by SMBMI for tracking as future development is proposed. These properties would be categorized within the City's permitting system to prevent issuance of any permit for ground disturbance without tribal consultation. Similarly, Mitigation Measure CUL-7 would require further tribal consultation under AB 52 for any development subject to CEQA review outside of the Priority Development Area.

With implementation of these require mitigation measures, impacts to tribal cultural resources would be less than significant.



Mitigation Measures:

Refer to Mitigation Measures CUL-3 and CUL-4, as well as the following.

CUL-6 As a result of Assembly Bill 52 (AB 52) consultation occurring between the City of Victorville and the San Manuel Band of Mission Indians (SMBMI) for this project, the SMBMI has provided a confidential list of properties occurring outside of the Priority Development Area that may include tribal cultural resources. To avoid significant impacts to these potential resources, the City of Victorville shall maintain a record of the identified properties for tracking as future development is proposed. These properties shall be categorized within the City's official permitting system to prevent any permit from being issued that involves ground disturbance without Tribal Consultation. Thus, no ground disturbing activities shall occur on these properties until site-specific tribal consultation has occurred and an Archaeological Resources Assessment and necessary mitigation (as necessary) has been implemented in consultation with the consulting tribe(s). The consulting tribe(s) shall have an opportunity to review the scope of the Archaeological Resources Assessment prior to initiation of the analysis.

CUL-7 For future projects outside of the Priority Development Area subject to California Environmental Quality Act (CEQA) review, the City of Victorville shall conduct site-specific Native American tribal consultation under Assembly Bill 52 (AB 52), on a project-by-project basis. No development shall occur until consultation has been completed in accordance with the requirements of AB52. As defined by AB 52, the consultation shall be considered complete when the City of Victorville and the consulting tribe have agreed on measures to avoid or mitigate a significant effect on a tribal cultural resources, or one or both parties, acting in good faith and reasonable effort, conclude that mutual agreement cannot be reached.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

HISTORIC RESOURCES

● PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF HISTORICAL RESOURCES.

Impact Analysis: Table 4-1 identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The potential destruction of historic resources associated with cumulative development could be cumulatively considerable. However, individual projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to historic resources. Such investigations would identify resources on the affected project sites that are or appear to be eligible for listing on the NRHP, CRHR, or local registers. Such investigations would also



recommend mitigation measures to reduce impacts to historic resources. Following adherence to Federal, State, and local statutes, as well as project-specific mitigation measures, related development would not result in cumulatively considerable impacts to historical resources.

As noted above, future development occurring outside of the Priority Development Area would result in less than significant impacts to historic resources with implementation of Mitigation Measure CUL-1. Mitigation Measure CUL-1 would require preparation of a Historic Resources Assessment which assesses existing historic resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. To avoid potential impacts to Resource 36-025787, future development occurring within the Priority Development Area with the potential to impact this built-environment resource would be subject to Mitigation Measure CUL-2. Mitigation Measure CUL-2 would require testing and formal CRHR evaluation of Resource 36-025787 prior to issuance of permits for any development or improvements implemented within this specific area. With implementation of Mitigation Measures CUL-1 and CUL-2, the proposed project would not result in cumulatively considerable impacts to historical resources.

Mitigation Measures: Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

ARCHAEOLOGICAL RESOURCES

● PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCES.

Impact Analysis: Like the proposed project, the related cumulative projects identified in Table 4-1 could support known and undiscovered archaeological resources. Nonetheless, the possibility remains that undiscovered, buried archaeological resources could potentially be encountered where grading encounters native soils. However, individual projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to archaeological resources. Such investigations would identify resources on the affected project sites that are or appear to be eligible for listing on the NRHP, CRHR, or local registers. Such investigations would also recommend mitigation measures to reduce impacts to archaeological resources. Following adherence to Federal, State, and local statutes, as well as project-specific mitigation measures, related development would not result in cumulatively considerable impacts to archaeological resources.

As discussed in Impact Statement CUL-2, the proposed project has the potential to impact buried or previously undiscovered archaeological resources during construction. Future development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measures CUL-3 and CUL-4. Mitigation Measure CUL-3 would require preparation of an Archaeological Resources Assessment which assesses existing archaeological resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Future development occurring within the Priority Development Area would be subject to Mitigation Measure CUL-4 and CUL-5. Mitigation Measure CUL-5 would require testing and formal CRHR evaluation prior to issuance of permits for any development or improvements implemented within sites that support historic archaeological resources. The investigation would include an XPI testing program to determine the



presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified during XPI, Phase II testing would then be required to determine the horizontal and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. With implementation of Mitigation Measures CUL-3 through CUL-5, the proposed project would not result in cumulatively considerable impacts to archaeological resources.

Mitigation Measures: Refer to Mitigation Measures CUL-3 through CUL-5.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

- **PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF TRIBAL CULTURAL RESOURCES LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES, OR IMPACT A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT TO A CALIFORNIA NATIVE AMERICAN TRIBE.**

Impact Analysis: Cumulative impacts to tribal cultural resources would occur when the impacts of the proposed project, in conjunction with other projects, result in cumulatively considerable impacts to tribal cultural resources in the area. Each future project considered for approval would be required to comply with California Public Resources Codes 5097.9–5097.991 (which protects Native American historical and cultural resources, and sacred sites), 21084.3 (avoids damaging effects to any tribal cultural resource), and Health and Safety Code Section 7050.5 (pertaining to the discovery or recognition of any human remains). Following adherence to State statutes, as well as project-specific mitigation measures, related development would not result in cumulatively considerable impacts to tribal cultural resources.

As discussed in Impact Statement CUL-3, development within and near the Priority Development Area has the potential to impact two highly sensitive archaeological sites identified by the SMBMI. In order to avoid impacts to tribal cultural resources, development occurring outside of the Priority Development Area would be subject to compliance with Mitigation Measures CUL-3 and CUL-4. Mitigation Measure CUL-3 would require preparation of an Archaeological Resources Assessment which assesses existing archaeological resources, including tribal cultural resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Mitigation Measure CUL-6 would require that the City maintain a confidential record of sensitive properties identified by SMBMI for tracking as future development is proposed. These properties would be categorized within the City's permitting system to prevent issuance of any permit for ground disturbance without tribal consultation. Similarly, Mitigation Measure CUL-7 would require further tribal consultation under AB 52 for any development subject to CEQA review outside of the Priority Development Area. With implementation of Mitigation Measures CUL-3, CUL-4, CUL-6, and CUL-7, the proposed project would not result in cumulatively considerable impacts to tribal cultural resources.

Mitigation Measures: Refer to Mitigation Measures CUL-3, CUL-4, CUL-6, and CUL-7.



Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to cultural and tribal cultural resources have been identified.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.5 ENERGY

This section analyzes potential project impacts related to energy consumption and energy plan consistency. The 2004 SCLA SPEIR qualitatively analyzed energy usage of the project. The 2004 SCLA SPEIR indicated that construction and implementation of the proposed project would involve the commitment of energy, and ongoing maintenance of the project would entail a long-term commitment of energy resources in the form of electricity and natural gas. However, the 2004 SCLA SPEIR concluded that impacts resulting from increased energy usage would be considered less than significant. Energy technical data supporting the following analyses is included in Appendix 11.2, *Air Quality, Energy, and Greenhouse Gas Data*.

As noted within Section 3.0, *Project Description*, the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The energy analysis within this section focuses on impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further review of energy impacts as development occurs, consistent with CEQA Guidelines Section 15168.

5.5.1 EXISTING SETTING

Energy consumption is analyzed in this EIR due to the potential direct and indirect environmental impacts associated with the project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both construction and operations.

ELECTRICITY/NATURAL GAS SERVICES

The City of Victorville Municipal Utility Services (VMUS) currently provides electrical service within the southern portion of the project area and would expand electrical service for future commercial and industrial customers of the project as needed. VMUS obtains electrical power for distribution in the project area from a Southern California Edison (SCE) feed point. SCE provides electrical service to the rest of the City, for the most part. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).



The VMUS currently provides natural gas service within the southern portion of the project area and operates and maintains gas facilities including the service regulator and gas meter. VMUS would expand natural gas service for future commercial and industrial customers of the project as needed. Southwest Gas Corporation (Southwest Gas) provides natural gas service to the rest of the City, for the most part. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH₄). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative compared to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using natural gas.¹ While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.²

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 7,966.6 trillion BTU in 2018 (the most recent year for which this specific data is available), which equates to an average of 200 million BTU per capita.^{3,4} Of California's total energy usage, the breakdown by sector is 39.8 percent transportation, 23.2 percent industrial, 18.9 percent commercial, and 18.1 percent residential.⁵ Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2019, taxable gasoline sales (including aviation gasoline) in California accounted for 15,338,758,756 gallons of gasoline.⁶ The electricity consumption attributable to San Bernardino County from 2008 to 2018 is shown in Table 5.5-1, *Electricity Consumption in San Bernardino County 2008 to 2018*. As indicated in Table 5.5-1, electricity consumption in the County has been relatively constant from 2008 to 2018, with no substantial increase or decrease.

¹ California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www2.energy.ca.gov/almanac/naturalgas_data/overview.html, accessed June 15, 2020.

² Ibid.

³ U.S. Energy Information Administration, *Rankings: Total Energy Consumed per Capita, 2017 (million Btu)*, <https://www.eia.gov/state/rankings/?sid=CA#series/12>, accessed June 15, 2020.

⁴ U.S. Energy Information Administration, *Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2018*, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_te.html&sid=US, accessed June 15, 2020.

⁵ U.S. Energy Information Administration, *California Energy Consumption by End-Use Section, 2018*, <https://www.eia.gov/state/?sid=CA#tabs-1>, accessed June 15, 2020.

⁶ California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, <https://www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.xlsx>, accessed June 15, 2020.



Table 5.5-1
Electricity Consumption in San Bernardino County 2008-2018

Year	Electricity Consumption (in millions of kilowatt hours)
2008	14,826
2009	13,800
2010	13,495
2011	13,744
2012	14,365
2013	14,386
2014	14,765
2015	14,780
2016	14,970
2017	15,488
2018	15,634
Source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/ , accessed June 10, 2020.	

The natural gas consumption in San Bernardino County from 2008 to 2018 is shown in Table 5.5-2, *Natural Gas Consumption in San Bernardino County 2008-2018*. Similar to electricity consumption, natural gas consumption in the County remained relatively constant between 2008 and 2018, with no substantial increase or decrease.

Table 5.5-2
Natural Gas Consumption in San Bernardino County 2008-2018

Year	Natural Gas Consumption (in millions of therms)
2008	500
2009	461
2010	493
2011	504
2012	486
2013	503
2014	452
2015	469
2016	494
2017	493
2018	500
Source: California Energy Commission, <i>Natural Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/ , accessed June 10, 2020.	

The County's automotive fuel consumption between 2009 to 2019 is shown in Table 5.5-3, *Automotive Fuel Consumption in San Bernardino County 2009-2019* (projections for the year 2020 are also shown). As shown in Table 5.5-3, on-road automotive and heavy-duty vehicle fuel consumption in the County has been relatively constant from 2009 to 2019, with no substantial increase or decrease.



Table 5.5-3
Automotive Fuel Consumption in San Bernardino County 2009-2019

Year	On-Road Automotive Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Construction Equipment) (Gallons)
2009	979,137,078	178,489,974
2010	984,719,535	183,311,619
2011	964,714,822	184,119,612
2012	956,555,931	182,981,133
2013	959,968,222	191,898,907
2014	975,129,566	196,985,276
2015	1,011,366,103	197,380,151
2016	1,046,154,750	210,254,335
2017	1,027,756,627	212,663,928
2018	1,008,865,257	215,944,742
2019	988,009,865	218,227,832
2020 (projected)	970,802,954	219,644,997

Source: California Air Resources Board, EMFAC2017.

5.5.2 REGULATORY FRAMEWORK

STATE

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the CEC established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2016 standards substantially reduce electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save additional electricity. These savings are cumulative, doubling as years go by. The 2016 standards have been approved and went into effect on January 1, 2017. California's energy efficiency standards are updated on an approximate three-year cycle. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, nonresidential buildings will use about 30 percent less energy, mainly due to lighting upgrades, when compared to 2016 Title 24 standards.⁷

California Green Building Standards

The CALGreen Code (California Code of Regulations, Title 24, Part 11), is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures

⁷ California Energy Commission, *2019 Building Energy Efficiency Standards*, March 2018.



in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases. Assembly Bill 1109, adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards as a means to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while nonresidential sector exterior lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods.

California Energy Commission Integrated Energy Policy Report

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

The CEC adopted the 2019 IEPR on February 20, 2020. The 2019 IEPR provides the results of the CEC's assessments of various energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide greenhouse gas reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast, renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

LOCAL

Victorville General Plan 2030

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

Policy 6.1.1: Encourage planning and development activities, that reduce the number and length of single occupant automobile trips.

Implementation Measure 6.1.1.1: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM)



techniques, such as promoting carpooling and transit, as a condition of project approval.

Implementation Measure 6.1.1.3: Maintain parking standards that encourage and facilitate alternative transportation modes, including reduced parking standards for transit-oriented developments, mixed-use developments, and preferential parking for carpoolers.

Policy 7.1.1: Support development of solar, hybrid, wind and other alternative energy generation plants.

Implementation Measure 7.1.1.1: Continue to work with energy companies and energy developers to develop non-fossil fuel reliant power generation plants within the Planning Area.

Policy 7.2.1: Support energy conservation by requiring sustainable building design and development for new residential, commercial and industrial projects.

Implementation Measure 7.2.1.2: Minimize energy use of new residential, commercial and industrial projects by requiring high efficiency heating, lighting and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NO_x water heaters.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to energy consumption. Accordingly, a project may create a significant adverse environmental impact if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of



energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

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

5.5.4 IMPACTS AND MITIGATION MEASURES

EN-1 THE PROJECT WOULD NOT RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES AND A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR.

Impact Analysis: Electricity, natural gas, and fuel consumption associated with the proposed project is summarized in Table 5.5-4, *Project and Countywide Energy Consumption*. As shown in Table 5.5-4, the project's energy usage would constitute an approximate 0.7529 percent increase over the County's typical annual electricity consumption, and an approximate 0.5432 percent increase over the County's typical annual natural gas consumption. Additionally, the project's construction and operational vehicle fuel consumption would increase the County's consumption by 0.0878 percent and 1.4059 percent, respectively. (**CEQA Appendix F - Criterion 1**).



Table 5.5-4
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption ¹	San Bernardino County Annual Energy Consumption ²	Percentage Increase Countywide
Electricity Consumption ³	117,715 MWh	15,634,000 MWh	0.7529%
Natural Gas Consumption ³	2,715,980 therms	500,000,000 therms	0.5432%
Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption ⁴	192,886 gallons	219,644,997 gallons	0.0878%
Operational Automotive Fuel Consumption ⁴	13,648,821 gallons	970,802,954 gallons	1.4059%
Notes: 1. As modeled in CalEEMod version 2016.3.2. 2. The project's electricity and natural gas consumption are compared to the total consumption in San Bernardino County in 2018. The project's automotive fuel consumption is compared with the projected Countywide fuel consumption in 2020. San Bernardino County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed June 10, 2020. San Bernardino County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed June 10, 2020. 3. The project's electricity and natural gas consumption reflect reductions from existing uses. 4. Project fuel consumption is calculated based on CalEEMod results for the proposed project. Trip generation and vehicle miles traveled modeled under proposed project included reductions from existing uses. Countywide fuel consumption is from the California Air Resources Board's EMFAC2017 model. Construction would occur over 25 years and consume 4,822,162 gallons of fuel in total, which averages 192,886 gallons per year. Refer to <u>Appendix 11.2</u> for assumptions used in this analysis.			

Construction-Related Energy

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

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, site preparation, grading, building construction, paving, and architectural coating. As indicated in Table 5.5-4, the overall fuel consumption during project construction would be 4,822,162 gallons over the 25-year construction period, which would average 192,886 gallons per year and result in a nominal increase (0.0878 percent) in fuel use in the County. As such, project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (**CEQA Appendix F - Criterion 2**).

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

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than



nonrecycled materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**CEQA Appendix F - Criterion 5**).

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.5-4 estimates the annual fuel consumed by vehicles traveling to and from the project site. As indicated in Table 5.5-4, project operations are estimated to consume approximately 13,648,821 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 1.4059 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project would include on-site electric vehicle charging stations in parking lots in compliance with the CALGreen Code. This project design feature would encourage and support the use of electric vehicles by workers and visitors of the proposed project and thus reduce the petroleum fuel consumption. In addition, consistent with *Victorville General Plan* Policy 6.1.1, the project would encourage commute trip reduction programs to reduce the number and length of single occupant automobile trips, which would reduce transportation fuel use (**CEQA Appendix F - Criterion 4 and Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

The CEC developed 2018–2030 forecasts for energy consumption and peak demand in support of the 2017 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasts that the statewide annual average growth rates of energy demand between 2016 and 2030 would be 0.99 percent to 1.59 percent for



electricity and 0.25 percent to 0.77 percent for natural gas.⁸ As shown in [Table 5.5-4](#), operational energy consumption of the project would represent approximately 0.7529 percent increase in electricity consumption and 0.5432 percent increase in natural gas consumption over the current Countywide usage. The project would be built over 25 years and become fully operational around 2050. Therefore, the project's electricity increase of 0.7529 percent and natural gas increase of 0.5432 percent averaged over 25 years would be less than 0.05 percent annually and significantly lower than the CEC's energy demand forecasts. The commercial component of the project would consume energy during the same time periods as other commercial developments and the industrial component of the project would consume energy evenly throughout the day. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 2** and **Criterion 3**).

The proposed project would be required to comply with the 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (30 percent compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2019 Title 24 standards would make the proposed project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Compliance with 2019 Title 24 standards would also ensure the project would be consistent with *Victorville General Plan Policy 7.2.1* by incorporating sustainable building design features (**CEQA Appendix F - Criterion 4**).

Furthermore, the electricity provider, VMUS, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and to 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (**CEQA Appendix F - Criterion 5**).

Additionally, as noted in [Section 5.7, *Greenhouse Gas Emissions*](#), all commercial and industrial development within the SCLA Specific Plan would incorporate on-site renewable energy generation (i.e., photovoltaic [PV] solar panels), or purchase renewable energy credits from the energy provider, Victorville Municipal Utility Services (VMUS); refer to Mitigation Measure GHG-1. This measure would further reduce the project's consumption of building energy. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

⁸ California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Table 1 and Table 3, respectively.



EN-2 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY AND A LESS THAN SIGNIFICANT IMPACT WOULD OCCUR.

Impact Analysis: The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, the 2019 CALGreen Code, CPUC's Energy Efficiency Strategic Plan, CEC's 2019 IEPR, and the *Victorville General Plan*. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and *Victorville General Plan* Policy 7.2.1, as well as water-efficient fixtures and electric vehicles charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by VMUS that would achieve at least 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045. Therefore, the proposed project would be consistent with renewable energy or energy efficiency plans and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

- **WOULD IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES?**
- **WOULD IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?**

Impact Analysis: The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to VMUS, SCE, and Southwest Gas' service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of County-wide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As shown above, the project would nominally increase the County's electricity, natural gas, and operational fuel consumption by 0.004, 0.005, and 0.008 percent, respectively; refer to Table 5.5-4. Additionally, per the RPS, the project and cumulative projects identified in Table 4-1 would utilize electricity provided by VMUS and SCE that would be comprised of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045. Furthermore, the project and other cumulative projects in the site vicinity would be subject to Title 24, CALGreen, CPUC's Energy Efficiency Strategic Plan, and CEC's 2019 IEPR. Thus, the project



and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently.

Additionally, as noted in Section 5.7, all commercial and industrial development within the SCLA Specific Plan would incorporate on-site renewable energy generation (i.e., PV solar panels), or purchase renewable energy credits from the energy provider, VMUS; refer to Mitigation Measure GHG-1. This measure would further reduce the project's consumption of energy. As such implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified.



5.6 GEOLOGY AND SOILS

This section evaluates the geologic and seismic conditions within the project area and the potential for geologic hazards associated with implementation of the proposed project. The information presented in this section is primarily based upon the Victorville General Plan, Victorville General Plan EIR, 2004 SCLA SPEIR, the *Preliminary Geologic and Geotechnical Investigation for the Southern California Logistics Airport (SCLA) and Rail Service Project Draft Subsequent Program EIR, Victorville, California*, prepared by Kleinfelder Inc, dated June 20, 2003, and the *Paleontological Resources Assessment Report for the Southern California Logistics Airport Specific Plan Amendment and Rail Service Project*, prepared by CRM TECH, dated May 9, 2003. Applicable geology and soils information related to the Priority Development Area is based primarily upon the following documents (collectively referred to as “Geotechnical Investigations”):

- *Report of Geotechnical Investigation Proposed Lot 3 Commercial Building Southern California Logistics Airport Victorville, California*, prepared by Kleinfelder Inc, dated December 11, 2006;
- *Report of Geotechnical Investigation Proposed Commercial Building 13A Southern California Logistic Airport Victorville, California*, prepared by Kleinfelder Inc., dated January 23, 2007;
- *Preliminary Geotechnical Investigation, Proposed Industrial Building 13B, Southern California Logistics Airport, Victorville, California*, prepared by Leighton Consulting, Inc., dated September 10, 2007;
- *Preliminary Geotechnical Investigation, Proposed Industrial Building 1, Southern California Logistics Airport, Victorville, California*, prepared by Leighton Consulting, Inc., dated September 11, 2007; and,
- *Limited Geotechnical Investigation, Lot 18, Southern California Logistics Airport, Victorville, California*, prepared by TGR Geotechnical, Inc, dated July 25, 2016; refer to Appendix 11.7, Geotechnical Investigations.
- Paleontological resources information related to the Priority Development Area is based upon the *Paleontological Resource Assessment for the Southern California Logistics Airport Specific Plan Amendment Technical Study Project, City of Victorville, San Bernardino County, California* (Paleontological Resources Assessment), prepared by Applied EarthWorks, Inc, dated June 2019; refer to Appendix 11.8, Paleontological Resources Assessment.

5.6.1 EXISTING SETTING

GEOLOGIC AND SEIZMIC HAZARDS

Regional Conditions

Regionally, the SCLA Specific Plan area is located within the western Mojave Desert, which is part of the greater Mojave Desert Geomorphic Province, a broad interior region of isolated mountain ranges separated by desert expanses. The western Mojave is a wedge-shaped area bordered on the southwest by the San Gabriel and San Bernardino Mountains, and on the northwest by the Tehachapi Mountains. These surrounding mountains range up to 10,080 and 7,900 feet in altitude, respectively, while the



interior desert has relatively low relief. The only major drainage channel within the desert region is the Mojave River - an intermittent river that flows from the San Bernardino Mountains northward, then eastward to its termination at Soda Lake near Baker, California. The structural geology and fault patterns within the western Mojave Desert are relatively uniform and internally consistent, comprised of a series of northwest-southeast trending faults, in contrast to the fault patterns north and south of the province. Major faults in the area include the San Andreas and Garlock fault zones to the southwest and northwest, respectively, the northwest-trending Helendale, Lockhart, and Lenwood fault to the northeast, and the North Frontal fault zone to the southeast. Lithologically, the region is characterized by alluvial-filled basins overlying Paleozoic and Mesozoic igneous and metamorphic basement rocks. The basement rocks are exposed at the surface in isolated mountain ranges throughout the desert.

Local Conditions

The SCLA Specific Plan area is situated in Victor Valley, a geographic sub-region of the Mojave Desert. The region is also known as the “High Desert,” due to its approximate elevation of 2,800 feet above mean sea level (amsl). Much of the SCLA Specific Plan area is relatively flat; however, the eastern portion of the SCLA Specific Plan area generally slopes toward the Mojave River, with topography ranging from gentle, well-rounded hills to locally steep, moderately rugged slopes. Surface elevations within the Priority Development Area vary between approximately 2,915 feet amsl along the southern boundary to approximately 2,735 feet amsl in the southeast corner.

Late Neogene and Quaternary Period alluvial sediments derived from the ancestral and modern Mojave River are distributed beneath disturbed soils and artificial fill across the majority of the SCLA Specific Plan area, particularly the eastern half and at the George Air Force Base (George AFB).

On-site soils within the Priority Development Area and adjoining areas were mapped as part of the *Southern California Logistics Airport Specific Plan Amendment Biological Resources Report* (Biological Resources Report), prepared by Michael Baker International (Michael Baker), dated November 2018, using the Web Soil Survey and include the following:

- Bryman loamy fine sand, 0 to 2 percent slopes (Map Unit Symbol: 105)
- Cajon sand, 2 to 9 percent slopes (113)
- Cajon sand, 9 to 15 percent slopes (114)
- Haplargids-Calciorthids Complex, 15 to 50 percent slopes (130)
- Helendale loamy sand, 0 to 2 percent slopes (131)
- Mohave variant loamy sand, 0 to 2 percent slopes (150)
- PITS (155)

A review of the National Hydric Soils List determined that no soils within the Priority Development Area are considered hydric; refer to Appendix 11.4, *Biological Resources Report*.



Geologic Hazards

Hazards associated with earthquakes include primary seismic hazards, such as strong ground shaking and surface rupture, and secondary seismic hazards, such as liquefaction, lateral spreading, seismically-induced settlement, and landsliding.

Fault Rupture

Locally, the SCLA Specific Plan area is located within a tectonic region known as the Mojave Block, bounded by the Garlock fault to the northeast and the San Andreas fault to the southwest. The mountains that border the Mojave Desert were uplifted along these faults and other secondary faults that generally trend to the northwest across the Mojave Desert. During the more recent geologic past, deformation occurred throughout the Mojave Block due to the very active San Andreas, Garlock and associated fault zones.

Earthquake severity is normally classified according to magnitude (a measure of the amount of energy released when a fault ruptures), and seismic intensity (a qualitative estimate of the damage caused by an earthquake at a given location). Because the amount of destruction generally decreases with increasing distance away from the epicenter (the point at the Earth's surface directly above where the earthquake originated), earthquakes are assigned several intensities. The most commonly used seismic intensity scale, called the Modified Mercalli Intensity (MMI) scale, has 12 levels of damage. The higher the number, the greater the damage.

The largest earthquake likely to occur on a fault or fault segment is termed the maximum credible (MCE) or characteristic earthquake. Depending on the planned use, lifetime, or importance of a facility, a maximum probable earthquake (MPE) is the earthquake most likely to occur in a specified period of time, (such as 30 to 500 years). In general, the longer the time period between earthquakes on a specific fault segment (recurrence interval), the larger the earthquake. The State of California, under the guidelines of the Alquist-Priolo Earthquake Fault Zoning Act of 1972 classifies faults according to the following criteria:

- Active: Faults showing proven displacement of the ground surface within about the last 11,000 years; and
- Potentially Active: Faults showing evidence of movement within the last 1.6 million years (modified to 750,000 years by the U.S. Geological Survey).

An earthquake along one of the active or potentially active faults in the vicinity could cause a number of casualties and extensive property damage. The effects of such a quake could be aggravated by aftershocks and secondary effects such as fires, landslides, dam failure, liquefaction, and other threats to public health, safety, and welfare. The potential direct and indirect consequences of a major earthquake would require a high level of self-help, coordination, and cooperation.

California is a seismically active area with numerous faults throughout the region. The City of Victorville is not listed within a State designated Alquist-Priolo Earthquake Fault Zone. The closest active and potentially active faults to the Specific Plan area are identified in Table 5.6-1, *Active and Potentially Active Faults within the Specific Plan Area*.



Table 5.6-1
Active and Potentially Active Faults within the Specific Plan Area

Fault Name	Approximate Distance from Specific Plan Area	Maximum Earthquake Magnitude (Mw)
Helendale	11	7.1
North Frontal Fault Zone	14	7.0
San Andreas-Mojave Branch	20	7.8
San Andreas-San Bernardino	21	7.4
Cucamonga	27	7.0
San Jacinto-San Bernardino	23	6.7
Lenwood-Lockhart-Old Woman Springs	26	7.1
Sierra Madre – San Fernando	35	6.7

Source: 2004 SCLA SPEIR

As shown in Table 5.6-1, the largest MCE to impact the SCLA Specific Plan area may be generated by the Helendale fault, which is considered to be capable of generating a moment magnitude Mw 7.1 earthquake, or the San Andreas Fault, which is considered to be capable of generating a moment magnitude Mw 7.8 earthquake.

Groundshaking

Under certain conditions, strong ground shaking can cause the densification of soils, resulting in local or regional settlement of the ground surface. During strong shaking, soil grains become more tightly packed due to the collapse of voids and pore spaces, resulting in a reduction of the thickness of the soil column. This type of ground failure typically occurs in loose granular, cohesionless soils, and can occur in either wet or dry conditions. Unconsolidated young alluvial deposits are especially susceptible to this hazard. Artificial fills may also experience seismically induced settlement. Damage to structures typically occurs as a result of local differential settlements. According to the 2004 SCLA SPEIR, the known active and potentially active faults identified in Table 5.6-1 are considered capable of producing strong seismic groundshaking within the SCLA Specific Plan area.

Liquefaction

Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. Liquefaction is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils. Liquefaction more often occurs in earthquake-prone areas underlain by young (i.e., Holocene age) alluvium where the groundwater table is higher than 50 feet below ground surface.

Seismic Hazards Zone Maps maintained by the California Geological Survey are not available for the City of Victorville. According to the 2004 SCLA SPEIR and Victorville General Plan, potential liquefaction hazards are estimated to be limited to the Mojave River floodplain and its tributary stream crossings where groundwater is shallow and loose sandy soils are anticipated.

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. Most ground subsidence is human-induced and is usually associated with the extraction



of oil, gas, or ground water from below the ground surface in valleys filled with recent alluvium. According to the Victorville General Plan, no areas of subsidence have been identified during the City's history of community development.

Lateral Spreading

Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as a drainage or stream channel. According to the Geotechnical Investigations, the topography within the SCLA Specific Plan area is relatively flat. Therefore, the potential for lateral spreading is considered very low.

Expansive Soils

Expansive soils are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Expansive soils may cause unacceptable settlement or heave of structures, concrete slabs supported-on-grade or pavements supported over these materials. Depending on the extent and location below finished subgrade, expansive soils can have a detrimental effect on structures. According to the 2004 SCLA SPEIR, the Mojave River Alluvium, Undifferentiated Alluvium and Older Alluvium present within the SCLA Specific Plan area all exhibit low expansion potential due to their relatively high permeability. Based upon the nature of soil deposits underlying the SCLA Specific Plan area, the expansion potential of soils is low to very low.

PALEONTOLOGICAL RESOURCES

Paleontological resources are defined by the Society of Vertebrate Paleontology (SVP) as fossils and fossiliferous deposits. Fossils are the evidence of once-living organisms as preserved in the rock record. They include both the lithified remains of ancient plants and animals and the traces thereof (trackways, imprints, burrows, etc.). In general, fossils are considered to be greater than 5,000 years old (older than middle Holocene) and are typically preserved in sedimentary rocks. Although uncommon, certain volcanic rocks and low-grade metamorphic rocks may be fossiliferous if formed under certain conditions.

Well-preserved and identifiable individual fossils are considered significant paleontological resources if they are a type specimen, rare, a complete specimen, or part of an important diverse fossil assemblage. Of particular importance are fossils found in situ, or undisturbed from their primary geologic context. These fossils are important because they are used to examine evolutionary relationships, provide insight on the development of and interaction between biological communities, establish time scales for geologic studies, and for many other scientific purposes, including investigation into paleoenvironments and paleoclimates. Among the various types of fossils, intact and in situ vertebrate fossils are usually assigned a greater significance than other types as they are comparatively rare.

Most professional paleontologists in California adhere to the guidelines set forth by the SVP to determine the course of paleontological mitigation for a given project on private and public lands, unless others are available. The SVP has developed its own guidelines that establish detailed protocols for the assessment of the paleontological sensitivity of a project area and outline measures to follow



in order to mitigate adverse impacts to known or unknown fossil resources during project development.

Following the SVP's established process, baseline information is used to assign the paleontological sensitivity of a geologic unit(s) (or members thereof) to one of four categories: No Potential, Low, High, and Undetermined. Geologic units that have no potential for paleontological resources are those that are formed under or exposed to immense heat and pressure, such as high-grade metamorphic rocks and plutonic igneous rocks. Geologic units from which few fossils have been recovered or are generally unsuitable for preservation of fossils are considered to have a low potential. These units typically yield fossils only on rare occasions and under unusual circumstances. Geologic units are considered to be "sensitive" for paleontological resources and have a High potential if vertebrate or significant invertebrate, plant, or trace fossils have been recovered anywhere in their extent, even if outside the project area; or if the units are sedimentary rocks that are temporally or lithologically suitable or the preservation of significant fossils.

In some cases, available literature on a particular rock unit is scarce and a determination of whether or not it is fossiliferous or potentially fossiliferous is difficult to make. Under these circumstances, further study is needed to determine the unit's paleontological resource potential.

Records Search

In many areas, the near-surface layers of sediments and sedimentary rocks are broken down and converted to soil through chemical and physical weathering processes. Any fossils that were preserved within the near-surface layers often are destroyed or rendered unrecognizable. Therefore, intact, and identifiable fossils are unlikely to be found in soil. In order to ascertain whether a particular project area has the potential for significant subsurface paleontological resources, it is necessary to review relevant geologic maps, regional geological publications, and unpublished reports to ascertain the geology and stratigraphy of the area.

A search of museum collection records maintained by the Natural History Museum of Los Angeles County (NHMLAC) and the Western Science Center (WSC) was completed for the Priority Development Area as part of the Paleontological Resources Assessment; refer to [Appendix 11.8](#). In addition, a search of the online database maintained by the University of California Museum of Paleontology (UCMP) was conducted.

Several Pleistocene age vertebrate assemblages including migratory bird and large mammal fossils also have been documented from the alluvial deposits around Victorville. In particular, well-preserved specimens of the Early Pleistocene-age mammoth (*Mammuthus meridionalis*) have been reported from a locality approximately one mile southeast of the Priority Development Area, near the intersection of Air Expressway and Village Drive. Pleistocene-age fossil localities are also reported from alluvial deposits farther south extending to northern Hesperia. A previous paleontological resource assessment for the Specific Plan determined these deposits to have a high potential for preserving paleontological resources; however, the field survey included in the study did not yield any resources. Several fossil localities within Pliocene and Pleistocene deposits in San Bernardino County are recorded in the UCMP's online database; however, there are no localities recorded within a 10-mile radius of the Priority Development Area.

The NHMLAC search found one vertebrate fossil locality within the Priority Development Area and several others nearby from "older" Quaternary deposits, including a specimen of meadow vole



(*Microtus mexicanus*) found just east of the intersection of White Avenue and Adelanto Avenue within the central western portion of the project area (LACM 7786). This specimen was recovered from a depth of 10 to 11 feet below ground surface. The closest NHMLAC localities outside the Priority Development Area are LACM 3352, 3353, and 3498 to the southeast. These three yielded specimens of extinct horse (*Equus occidentalis*) and extinct bison (*Bison latifrons*). Specimens of horse (*Equus*) and mammoth (*Mammuthus columbi*) were encountered north of the Priority Development Area and south of Bryman.

The WSC search did not report any fossil localities within the Priority Development Area or within a one-mile radius. However, WSC has fossil localities in similarly mapped alluvial units elsewhere that did result in Pleistocene fossil specimens.

Exhibit 5.6-1, *Paleontological Sensitivity of the Priority Development Area*, depicts paleontological sensitivity of the Priority Development Area based on information obtained from the literature review and records search. As depicted on [Figure 5.6-1](#), portions of the Priority Development Area have been identified as having a High potential for paleontological resources because Pleistocene-age deposits or older (Qoa, Qoam) resources. No portions of the Priority Development Area were mapped as having a moderate paleontological sensitivity. Portions of the project area ranked as having a Low potential for paleontological resources are located in areas where Holocene-age deposits (Qa, Qf, Qyf) and artificial fill (af) mapped at the ground surface, however, the entire subsurface is considered to have a High potential for paleontological resources because alluvial deposits of Pleistocene-age or older (Qoa, Qoam) are likely to be present below the surficial Holocene-age deposits and artificial fill.

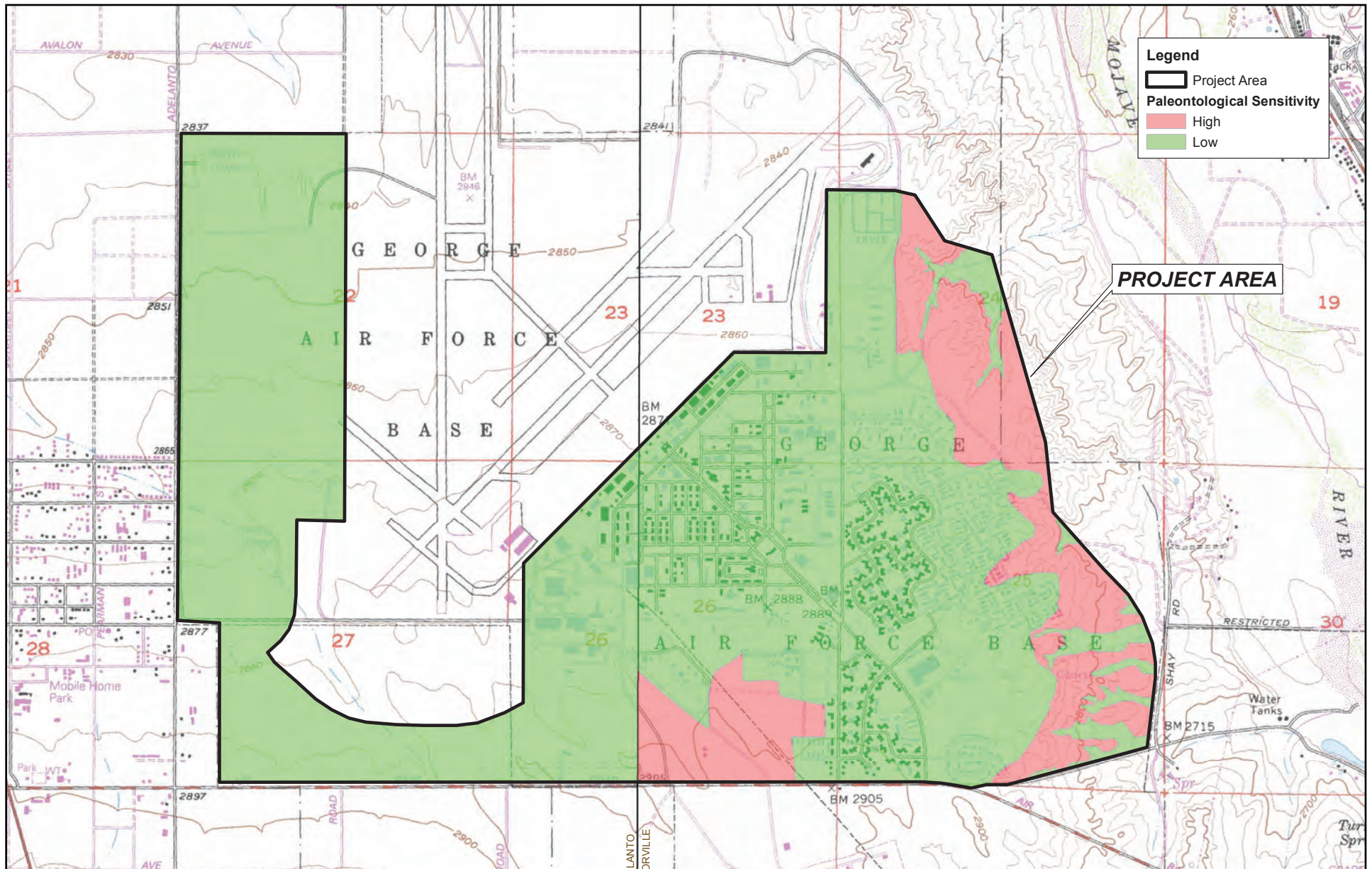
It is noted that a records search completed for the 2004 SCLA SPEIR determined that surficial granitic rocks, previously disturbed areas, and in the Holocene Alluvial sediments associated with the Mojave River drainage within the Specific Plan area have a Low paleontological sensitivity. However, older alluvia, especially those of Pleistocene or early Holocene age, were identified as having a High paleontological sensitivity; refer to 2004 SCLA SPEIR Exhibits 4.11-2a through 4.11-2d, *Areas Requiring Paleontological Monitoring*. No paleontological resources were observed within the SCLA Specific Plan area as part of field investigations completed for the 2004 SCLA SPEIR.

5.6.2 REGULATORY SETTING

FEDERAL

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If impacts are made on the soil, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the requirements of the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) through the National Pollution Discharge Elimination System [NPDES] permit) provide guidance for protection of geologic and soil resources.



Source: Applied EarthWorks, Inc., Paleontological Resource Assessment for the Southern California Logistics Airport Specific Plan Amendment Technical Study Project, City of Victorville, San Bernardino County, California, June 2019.

NOT TO SCALE

Michael Baker
INTERNATIONAL



04/2020 JN 159408

SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA)
SPECIFIC PLAN AMENDMENT (PLAN-19-0004)
SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT

Paleontological Sensitivity of the Priority Development Area

Exhibit 5.6-1



STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This State law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet setbacks are required).

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas, including Earthquake Fault Zones. The City is not affected by a State-designated Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 provides a Statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency of a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

International Building Code

Development standards require projects to comply with appropriate seismic design criteria in the International Building Code (IBC) (with California Amendments), adequate drainage facility design, and preconstruction soils and grading studies. Seismic design standards have been established to reduce many of the structural problems occurring because of major earthquakes. In 1998, the IBC was revised, as follows:

- Upgrade the level of ground motion used in the seismic design of buildings;



- Add site amplification factors based on local soils conditions; and
- Improve the way ground motion is applied in detailed design.

California Building Code

California building standards are published in the California Code of Regulations Title 24, also known as the California Building Code (CBC). The 2019 CBC was published July 1, 2019, with an effective date of January 1, 2020. The CBC, which applies to all applications for building permits, consists of 12 parts, including among others Part 2 - California Building Code and Part 11 - California Green Building Standards Code (CALGreen Code). CBC Part 2 is based upon the 2009 IBC. Local agencies must ensure that all development complies with the CBC guidelines. Cities and counties have the ability to adopt additional building standards beyond the CBC.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to geology and soils and paleontological resources are contained in the Resource Element of the *Victorville General Plan*. These policies and implementation measures include the following:

Resource Element

Policy 3.2.2: Results of preliminary geotechnical investigations shall be considered by the City's decision-makers, prior to approval of all discretionary actions to allow for public or private development projects.

Implementation Measure 3.2.2.1: Preliminary geotechnical investigations and reports shall be conducted for all new development and major redevelopment projects, public and private, to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level.

Policy 5.1.2: Prohibit destruction of cultural and paleontological materials that contain information of importance to our knowledge of the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. Require mitigation of any significant impacts that may be identified in project or program-level cultural and paleontological assessments as a condition of project or program approval.

Implementation Measure 5.1.2.3: Require paleontological monitoring of land alteration projects involving excavation into native geologic materials known to have a high sensitivity for the presence of paleontological resources.



Victorville Municipal Code

Section 16-5.01.020, Code Adoption

Municipal Code Section 16-5.01.020, *Code Adoption*, adopts by reference the 2019 CBC; refer to the discussion of the CBC, above.

Section 16-5.02.130, Archaeological, Paleontological and Historical Sites

Pursuant to Municipal Code 16-5.02.130, *Archaeological, Paleontological and Historical Sites*, permits to grade at or near known archaeological, paleontological, or similar sites of historical significance may be conditioned so as to: 1) ensure preservation of the site; 2) minimize adverse impacts on the site; 3) allow reasonable time for qualified professionals to perform archaeological investigations at the site; or 4) preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved.

If it is learned after a grading permit has been issued that significant archaeological, paleontological, or historical site may be encompassed within the area being graded, Municipal Code 16-5.02.130 stipulates that grading must cease and the grading permit must be suspended. The discovery of a significant archaeological, paleontological, or historical site shall be reported to the Planning Director within seventy-two hours from the time the site is found. The Planning Director, within five working days after receiving a discovery report, must retain qualified professionals to conduct a preliminary investigation of the site. If the preliminary investigation confirms that the site is or may be a significant archaeological, paleontological, or historical site, the grading permit shall remain suspended for a period not to exceed forty-five days from the date the discovery was reported. The suspension may exceed forty-five days under extraordinary circumstances if, upon application of the Planning Director to the City Council, the City Council concurs. During the period of suspension, Municipal Code 16-5.02.130 requires that the Planning Director develop conditions to be attached to the grading permit so as to: 1) ensure preservation of the site; 2) minimize adverse impacts on the site; 3) allow reasonable time for qualified professionals to perform archaeological investigations at the site; or 4) preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved.

Chapter 17.88, Grading and Erosion Control

Pursuant to Municipal Code Chapter 17.88, *Grading and Erosion Control*, every tentative map approved pursuant to the Subdivision Map Act is conditioned on compliance with requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property.

Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control

Municipal Code Chapter 10.30, *Storm Water and Urban Runoff Management and Discharge Control*, states the City's intent to ensure the health, safety, and welfare of the residents of the City and to protect and enhance the water quality of receiving waters in a manner pursuant to and consistent with the CWA, the Porter-Cologne Act, and the municipal NPDES permit by reducing pollutants in storm water discharges and by limiting non-storm discharges into the municipal separate stormwater system (MS4) to the maximum extent practicable. Municipal Code Chapter 10.30 was further enacted by the City to ensure the health, safety, and general welfare of the residents of the City by prescribing reasonable regulations to effectively control non-storm water discharges containing pollutants into the



City's MS4 to the maximum extent practicable, and to establish legal authority to implement and enforce storm water management requirements, and carry out all inspection, surveillance and monitoring procedures necessary to ensure compliance with Chapter 10.30.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 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 (refer to Section 8.0, *Effects Found Not To Be Significant*);
 - Strong seismic ground shaking (refer to Impact Statement GEO-1);
 - Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-1); or
 - Landslides (refer to Section 8.0)?
- Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-2)?
- 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 (refer to Section 8.0)?
- Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Section 8.0)?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Section 8.0)?
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-3).

Based on these standards, the project's effects have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a "significant unavoidable impact."



5.6.4 IMPACTS AND MITIGATION MEASURES

SEISMIC-RELATED HAZARDS

GEO-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING, OR SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.

Impact Analysis: The project area, like the rest of Southern California, is situated within a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Development associated with the SCLA Specific Plan could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure (i.e., liquefaction).

Strong Seismic Ground Shaking

As shown in Table 5.6-1, the largest MCE to impact the SCLA Specific Plan area may be generated by the Helendale fault, which is considered to be capable of generating a moment magnitude Mw 7.1 earthquake, or the San Andreas Fault, which is considered to be capable of generating a moment magnitude Mw 7.8 earthquake.

Future development associated with the SCLA Specific Plan could expose persons or structures to the effects of strong seismic ground shaking. The intensity of ground shaking and the degree of impact would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter to the SCLA Specific Plan area. Additionally, the soil and geologic structure underlying the development site would influence the amount of damage that the site may experience. Impacts concerning strong seismic ground shaking would be addressed by compliance with the seismic design requirements identified in the 2019 CBC. Pursuant to the 2019 CBC and Municipal Code Section 16-5.01.020, structures built for human occupancy must be designed to meet or exceed the 2019 CBC standards for earthquake resistance. The 2019 CBC includes earthquake safety standards based on a variety of factors including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. Further, it is the City's policy that preliminary geotechnical investigations and reports are conducted for all new public and private development and major redevelopment projects, to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level (Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1). Compliance with the 2019 CBC, as adopted by reference in Municipal Code 16-5.01.020, and Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1 would reduce impacts related to strong seismic ground shaking to less than significant levels.

Seismic-Related Ground Failure (Liquefaction)

According to the 2004 SCLA SPEIR and Victorville General Plan, potential liquefaction hazards are estimated to be limited to the Mojave River floodplain and its tributary stream crossings where groundwater is shallow and loose sandy soils are anticipated. Future development occurring within the eastern limits of the SCLA Specific Plan could be sited within the Mojave River floodplain and its



tributary stream crossings. No portions of the Priority Development Area are located within the Mojave River floodplain.¹ As noted previously, it is the City's policy that preliminary geotechnical investigations and reports are conducted for all new public and private development and major redevelopment projects, to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level (Policy 3.2.2, Implementation Measure 3.2.2.1). Compliance with the 2019 CBC, as adopted by reference in Municipal Code 16-5.01.020, and Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1 would reduce impacts related to seismic-related ground failure (i.e., liquefaction) to less than significant levels.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOIL EROSION

GEO-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Impact Analysis:

Construction

Soil erosion typically occurs within unconsolidated alluvium and surficial soils in sloping topographies. Construction activities associated with future development would include clearing, excavation, and grading, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion.

Short-term erosion impacts associated with construction of future development would be prevented through compliance with Municipal Code Chapter 17.88. Pursuant to Municipal Code Chapter 17.88, every tentative map approved pursuant to the Subdivision Map Act would be conditioned on compliance with requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property. In compliance with the National Pollutant Discharge Elimination System (NPDES) program, individual projects involving one or more acres of site disturbance would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) and associated best management practices (BMPs) in compliance with the Construction General Permit during grading and construction. Potential BMPs could include installing vegetated swales and sediment barriers; stabilizing soils with hydroseeding; regular dust control; implementing desilting basins and storm drain inlet protectors; and providing public education/outreach materials. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from grading and construction activities.

Following compliance with the established regulatory framework (i.e., Municipal Code Section Chapter 17.88 and NPDES requirements), construction of the SCLA Specific Plan would result in less than significant impacts involving soil erosion and loss of topsoil.

¹ Federal Emergency Management Agency, *FEMA Flood Map Service Center: Search by Address*, <https://msc.fema.gov/portal/search?#searchresultsanchor>, accessed June 29, 2020.



Operations

Future development could be subject to erosion or loss of topsoil as a result of water and/or wind conditions. As discussed in Section 5.9, *Hydrology and Water Quality*, each future development within the SCLA Specific Plan area would be required to prepare a project-specific drainage analysis and Water Quality Management Plan (WQMP) to satisfy local, State, and federal water quality requirements (Mitigation Measure HWQ-1). The drainage and water quality analyses would provide recommendations to reduce potential impacts, which may include post-development best management practices (BMPs) including site design/low impact development (LID), source control, treatment control (where feasible and applicable), and hydromodification measures as applicable. Upon adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES) Phase II Small MS4 General Permit and City of Victorville Municipal Code Section 10.30.190 and implementation of Mitigation Measure HWQ-1, the project's operational impacts related to erosion or loss of topsoil would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

PALEONTOLOGICAL RESOURCES

GEO-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis: The City of Victorville prohibits the destruction of paleontological materials that contain information of importance related to the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community (Victorville General Plan Policy 5.1.2). As a result, the City requires mitigation of any significant impacts that may be identified in project or program-level paleontological assessments as a condition of project approval.

A records search completed for the 2004 SCLA SPEIR determined that surficial granitic rocks, previously disturbed areas, and in the Holocene Alluvial sediments associated with the Mojave River drainage within the Specific Plan area have a Low paleontological sensitivity. However, older alluvia, especially those of Pleistocene or early Holocene age, were identified as having a High paleontological sensitivity; refer to SCLA SPEIR Exhibits 4.11-2a through 4.11-2d, *Areas Requiring Paleontological Monitoring*. No paleontological resources were observed within the SCLA Specific Plan area as part of field investigations completed for the 2004 SCLA SPEIR.

As depicted on Figure 5.6-1, portions of the Priority Development Area have been identified as having a High potential for paleontological resources because Pleistocene-age deposits or older (Qoa, Qoam) resources. No portions of the Priority Development Area were mapped as having a moderate paleontological sensitivity. Portions of the project area ranked as having a Low potential for paleontological resources are located in areas where Holocene-age deposits (Qa, Qf, Qyf) and artificial fill (af) mapped at the ground surface, however, the entire subsurface is considered to have a High potential for paleontological resources because alluvial deposits of Pleistocene-age or older (Qoa, Qoam) are likely to be present below the surficial Holocene-age deposits and artificial fill.



In conformance with Victorville General Plan Policy 5.1.2, Mitigation Measure GEO-1 would ensure a paleontological resources mitigation and monitoring plan be prepared for future development projects associated with the SCLA Specific Plan. Future projects would be required to retain a qualified paleontological monitor for full-time or on-call basis depending on the paleontological sensitivity of the site. At a minimum, pre-construction training would be required. Compliance with Mitigation Measure GEO-1 would reduce potential paleontological resource impacts associated with the SCLA Specific Plan to less than significant levels.

Mitigation Measures:

GEO-1 Projects within the SCLA Specific Plan area that are subject to California Environmental Quality Act (CEQA) review (meaning, non-exempt projects) and that involve ground-disturbing activities shall implement the following:

- A paleontological resources mitigation and monitoring plan (PRMMP) tailored to the proposed development project shall be prepared by a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for a Principal Investigator or Project Paleontologist. The qualified paleontologist shall submit a letter of retention to the project proponent no fewer than 15 days before any grading or excavation activities commence. The letter shall include a resume for the qualified paleontologist that demonstrates fulfillment of the SVP standards. The PRMMP shall be prepared before any grading activities begin. The PRMMP shall address mitigation and monitoring specific to the project area and construction plan, which may include one or more of the following: construction worker training, monitoring protocols, protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate, fossil salvage and data collection protocols in the event of an unanticipated discovery, curation facilities for any significant fossils that may be salvaged, and a final report summarizing the results of the program. The PRMMP shall consider updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. The PRMMP shall adhere to and incorporate the performance standards and practices from the current SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. The qualified paleontologist shall submit the final PRMMP to the City of Victorville Development Department for review and approval before issuance of a grading permit.
- All projects involving ground disturbances in areas mapped as having high potential paleontological sensitivity (refer to Exhibit 5.6-1, *Paleontological Sensitivity of the Priority Development Area*, and 2004 SCLA SPEIR Exhibits 4.11-2a through 4.11-2d, *Areas Requiring Paleontological Monitoring*) shall be monitored by a qualified paleontological monitor, as defined above, on a full-time basis. Monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, shall professionally and efficiently recover the fossil specimens and collect associated data for curation as detailed below. Qualified paleontological monitors shall use field data forms to record pertinent geologic data, measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities.



- All projects involving ground disturbance in areas mapped as having a Low potential for paleontological resources (refer to Exhibit 5.6-1) shall incorporate worker training prior to any ground-disturbing activity to ensure construction workers are aware that while paleontological sensitivity is low, fossils may still be encountered. A qualified paleontologist, as defined above, shall be appointed to oversee the training, remain on-call in the event fossils are found, and have the authority to divert activity should fossils be found on-site.
- If found, recovered fossils shall be prepared to the point of curation, identified by a qualified paleontologist, as defined above, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.6.5 CUMULATIVE IMPACTS

Table 4-1, Cumulative Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

SEISMIC-RELATED HAZARDS

- **PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING, OR SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.**

Impact Analysis: For the purposes of geology and soils, cumulative impacts are considered for cumulative projects outlined in Table 4-1. The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to site.

The seismic-related hazards identified above for the SCLA Specific Plan area would be specific to the Specific Plan area and its users and would not be common or contribute to the impacts (or shared with, in an additive sense) on other sites. Individual projects would be designed and built in accordance with applicable standards included in the 2019 CBC and would be required to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level pursuant to Victorville General Plan Policy 3.2.2. As concluded in Impact Statement GEO-1, compliance with the 2019 CBC, as adopted by reference in Municipal Code 16-5.01.020, and Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1 would reduce impacts related to strong seismic ground shaking to less than significant levels. Therefore, the project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving strong seismic ground shaking or seismic related ground failure would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SOIL EROSION

● PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Impact Analysis: Construction activities associated with cumulative development could also result in soil erosion or loss of topsoil. The degree of impact would depend upon each respective cumulative site's topography and on-site soils' susceptibility to erosion. The potential for erosion would be evaluated on a project-by-project basis through site-specific soil investigations.

Construction activities associated with cumulative development would be subject to compliance with the established regulatory requirements (i.e., Municipal Code Section Chapter 17.88 and NPDES requirements), which would ensure less than significant impacts involving soil erosion or the loss of topsoil. As discussed above, Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from grading and construction activities. Following compliance with the established regulatory framework (i.e., Municipal Code Section Chapter 17.88 and NPDES requirements), construction of the SCLA Specific Plan would result in less than significant impacts involving soil erosion and loss of topsoil. Following conformance with Municipal Code Chapter 10.30 requirements and implementation of Mitigation Measure HWQ-1, which would require preparation of project-specific drainage and water quality reports for review and approval by the City Manager prior to construction of new development within the SCLA Specific Plan area, long-term impacts concerning substantial erosion or siltation would be less than significant. Therefore, the project's incremental effects involving erosion and loss of topsoil would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

● PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis: Cumulative impacts to paleontological resources would occur when the impacts of the proposed project, in conjunction with other projects and development in the City, result in cumulatively considerable impacts to paleontological resources. Like the proposed project, the related cumulative projects identified in [Table 4-1](#) could encounter undiscovered paleontological resources during ground-disturbing activities. Pursuant to Victorville General Plan Policy 5.1.2, the City of Victorville prohibits the destruction of paleontological materials that contain information of importance related to the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. As a result, the City would require cumulative development to mitigate any significant impacts that may be identified in project or program-level paleontological assessments as a condition of project approval.

As concluded in Impact Statement GEO-3, the SCLA Specific Plan area includes areas mapped as having High and Low paleontological sensitivity. Thus, Mitigation Measure GEO-1 would require future development associated with the SCLA Specific Plan to prepare a paleontological resources



mitigation and monitoring plan. Future projects would be required to retain a qualified paleontological monitor for full-time or on-call basis depending on the paleontological sensitivity of the site. At a minimum, pre-construction training would be required. Compliance with Mitigation Measure GEO-1 would reduce potential paleontological resource impacts associated with the SCLA Specific Plan to less than significant levels. Therefore, the project's incremental effects involving impacts to paleontological resources would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils have been identified.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.7 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes compliance with applicable regulations. Consideration of the SCLA Specific Plan consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. The 2004 SCLA SPEIR did not evaluate GHG emissions as it was not required in the CEQA Guidelines at the time the 2004 SCLA SPEIR was prepared. In 2007, Senate Bill 97 was adopted and required that the Governor's Office of Planning and Research (OPR) amend the CEQA guidelines to include the analysis of a project's GHG emissions. Those amendments became effective on March 18, 2010. GHG technical data is included in Appendix 11.2, Air Quality, Energy, and Greenhouse Gas Data.

As noted within Section 3.0, Project Description, the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The GHG analysis within this section focuses on impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further review of GHG as development occurs, consistent with CEQA Guidelines Section 15168.

5.7.1 EXISTING SETTING

The City of Victorville (City) is located in the Mojave Desert Air Basin (Basin). The Basin includes the desert portions of Los Angeles and San Bernardino Counties, the eastern desert portion of Kern County, and the northeastern desert portion of Riverside County. The Basin is under the jurisdiction of Mojave Desert Air Quality Management District (MDAQMD).

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the California Environmental Quality Act (CEQA) Guidelines [Section 15064(d)], which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human



activities that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this SCLA Specific Plan Amendment relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the “greenhouse effect.”¹ The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:²

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.
- Carbon Dioxide (CO₂). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO₂ emissions from fossil fuel combustion increased by a total of 3.7 percent between 1990 and 2018.³ Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States’ top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 25.

¹ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth’s surface to 10 to 12 kilometers.

² All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4), with the addition of GWPs from the IPCC’s Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

³ United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2018*, 2020, <https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf> accessed June 18, 2020.



- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 298.
- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 12 for HFC-161 to 14,800 for HFC-23.
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO₂, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,390 to 12,200.
- Sulfur hexafluoride (SF₆). SF₆ is a colorless, odorless, nontoxic, nonflammable gas. SF₆ is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO₂ (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O₃) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO₂.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.



5.7.2 REGULATORY FRAMEWORK

FEDERAL

To date, no national standards have been established for the nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act (CAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (carbon dioxide [CO₂], methane [CH₄], nitrous oxide [N₂O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing CAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

STATE

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is necessary to reduce the rate of GHG emissions enough to slow or



stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of the 2017 Scoping Plan Update has identified the Low Carbon Fuel Standard as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating statewide emissions and targets, the 2017 Scoping Plan Update has assumed the Low Carbon Fuel Standard be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-14-08

Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Assembly Bill 1493 (Pavley Bill)

AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and



light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.” To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California’s existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Assembly Bill 341

AB 341 (Solid waste: diversion) makes a legislative declaration that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and would require the department, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations. The bill would allow the department to provide the report required by the bill in conjunction with the annual progress report, if the combined report is submitted by January 1, 2014. Furthermore, AB 341 would require a business, defined to include a commercial or public entity, that generates more than 4 cubic yards of commercial solid waste per week or is a multifamily residential dwelling of 5 units or more to arrange for recycling services, on and after July 1, 2012.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 100

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve



44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), CEC, state board, and all other state agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and state board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every 4 years thereafter, that includes specified information relating to the implementation of the policy.

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business as Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce CO₂e emissions by 174 million metric tons (MT). This reduction of 42 million MT CO₂e, or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."



The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan (2017 Scoping Plan Update), which identifies the State's post-2020 reduction strategy. The Second Update was approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan establishes a new emissions limit of 260 million metric tons carbon dioxide equivalent (MT CO₂e) per year for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030. The 2017 Scoping Plan Update contains the following goals:

1. SB 350
 - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
 - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - Maintaining existing GHG standards for light- and heavy-duty vehicles.
 - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
 - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
 - Improve freight system efficiency.
 - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
 - Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
6. SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
 - CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements.
8. 20 percent reduction in GHG emissions from the refinery sector.



9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

REGIONAL

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

MDAQMD CEQA and Federal Conformity Guidelines

According to the MDAQMD's *CEQA and Federal Conformity Guidelines*, a project is significant if it triggers or exceeds the most appropriate evaluation criteria. MDAQMD would clarify upon request which threshold is most appropriate for a given project; in general, for GHG emissions, the MDAQMD significance emission threshold of 100,000 MTCO₂e per year is sufficient. A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation.

Victorville General Plan 2030

City policies and implementation measures pertaining to GHG emissions are contained in the Resource Element of the *Victorville General Plan*. These policies and implementation measures include the following:

- Policy 6.1.1: Encourage planning and development activities, that reduce the number and length of single occupant automobile trips.

Implementation Measure 6.1.1.1: Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit, as a condition of project approval.



Policy 7.1.1: Support development of solar, hybrid, wind and other alternative energy generation plants.

Implementation Measure 7.1.1.1: Continue to work with energy companies and energy developers to develop non-fossil fuel reliant power generation plants within the Planning Area.

Policy 7.2.1: Support energy conservation by requiring sustainable building design and development for new residential, commercial and industrial projects.

Implementation Measure 7.2.1.2: Minimize energy use of new residential, commercial and industrial projects by requiring high efficiency heating, lighting and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NO_x water heaters.

Implementation Measure 7.2.1.3: Require drought tolerant landscaping in all new private developments.

Victorville Climate Action Plan

The City prepared its Climate Action Plan (CAP) in September 2015 to present GHG inventories, identify the effectiveness of California initiatives to reduce GHG emissions, and identify local measures selected by the City to reduce GHG emissions under the City's jurisdictional control to achieve the City's identified AB 32 2020 GHG reduction target. The CAP allows developers to demonstrate that their projects are consistent with the CAP by demonstrating compliance with the Victorville Greenhouse Gas Emissions Screening Table review process. The Victorville Greenhouse Gas Emissions Screening Table review process allows developers to streamline CEQA review and bypass a complete GHG analysis on their own for CEQA processing. Emissions associated with projects that are consistent with the City's CAP are considered less than significant and their contributions to cumulative emissions are not considered cumulatively considerable. However, the City's CAP does not align with the Statewide goals beyond 2020 and thus the CAP is not consistent with the criteria within CEQA Guidelines Section 15183.5 for the post-2020 period. Consequently, the City is currently working with the San Bernardino County Transportation Authority (SBCTA) to update the City's current CAP to address SB 32 and post-2020 GHG emission reductions. As the proposed project would be constructed and operational post 2020, the 2015 CAP was not utilized for project consistency.

Victorville Greenhouse Gas Reduction Plan

To meet the intent of SB 32, the City is in the process of adopting the *City of Victorville 2021 Greenhouse Gas Reduction Plan* (GGRP) to implement General Plan policies focused on GHG emissions. The GGRP sets an aggressive goal to reduce GHG emissions by 55 percent below 2008 baseline GHG emission levels. In order to achieve this goal, the GGRP will require 100 percent of new industrial buildings to install on-site renewable electrical generation (i.e. photovoltaic [PV] solar panels).



5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency (CNRA) has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).⁴ A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.⁵

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and the City's CAP would be inconsistent with the State's post 2020 GHG reduction goals. Lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change (CEQA Guidelines Section 15064.7[c]). CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. Thus, the project's GHG emissions are compared to the adopted MDAQMD threshold of 100,000 MT CO₂e per year.

In addition, since the City's adopted CAP would not be consistent with the State's post-2020 GHG reduction goals, the GHG plan consistency for this project is based off the project's consistency with the 2020-2045 RTP/SCS and 2017 Scoping Plan Update. The 2020-2045 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020-2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2017 Scoping Plan Update describes the approach California will take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030.

⁴ See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. Available at <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>, accessed August 15, 2019.

⁵ 14 CCR Section 15064(h)(3).



CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to GHG emissions. Accordingly, a project may create a significant adverse environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1).
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the SCLA Specific Plan have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.7.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT WOULD NOT HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

Impact Analysis: The project proposes the development of approximately 25,973,000 square feet of new building area to be built in 5 phases, with 5-year increments over 25 years, starting in 2025, and being completely operational by 2050. This construction would primarily occur within the Central Core, Airport, and West Side development districts of the SCLA Specific Plan, with an area of approximately 2,312 acres. It should be noted that the development of approximately 25,973,000 square feet of new building area included as part of the SCLA Specific Plan represents a substantial reduction in planned development feasibly occurring at SCLA. Further, the proposed SCLA Specific Plan Amendment would:

- Decrease the development footprint of the existing SCLA Specific Plan, including removal of over 1,000 acres for industrial development;
- Reflect current development trends, economic and market conditions, and design guidelines;
- Provide an updated description of existing infrastructure serving SCLA, and projected requirements to serve future development; and
- Modernize the format and framework of the Specific Plan to more efficiently guide development at SCLA.



The proposed project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity and natural gas consumption, water demand, and solid waste generation. California Emissions Estimator Model version 2016.3.2 (CalEEMod) was used to calculate project-related GHG emissions. CalEEMod relies upon trip data within the *Southern California Logistics Airport Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis), dated April 23, 2020 and prepared by Michael Baker International (refer to [Appendix 11.12, Traffic Impact Analysis](#)), the CARB Emission FAcTOr (EMFAC-2017) model, and SCLA Specific Plan-specific land use data to calculate emissions. [Table 5.7-1, SCLA Specific Plan Annual Greenhouse Gas Emissions](#), presents the estimated CO₂, CH₄, and N₂O emissions. CalEEMod outputs are contained within [Appendix 11.2 Air Quality, Energy, and Greenhouse Gas Data](#).

**Table 5.7-1
SCLA Specific Plan Annual Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ e
	Metric Tons/year ¹	Metric Tons/year ¹	Metric Tons of CO ₂ e ²	Metric Tons/year ¹	Metric Tons of CO ₂ e ²	
EXISTING CONDITIONS ⁵						
Direct Emissions						
• Area Source	0.07	<0.01	<0.01	0.00	0.00	0.07
Total Direct Emissions ^{3,5}	0.07	<0.01	<0.01	0.00	0.00	0.07
Indirect Emissions						
• Energy	1,403.74	0.03	0.67	0.03	7.66	1,412.08
• Solid Waste	193.47	11.43	285.85	0.00	0.00	479.32
• Water Demand	223.26	22.93	573.29	0.54	161.37	957.90
Total indirect Emissions ^{3,5}	1,820.47	34.39	859.80	0.57	169.03	2,849.30
Total Existing Emissions ³	2,849.37 MTCO ₂ e/year					
PROPOSED PROJECT GHG EMISSIONS ⁸						
Mitigated GHG Emissions						
Direct Emissions						
• Construction (amortized over 30 years) ⁴	2,291.61	0.11	2.70	0.00	0.00	2,294.31
• Area Source ⁶	0.25	<0.01	0.01	0.00	0.00	0.26
• Mobile Source	53,602.98	2.20	55.12	0.00	0.00	53,658.10
Total Direct Emissions ^{3,5}	55,894.84	2.31	57.83	0.00	0.00	55,952.67
Indirect Emissions						
• Energy	16,187.77	0.31	7.75	0.30	88.45	16,283.97
• Solid Waste	1,395.86	82.49	2,062.32	0.00	0.00	3,458.18
• Water Demand	1,511.26	155.22	3,880.53	3.67	1,092.2	6,484.00
Total Indirect Emissions ³	19,094.89	238.02	5,950.60	3.97	1,180.65	26,226.09
Total Mitigated Project-Related Emissions ³	82,178.82 MTCO ₂ e/year					
Total Net Mitigated Emissions ⁷	79,329.45 MTCO ₂ e/year					
MDAQMD Threshold	100,000 MTCO ₂ e/year					
Exceed MDAQMD Threshold?	No					



Table 5.7-1, continued

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ e
	Metric Tons/year ¹	Metric Tons/year ¹	Metric Tons of CO ₂ e ²	Metric Tons/year ¹	Metric Tons of CO ₂ e ²	
Notes:						
1. Emissions calculated using California Emissions Estimator Model Version 2016.3.2 (CalEEMod) computer model.						
2. CO ₂ Equivalent values calculated using the EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed June 2020.						
3. Totals may be slightly off due to rounding.						
4. The project buildout would occur over 25 years in five separate construction phases. The total five phase construction emissions would be 68,829.30 MTCO ₂ e, or around 2,294.31 MTCO ₂ e/year per year assuming an average project lifetime of 30 years.						
5. Existing on-site emissions would not have any construction emissions attributed to them as they are already built and operational. Removal of these existing uses have been quantified in the proposed project construction modeling under the demolition phase. Furthermore, GHG emissions from mobile trips were not calculated for the existing uses as the Traffic Impact Analysis deducted these existing trips from the project's total average daily trip count.						
6. Mitigation Measure AQ-2 would require that 100 percent of landscaping equipment used within the proposed project site shall be electric. This air quality mitigation measures also reduces the area source GHG emissions.						
7. Proposed project emissions represents the net increase in mitigated GHG emissions from existing conditions within the SCLA Specific Plan (82,178.82 MTCO ₂ e/year – 2,849.37 MTCO ₂ e/year = 79,329.45 MTCO ₂ e/year)						
8. Emission reductions applied in the CalEEMod model include regulatory requirements such as compliance with the 2019 Title 24 Building Standards Code, the 2019 CALGreen Code, AB 341, and SB 100. These mandatory regulatory requirements would include high efficiency lighting, low flow plumbing fixtures, solid waste diversion, and electricity from renewable energy sources.						
Refer to Appendix 11.2, <i>Air Quality, Energy, and Greenhouse Gas Data</i> , for detailed model input/output data.						

Existing Sources of Greenhouse Gases

The 2004 SCLA Specific Plan Amendment added approximately 2,833 acres to the SCLA Specific Plan, primarily along the eastern portion of the Specific Plan, along the Mojave River. Since the adoption of the 2004 SCLA Specific Plan Amendment, approximately 3,750,000 square feet of building area on 216 gross acres has been developed. A CalEEMod model run was conducted to quantify the existing emissions from this developed area. The CalEEMod model run relied on land-use information provided in Appendix C of the Traffic Impact Analysis. The Traffic Impact Analysis deducted the existing daily vehicle trips from the proposed project trips, therefore, only the area source and indirect GHG emissions were quantified. In total, according to the CalEEMod run, the existing SCLA development emits approximately 2,849.37 MTCO₂e/year.

Project Sustainable Design

Planned development within the SCLA Specific Plan would be designed to the maximum extent feasible to help reduce water runoff and consumption, minimize the heat island effect and solar access, increase natural ventilation, and incorporate current building standards for sustainable development practices. Incorporation of these sustainable design would help reduce the project's GHG emissions. Some of the site design and building design considerations would be:

- Encourage the use of native vegetation to help reduce landscaping water consumption;
- Encourage the use recycled water for landscaping purposes;
- Encourage the use of light-colored building materials and colors to reduce heat island effects;



- Encourage the implementation of external shading structures to reduce interior temperature during summer months; and
- Require on-site electricity generation (such as solar panels and wind turbines), where feasible.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions

Construction GHG emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions. As shown in [Table 5.7-1](#), the total project buildout (25 years of construction) would result in 2,294.1 MTCO₂e/year (amortized over 30 years), which represents a total of 68,829.44 MTCO₂e from construction activities (2,294.1 MTCO₂e/year multiplied by 30 years).

Area Source

Area source emissions were calculated using CalEEMod and SCLA Specific Plan-specific land use data. SCLA Specific Plan-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. As noted in [Table 5.7-1](#), the proposed project would result in 0.26 MTCO₂e/year of area source GHG emissions. These emission levels account for the emission reduction benefits of air quality Mitigation Measure AQ-1 as detailed in [Section 5.02, Air Quality](#).

Mobile Source

The CalEEMod model relies upon trip data within the Traffic Impact Analysis, EMFAC2017 and SCLA Specific Plan-specific land use data to calculate mobile source emissions. According to the Traffic Impact Analysis, the project would generate approximately 71,971 daily vehicle trips; refer to [Appendix 11.2](#). The proposed project would be operational in the year 2050, thus, EMFAC2017 vehicle emission factors for San Bernardino County in the year 2050 were modeled in CalEEMod. Based on the proposed project-generated daily vehicle trips, the proposed project would result in approximately 53,658.10 MTCO₂e/year of mobile source-generated GHG emissions; refer to [Table 5.7-1](#). As shown in [Table 5.7-1](#), the predominant source of the proposed project GHG emissions would come from mobile emissions. The SCLA Specific Plan would be required to use fuel sources that comply with the CARB LCFS, which would reduce fuel reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020. Additionally, while the reductions were not quantified, the project is anticipated to comply with the General Plan Policy Implementation Measure 6.1.1 and develop TDM measures that would reduce development trips made during critical peak hours. Further, it should be noted that neither the lead agency, nor the project applicant has authority to control the rates of GHG emissions from vehicles that would travel to and from the proposed project.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption

Energy Consumption emissions were calculated using the CalEEMod model and SCLA Specific Plan-specific land use data. According to the City of Victorville, electricity and gas would be provided to



the SCLA Specific Plan via the Victorville Municipal Utilities Services (VMUS). CalEEMod does not have the energy consumption emission factors for VMUS and thus the statewide average factors were adopted. As noted above, it is anticipated that the proposed project would be operational in the year 2050. Based off the regulatory requirements in SB 100, 100 percent of the electricity provided by December 31, 2045 would be from eligible renewable energy resources. Thus, the emission factors for electricity were set to zero in CalEEMod. As shown in [Table 5.7-1](#), the project would indirectly result in 16,283.97 MTCO₂e/year GHG emissions due to energy consumption. Notwithstanding, Mitigation Measure GHG-1 would require the project to include on-site renewable energy generation in accordance with the GGRP goals and General Plan Policy 7.1.1. It should be noted that, conservatively, the GHG reductions associated with GHG-1 are not reflected in [Table 5.7-1](#).

Solid Waste

Solid waste emissions associated with operations of the project were calculated using the CalEEMod model and project-specific land use data. Per AB 341, the project would be required to reduce, recycle, or compost 75 percent of the solid waste generated by the year 2020. Therefore, a 75 percent reduction in solid waste was modeled in the CalEEMod. [Table 5.7-1](#) shows the project's operational solid waste emissions, which would result in 3,458.18 MTCO₂e/year.

Water Demand

The Victorville Water District (VWD) would be the main water supply provider to the proposed project. The project's water supply would be provided by local surface water, groundwater as well as recycled water sources. The project would be required to comply with the California Green Building Standards Code (CALGreen Code), which requires newer development to be fitted with low flow plumbing fixtures and fittings. The project is anticipated to consume approximately 5,994.26 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 6,484.00 MTCO₂e/year.

Total Project-Related Sources of Greenhouse Gases

As shown in [Table 5.7-1](#), the total amount of project related GHG emissions from direct and indirect sources combined minus the existing uses GHG emissions would total 79,329.45 MTCO₂e/year.

Conclusion

As shown in [Table 5.7-1](#), project related GHG emissions would be 79,329.45 MTCO₂e/year, which is below the MDAQMD threshold of 100,000 MTCO₂e per year threshold. Thus, the proposed project would result in a less than significant impact with regards to GHG emissions. Notwithstanding, Mitigation Measure GHG-1 would require the project to include on-site renewable energy generation in accordance with the GGRP goals and General Plan Policy 7.1.1. Implementation of Mitigation Measure GHG-1 would further reduce project-generated GHG emissions depicted in [Table 5.7-1](#).

Mitigation Measures:

GHG-1 At the time of building permit submittal, the City of Victorville shall ensure that on-site renewable energy generation (i.e. photovoltaic [PV] solar panels) is incorporated for all



commercial and industrial developments within the SCLA Specific Plan. PV solar panels shall be installed primarily as rooftop facilities and/or parking lot canopies.

Should an individual project decide to forego solar canopy installation or other on-site electrical generation systems, the project may apply to purchase renewable energy credits through the energy provider, Victorville Municipal Utility Services (VMUS), if available. This alternative may be permissible during the Site Plan entitlement process only if the project still complies with the City of Victorville Climate Action Plan and any associated greenhouse gas emission screening tool for the updated 2021 Greenhouse Gas Reduction Plan.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis: While the City adopted a CAP in 2015, this CAP looked at consistency with AB 32 and the year 2020. The City is in the process of adopting the GGRP to meet the intent of SB 32, however the GGRP has not been formally adopted. Thus, the GHG plan consistency for the SCLA Specific Plan is based off the project's consistency with the 2020-2045 RTP/SCS and 2017 Scoping Plan Update to examine consistency beyond 2020. The 2020-2045 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020-2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2017 Scoping Plan Update describes the approach California will take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030.

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. These goals are discussed in greater detail in Section 5.10, Land Use and Relevant Planning. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 5.7-2, Consistency with the 2020-2045 RTP/SCS shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.



Table 5.7-2
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
<ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking) 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. The SCLA Specific Plan would redevelop underutilized land, including the existing abandoned military housing and remnants of the former military golf course, to accommodate new commercial and industrial uses. The project would encourage transportation options through compliance with all applicable Title 24 and CALGreen building codes at the time of construction. The current CALGreen Code and Title 24 standards require electric vehicle (EV) charging stations, designated EV parking spaces, as well as bike parking and storage. Additionally, multiple bus stops are currently located within the SCLA Specific Plan area which helps promote alternative modes of transportation. Furthermore, the project would provide employment near residential uses. The project site would be within walking and biking distance of residential uses. Therefore, the project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
<ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions 	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	Not Applicable. The proposed project does not include residential development.



Table 5.7-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
<ul style="list-style-type: none"> • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	HQTA, TPAs, NMA, Livable Corridors.	<p>Consistent. The project would be required to comply with all applicable CALGreen and Title 24 standards at the time of construction. The current CALGreen and Title 24 standards require EV charging stations, designated EV parking, designated carpool and/or alternative-fueled vehicles parking, as well as bike parking and storage. The project would also include on-site renewable energy generation with implementation of Mitigation Measure GHG-1. Therefore, proposed development within the SCLA Specific Plan area would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.</p>
Support Implementation of Sustainability Policies		
<ul style="list-style-type: none"> • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	<p>Consistent. As described above, the proposed project would support multiple transit options. The project would implement sustainable design features in accordance with CALGreen and Title 24 standards. Sustainable design features include energy-efficient appliances, water and space heating/cooling equipment, building insulation and roofing, and lighting. Further, Mitigation Measure GHG-1 would require the project to include on-site renewable energy generation. Thus, the project would be consistent with this reduction strategy.</p>



Table 5.7-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote a Green Region		
<ul style="list-style-type: none"> • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space 	Green Region, Urban Greening, Greenbelts and Community Separators.	Consistent. The proposed project would be required to comply with all applicable Title 24 and CALGreen standards, which would help reduce energy consumption and reduce GHG emissions. Further, Mitigation Measure GHG-1 would require the project to include on-site renewable energy generation. Thus, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, 2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.		

Consistency with the 2017 CARB Scoping Plan Update

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. Provided in Table 5.7-3, Consistency with the 2017 Scoping Plan Update, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan Update.

**Table 5.7-3
Consistency with the 2017 Scoping Plan Update**

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	Consistent. The proposed project would not be an electrical provider or would delay the goals of SB 350. However, the project would include on-site renewable energy generation with implementation of Mitigation Measure GHG-1. Furthermore, the project would utilize electricity from VMUS which would be required to comply with SB 350. As such, the project would be in compliance with SB 350.



Table 5.7-3, continued

Actions and Strategies	Project Consistency Analysis
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	Consistent. Motor vehicles driven within the SCLA Specific Plan would be required to use LCFS compliant fuels, thus the project would be in compliance with this goal.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	Consistent. The proposed project would include light-, medium-, and heavy-duty truck trips. Truck uses within the SCLA Specific Plan would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The SCLA Specific Plan would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. Furthermore, the proposed project would be required to comply with the most current version of the Title 24 and CALGreen Code at the time of construction. The current version of the CALGreen code requires the installation of electric vehicle (EV) charging stations in public parking lots. It can be reasonably assumed that this will also be a regulatory requirement during the project buildout. As such, the SCLA Specific Plan would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	Consistent. As described above, the truck uses within the SCLA Specific Plan would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the project would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030, as the project would comply with all future applicable regulatory standard adopted by CARB.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	Consistent. The project does not involve would include sources that would emit large amounts of methane (refer to Table 5.7-1). Furthermore, the project would comply with all CARB and MDAQMD hydrofluorocarbon regulations. As such, the proposed project would not conflict with the SLCP reduction strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	Consistent. As shown in Table 5.7-2, the project would be consistent with the 2020-2045 RTP/SCS and would not conflict with the goals of SB 375. Furthermore, the project would be consistent with the General Plan Policy 6.1.1 by implementing TDM measures to reduce trips during critical peak hours. The project would also be consistent with General Plan Policy 7.2.1 by encouraging sustainable design such as incorporating native vegetation and recycled water to reduce water usage, and the use of light-colored building materials and colors with external shade structures to help reduce energy usage during summer months.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	Not Applicable. Although the project would be a gross emitter of CO ₂ e emissions (over 25,000 metric tons per year), the predominant source of the proposed project emissions is from mobile sources and indirect sources (energy, water, solid waste). According to the Cap and Trade program, only process and stationary emissions under industrial uses would count towards the 25,000 metric tons per year emission threshold. As mobile emissions and indirect source emissions would not fall under this category, the proposed project would be exempt from the Cap and Trade program. The project would not conflict with this goal.
Source: California Air Resources Board, 2017 Scoping Plan, November 2017.	



Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2020-2045 RTP/SCS and the 2017 Scoping Plan Update. Although not formally adopted, the proposed project would be consistent with the goals of the GGRP with implementation of Mitigation Measure GHG-1. The proposed project would also be consistent with the General Plan Policies 6.1.1, 7.1.1, and 7.2.1. Additionally, the SCLA Specific Plan would decrease the development footprint of the existing SCLA Specific Plan, including removal of over 1,000 acres for industrial development, and would encourage sustainable building design. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. As described above, the SCLA Specific Plan would also not exceed the MDAQMD threshold of 100,000 MTCO₂e. Thus, because the proposed project is consistent and does not conflict with these plans, policies, and regulations, the project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, project-specific impacts with regard to climate change would be less than significant with implementation of Mitigation Measure GHG-1.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

GREENHOUSE GAS EMISSIONS

- **GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.**

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. As discussed above, the proposed project's GHG emissions would not exceed the MDAQMD significance threshold of 100,000 MTCO₂e per year; refer to Table 5.7-1. Notwithstanding, Mitigation Measure GHG-1 would require the project to include on-site renewable energy generation in accordance with the GGRP goals and General Plan Policy 7.1.1. Implementation of Mitigation Measure GHG-1 would further reduce project-generated GHG emissions depicted in Table 5.7-1. Therefore, the proposed project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant with implementation of Mitigation Measure GHG-1.

Mitigation Measures: Refer to Mitigation Measure GHG-1.



Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Impact Analysis: As stated, GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the SCLA Specific Plan and proposed project also serve as the project's cumulative impact. Impact Statement GHG-2 concludes that the SCLA Specific Plan and proposed project would be consistent with the applicable measures in the 2020-2045 RTP/SCS and 2017 Scoping Plan Update with implantation of Mitigation Measure GHG-1. Thus, the project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure GHG-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to greenhouse gas emissions have been identified.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. Where significant impacts are identified, mitigation measures are provided to reduce these impacts to the extent feasible. This section is primarily based upon the Victorville General Plan, Victorville General Plan EIR, 2004 SCLA SPEIR, and existing hazardous materials documentation available for site-specific development in the SCLA Specific Plan area. The SCLA Airport Comprehensive Land Use Plan was also reviewed as part of this analysis.

5.8.1 EXISTING SETTING

BACKGROUND AND HISTORY

The SCLA Specific Plan area encompasses the area formerly known as George Air Force Base (George 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 former operation of George AFB involved the use, storage, and transport of hazardous materials, including but not limited to fuels, solvents, munitions, and landfill wastes. Over the course of approximately 50 years of operations at the former George AFB, the use and presence of these hazardous materials resulted in known contamination of soils and groundwater. The environmental clean-up at the former George AFB is required by a Federal law known as the Comprehensive Environmental Restoration, Compensation, and Liability Act (CERCLA or “Superfund”). Pursuant to CERCLA requirements, the U.S. Environmental Protection Agency (U.S. EPA), State of California, and the U.S. Air Force (Air Force) signed a Federal Facilities Agreement (FFA) for cleaning up the base in October 1990. The Air Force is the lead agency for site cleanup, with U.S. EPA and the Lahontan Regional Water Quality Control Board (Lahontan RWQCB) providing regulatory oversight through FFA Base Closure Team (BCT) procedures. The California Department of Toxic Substances Control (DTSC), was part of the BCT until 1998 when they deferred roles and responsibilities to the Lahontan RWQCB.

A range of development has occurred since closure of the former George AFB pursuant to the existing SCLA Specific Plan, which became effective in March 1993. The SCLA currently serves as an industrial airport catering to a customer base that: performs aircraft maintenance and completion services, flight testing, aircraft research and development, aircraft asset management, and aircraft end-of-life cycle services. In 2004, the southern portion of the Specific Plan was developed as a high-security federal correctional penitentiary (United States Penitentiary Victorville). Various business park/industrial uses have been constructed primarily within the southern portion of the Specific Plan



Area since the former George AFB closure. Development has undergone site-specific Phase I/Phase II hazardous materials investigations on a case-by-case basis.

HAZARDOUS MATERIALS CONTAMINATION

Based on review of information available regarding previous environmental investigations on the project site, residual hazardous materials contamination has been reported in the soils and groundwater at the former George AFB. The project area formerly supported tactical fighter operations and provided training for air crews and maintenance personnel that mandated the use and disposal of hazardous and non-hazardous materials. The project area is also associated with former activities involving live-fire training (e.g., artillery, mortar) and other military training that included the use of military munitions. To better manage site investigations and cleanup, areas of concern at George AFB have been divided into three operable units (OUs) to address geographical areas, specific problems, or medium (i.e., groundwater or soil) where a specific cleanup action is required.

- OU-1 is generally located in the northeast base area and extends off the base and covers a 600-acre trichloroethylene (TCE) groundwater plume.
- OU-3 is composed of the landfills and/or disposal sites with other various soil sites contaminated with volatile organic compounds (VOCs). These sites are distributed throughout the SCLA area and range in size from a few hundred square feet to more than 90 acres.¹
- OU-5 is a TCE soil contamination source column over the OU-1 groundwater plume, and also includes three former skeet ranges. OU-5 also includes five installation restoration program (IRP) sites involving solvent source areas known to contribute to groundwater contamination.

It is acknowledged that at one time George AFB was divided into five OUs to address cleanup actions. However, OU-2 was pulled out of the Superfund process in 2005 for State oversight. OU-4 (which documented completed actions for miscellaneous sites that dropped out from OU-2) and OU-5 were created and later combined together as OU-5. Additional information related to the operable units and their current site status is presented in Table 5.8-1, Operable Units.

**Table 5.8-1
Operable Units**

Operable Unit	Current Site Status
OU-1 (Northeast Base Area)	In order to address groundwater contamination with TCE under OU-1's northeast base area, the Air Force began operating a pump-and-treat (PAT) system with air stripping and access controls in 1994. Over time, it was discovered that the PAT system actually worsened TCE migration. As a result, the PAT system was decommissioned in 2003. The Air Force discovered that Site FT-082 was a TCE soil source column to the OU-1 groundwater plume and began soil vapor extraction (SVE) in 2007 as a pilot project. According to the U.S. EPA, a remedy update for the OU-1 groundwater plume is under development.

¹ CB&I Federal Services LLC, *Fourth Five-Year Review Former George Air Force Base, Victorville, California*, page 3-12, September 2016.



Table 5.8-1, continued

Operable Unit	Current Site Status
OU-2 (Jet Fuel Plume)	According to the U.S. EPA, OU-2 is contaminated with over two million gallons of free product (light non-aqueous phase liquid) in groundwater. Passive skimming to remove the jet fuel from groundwater began in 1992 and monitored natural attenuation was the planned supplement remedy. At the U.S. EPA's request, the Air Force began SVE to remove VOCs from the contaminated soil. OU-2 was removed from the Superfund process in March 2005 and cleanup management was altered to a Corrective Action Plan (CAP). OU-2 is now managed at the State-level.
OU-3 (Landfills, Disposal Areas, and VOC Sites)	Cleanup activities for OU-3 included capping and access controls for landfills/disposal areas, and bioventing or SVE for VOC sites. Response actions for the landfills/disposal areas have been completed; however, actions for VOC sites are considered ongoing.
OU-4	OU-4 documented "no further action" decisions for the following sites: AOC 72/Current Skeet Range, AOC 73/Second Skeet Range, AOC 74/Original Skeet Range, AOC 75/Indoor Range, AOC76/Dozer Scar Area, AOC 77/Disturbed Area, AOC 78/Explosive Ordinance Disposal Training Area, and AOC 80/Building 513. Skeet ranges were carried forward to OU-5. All other OU-4 sites were documented by the Air Force's 2008 No Further Response Action Report (NFRAP).
OU-5	OU-5 is primarily an active SVE system at Sites FT-082 and SS-083 put in place to remove the high TCE levels in soil acting as a source column to OU-1's TCE groundwater plume. OU-5 also includes three closed Skeet Ranges that are not expected to require further action (OT072, OT073 and OT074). According to the U.S. EPA, the long-term remedy for these areas is under development.
Source: U.S. Environmental Protection Agency, <i>George Air Force Base, Victorville, CA, Cleanup Activities</i> , https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.cleanup&id=0902737 , accessed September 12, 2019.	

SCHOOLS

The A.M.E. Excelsior Charter School is located within the southerly portion of the Specific Plan at 18000 McCoy Circle Drive. No other schools are located within the Specific Plan boundaries or within 0.25-mile of the Specific Plan boundaries.

AIRPORT HAZARDS

The project site encompasses the 8,611-acre SCLA Specific Plan. SCLA is currently utilized for aircraft storage/maintenance, cargo, warehousing, and other industrial uses. The existing runway configuration at SCLA includes two intersecting runways. The primary runway (Runway 17-35) is oriented in a north-south direction and is 15,050 feet long and 150 feet wide. The crosswind runway (Runway 3-21) is oriented in a northeast-southwest direction and is 9,138 feet long and 150 feet wide. To ensure compatible development in the areas surrounding SCLA, the SCLA Airport Comprehensive Land Use Plan establishes six safety zones and associated policies. The Comprehensive Land Use Plan and safety zones are intended to limit higher-intensity uses from being developed in high-risk areas.

5.8.2 REGULATORY FRAMEWORK

A material is considered hazardous if it has been designated as such by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. The California Code of Regulations defines a hazardous material as a substance that, because of physical or chemical properties, its quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of, or otherwise managed (22 CCR Section 66260.10 and California Health and Safety Code [HSC])



Section 25501). Based on this definition, “hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment (22 CCR Section 66260.10). Regulation of hazardous materials and hazardous wastes occurs at the Federal, State, and local levels of government.

FEDERAL AND STATE

The U.S. EPA is the Federal agency responsible for the enforcement and implementation of Federal legislation and regulations pertaining to hazardous materials. The legislation includes the Resource Conservation and Recovery Act of 1986 (RCRA) and CERCLA (commonly known as “Superfund”).

In 1993, Senate Bill 1082 gave the California Environmental Protection Agency (CalEPA) the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program (Unified Program). The purpose of the Unified Program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to insure that they are consistently implemented throughout the State. The Unified Program is overseen by CalEPA with support from the DTSC, the State Water Resources Control Board (SWRCB), the Office of Emergency Services, and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The county and local agencies in charge of implementing the program are called the “Certified Unified Program Agency” (CUPA). According to the Victorville General Plan, the City of Victorville Fire Department is the designated CUPA for the City and the SCLA area.

Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to California Environmental Protection Agency’s (Cal EPA) Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California’s own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California, but not by EPA, are called “non-RCRA hazardous wastes.”

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans, Process Safety Management Programs, and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.



REGIONAL

Lahontan Regional Water Quality Control Board

The Lahontan RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Underground Storage Tank (UST) program protects public health and safety and the environment from releases of petroleum and other hazardous substances from UST systems. Such sites include active and inactive gasoline stations, agricultural sites, brownfield redevelopment sites, airports, bulk petrochemical storage terminals, pipeline facilities, and various chemical and industrial facilities. The Site Cleanup Program (SCP) focuses on releases of pollutants to soils and groundwater, but in some cases also to surface waters and sediments. SCP sites include those with pollution from recent or historical surface spills and subsurface releases (e.g., pipelines, sumps), along with other unauthorized discharges that pollute or threaten to pollute surface waters or groundwater.²

Mojave Desert Air Quality Management District

The Mojave Desert Air Quality Management District (MDAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The MDAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. Refer to Section 5.2, *Air Quality*, for further discussion regarding toxic air emissions.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to hazards and hazardous materials are contained in the Land Use, Noise, and Safety Elements of the *Victorville General Plan*. These policies and implementation measures include the following:

Land Use Element

Policy 1.2.1: Manage development in a manner that does not conflict with the operations of Southern California Logistics Airport (SCLA).

Implementation Measure 1.2.1.1: Reserve the space around SCLA for airport compatible uses and specifically bar residential development within the flight pattern and noise cones of the airport.

Noise Element

Policy 2.2.1: Incorporate current information regarding SCLA operations into the land use planning process.

² Lahontan Regional Water Quality Control Board, *Lahontan Water Quality Board Program Fact Sheet FY 2014-15, Site Cleanup Program*, https://www.waterboards.ca.gov/lahontan/water_issues/programs/docs/scp_factsheet.pdf, accessed September 12, 2019.



Implementation Measure 2.2.1.1: Place the following condition on all new residential projects within the Planning Area: The applicant/developer shall record an Airport Location Notice, which discloses the direction and distance from Southern California Logistics Airport. This notice shall record with the final map, including legal descriptions for all lots, and shall be subject to staff review and approval.

Implementation Measure 2.2.1.2: Place the following condition on all development within the airport influence area, roughly north of Mojave Drive and west of Amargosa Road: The applicant/developer shall record an Avigation Easement, which allows for the continued operation of overhead flights from Southern California Logistics Airport. The Avigation Easement shall be recorded prior to the issuance of any building permits, and shall be subject to staff review and approval.

Safety Element

Policy 1.3.1: Restrict and/or prohibit the siting of land uses that store, use, transport, dispose of or generate significant quantities of hazardous materials and wastes, through land use element policies, zoning and subdivision regulations, and site plan review procedures.

Implementation Measure 1.3.1.1: Continue Fire Department operation as the local Certified Unified Program Agency with respect to hazardous materials hazards concerns, throughout the Planning Area. This shall include a responsibility to comment on all proposed industrial, medical, research and development or other types of land uses that involve the generation, storage, use, transportation, disposal or recycling of hazardous materials and/or hazardous wastes.

Implementation Measure 1.3.1.2: Continue to cooperate with State and Federal agencies and the railroads, to ensure hazardous materials transported through the City do not present additional threats to life and property.

Policy 1.4.1: Fully implement the land use policies and regulatory provisions of the SCLA Specific Plan.

Policy 1.4.2: Avoid conflicts with the Comprehensive Land Use Compatibility Plan (CLUP) for SCLA.

Implementation Measure 1.4.2.1: Incorporate all relevant land use policies of the SCLA Specific Plan and the CLUP into the Land Use Element of this General Plan, and incorporate all regulatory provisions of both documents into the City's Zoning Ordinance and subdivision regulations.

Implementation Measure 1.4.2.2: Continue to work with SCLA to ensure adequate emergency preparedness to protect the public health and safety from aircraft mishaps. Examples of measures to promote health and safety include, but are not limited to, ensuring aircraft operations comply with established flight patterns and procedures, improving on airport and near airport roadways to benefit public safety, and properly disposing of hazardous waste generated at the airport.



Policy 2.1.1: Ensure that new private or public development has sufficient fire protection, police and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.

Implementation Measure 2.1.1.3: Require the review of development proposals to determine impacts on emergency services and ensure developments meet appropriate safety standards. Examples of these standards include fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times.

Policy 2.2.1: Continue to maintain, implement, and update as necessary, emergency preparedness procedures.

Implementation Measure 2.2.1.1: Maintain and regularly update an emergency preparedness plan that sets forth the organizational framework, communications protocols, key facilities, shelters and evacuation routes, and response/action procedures to be taken in the event of a disaster.

Implementation Measure 2.2.1.2: Maintain, implement, and update as necessary, a hazardous waste emergency response plan.

Policy 2.4.1: Continue to share public health and safety concerns with other public agencies, local, regional, State and Federal.

Implementation Measure 2.4.1.3: Continue to participate in regional partnerships to provide emergency response services, such as the Regional Fire Protection Authority.

Victorville Municipal Code

Chapter 6.49, Hazardous Materials Waste

Chapter 6.49 of the Victorville Municipal Code adopts by reference Division 20, Chapter 6.95 of the HSC, and the specific guidelines adopted thereunder. HSC Division 20, Chapter 6.95 includes hazardous materials release response plans and inventory to protect the public health and safety and the environment. Pursuant to Title 6, Chapter 6.49, the City's fire department is the administering agency responsible for administering and enforcing HSC Division 20, Chapter 6.95.

Southern California Logistics Airport Comprehensive Land Use Plan

The Comprehensive Land Use Plan was drafted for the City of Victorville in 2008; however, this document was not officially adopted by the City. Thus, the Comprehensive Land Use Plan is not a regulatory document, but generally contains information that can be used to inform land use decisions. The Comprehensive Land Use Plan is intended to protect and promote the safety and welfare of airport users, residents, and visitors to the cities of Victorville and Adelanto, while promoting the continued operation of the airport. The plan includes land use controls and policies to protect the public from aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft crashes, and ensure no structures or activities encroach upon or adversely affect the use of navigable airspace. The Comprehensive Land Use Plan establishes the following Review Areas (depicted on Exhibit 3A of the Comprehensive Land Use Plan) and associated land use controls:



- Review Area 1: Runway Protection Zone as illustrated on the Southern California Logistics Airport Layout Plan.
- Review Area 2: Future 65 CNEL Noise Contour based on long range (2029) noise exposure contours.
- Review Area 3: Part 77 Horizontal Surface based on the Southern California Logistics Airport Layout Plan.
- Review Area 4: Airport Planning Area based on the Detailed Land Use Study Area found in the 2008 Southern California Logistics Airport Comprehensive Land Use Plan Update.

Table 5.8-2
Comprehensive Land Use Plan Land Use Compatibility Standards

Land Use Category	Review Area 1 Runway Protection Zone	Review Area 2 Future 65 CNEL Contour	Review Area 3 Part 77 Horizontal Surface	Review Area 4 Airport Planning Area
Residential – Single Family, Duplex, Mobile Home	CU	CU	CU	NA ³
Residential – Multi-Family	CU	CU	CU	NA ³
Transient Lodging – Motels, Hotels	CU	CU	CA ¹	NA
Schools, Libraries, Churches, Hospitals, Nursing Homes	CU	CU	CA ¹	NA
Auditoriums, Concert Halls	CU	CU	CA ¹	NA
Sports Arenas, Outdoor Spectator Sports, Amphitheaters	CU	CU	CU	NA
Playgrounds, Neighborhood Parks	CU	CA ¹	NA ²	NA
Golf Courses, Riding Stables, Water Recreation, Cemetery	CU	CA ¹	CA ²	NA
Office Buildings, Business Commercial, Professional	CU	CA ¹	NA ²	NA
Manufacturing, Transportation Services, Contract Construction	CU	NA ¹	NA ²	NA
Wholesale/Warehouse Operations, Salvage Operations	CU	NA ¹	NA ²	NA
Utilities	CU	NA ¹	NA ²	NA
Agriculture	NA	NA	NA	NA
Livestock, Animal Breeding	CU	NA ¹	NA ²	NA
Retail Trade/Commercial Services	CU	CA ¹	NA ²	NA
1. The average intensity should not exceed 100 people per gross acre. 2. The average intensity should not exceed 150 people per gross acre. 3. Fair disclosure notice required for residential real estate transactions. NA – Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal convention construction, without any special noise insulation requirements. CA – Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or conditioning will normally suffice. Also subject to intensity/density restrictions for the purposes of public safety. CU – Clearly Unacceptable: New construction or development should generally not be undertaken due to noise and safety concerns. Source: Coffman Associates, Inc., <i>Southern California Logistics Airport Comprehensive Land Use Plan</i> , Table 3A, Land Use Compatibility Standards Southern California Logistics Airport Environs, September 2008.				



5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to hazards and hazardous materials. Accordingly, a project may create a significant adverse environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (refer to Impact Statements HAZ-1 and HAZ-2)
- 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? (refer to Impact Statements HAZ-1 and HAZ-2)
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (refer to Impact Statement HAZ-3)
- 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? (refer to Impact Statement HAZ-1)
- 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? (refer to Impact Statement HAZ-4)
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (refer to Section 8.0, *Effects Found Not To Be Significant*)
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (refer to Section 8.0)

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.



5.8.4 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION-RELATED IMPACTS

HAZ-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND/OR COULD HAVE SHORT-TERM CONSTRUCTION ACTIVITIES THAT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT.

Impact Analysis: The project is located within the former George AFB where known hazardous materials/waste are present, and the site is listed pursuant to Government Code Section 65962.5. The former operation of George AFB involved the use, storage, and transport of hazardous wastes, including but not limited to fuels, solvents, munitions, and landfill wastes. In addition, given the age of some buildings located within the SCLA Specific Plan area, including former base housing associated with the George AFB, demolition activities could expose construction personnel and the public to hazardous materials such as asbestos containing materials (ACMs), lead-based paints (LBPs), or other hazardous materials (i.e., insecticides and other chemicals associated with former base housing). As a result, future development occurring pursuant to the SCLA Specific Plan Amendment could result in a safety risk to the public or environment during site disturbance/construction.

Based on review of information available regarding previous environmental investigations on the project site, a contaminated groundwater plume has been reported within OU-1. Although the selected remediation for OU-1 has been shut down, the current remedial process is protective of human health and the environment, since exposure to site contamination has been controlled.³ The existing depth to groundwater at OU-1 has been reported at approximately 120 feet below ground surface. The Administrative Record indicates that the OU-1 TCE plume is declining in concentration and mass and the vertical extent of the plume has not changed over time.⁴ Future construction activities associated with buildout of the SCLA Specific Plan Amendment are not anticipated to result in excavations greater than 120 feet below ground surface. As a result, future construction activities associated with buildout of the SCLA Specific Plan Amendment would not encounter this environmental condition during earthwork activities.

Contaminant source areas including landfills, disposal sites, fire training areas, spill sites, and leach areas have been reported within OU-3. OU-5 includes five IRP sites involving solvent source areas known to contribute to groundwater contamination. Existing deed restrictions and land use covenants restrict the use of property on OU-3 and OU-5.

Overall, the project would comply with all institutional controls established for the SCLA area and would not disrupt the investigation, remediation, and post-closure maintenance activities at OU-1, OU-3, and OU-5; refer to Mitigation Measure HAZ-1. As noted in the 2004 SCLA SPEIR, treatment and/or monitoring wells associated with OU-1 would be protected in place and/or relocated per applicable regulations. Further, any future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list. Project-specific development occurring on identified sites would be required to coordinate with the Lahontan

³ CB&I Federal Services LLC, *Fourth Five-Year Review Plan*, page 3-4, September 2016.

⁴ Ibid, page 4-19.



RWQCB to develop an acceptable design strategy to prevent interference with existing monitoring/remediation activities; refer to Mitigation Measure HAZ-1. To reduce risks of accidental conditions involving munitions and ordnances, Mitigation Measure HAZ-2 would ensure construction supervisors and crews attend an Applicant-sponsored munitions and explosives safety briefing prior to construction of site-specific development. If unknown wastes or suspect materials are uncovered during future construction activities, Mitigation Measure HAZ-3 would ensure work in the suspected contaminant's vicinity is immediately halted until a Hazardous Waste/Materials Coordinator advises the responsible party of further action to be taken, if required.

Given the age of some buildings located within the Specific Plan area, demolition activities could expose construction personnel and the public to hazardous materials such as ACMs, LBPs, or other hazardous materials. Federal and State regulations govern the demolition of structures where ACMs and LBPs are present. To reduce risks of accidental release of hazardous materials, future development involving demolition activities must perform Phase II testing to determine the presence or absence of LBPs and ACMs prior to demolition activities; refer to Mitigation Measure HAZ-4. If ACMs or LBP are identified, Mitigation Measure HAZ-4 requires LBP or ACM abatement activities to occur prior to demolition.

With implementation of Mitigation Measures HAZ-1 through HAZ-4, impacts concerning the accidental release of hazardous materials during project construction would be less than significant.

Mitigation Measures:

- HAZ-1 Remediation Activities. Future development occurring on the project site shall comply with all institutional controls established for the proposed project site and shall not disrupt the investigation, remediation, and post-closure maintenance activities of any Comprehensive Environmental Restoration, Compensation, and Liability Act (CERCLA) site. During site design and prior to construction on any CERCLA site, the Applicant shall coordinate with the Lahontan Regional Water Quality Control Board (LRWQCB) to develop an acceptable design strategy to prevent interference with existing monitoring/remediation activities.
- HAZ-2 Munitions and Explosives Safety Briefing. Construction supervisors and crews shall attend an Applicant-sponsored munitions and explosives safety briefing prior to commencement of construction. This briefing shall identify the variety of munitions and explosives that are known to exist on the former George Air Force Base and the actions to be taken if a suspicious item is discovered. This requirement for briefing shall be included in construction documents, approved by the City of Victorville City Engineer.
- HAZ-3 Unknown Hazardous Materials. If the contractor discovers unknown wastes or suspect materials during construction that are believed to involve hazardous waste or materials, the contractor shall:
- Immediately cease work in the suspected contaminant's vicinity, and remove workers and the public from the area;
 - Notify the City of Victorville Development Department;



- Secure the area as directed by the City of Victorville Development Department; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator.

The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

HAZ-4 Lead and Asbestos. Phase II testing shall be performed for any structure suspected of containing lead or asbestos prior to demolition activities. Removal of lead paints and Asbestos Containing Materials (ACMs) must be completed in accordance with an approved Health and Safety Plan prepared by a qualified Lead and ACMs Specialist. Disposal of lead paints and asbestos containing materials must be done at an approved disposal facility.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

PROJECT OPERATIONS-RELATED IMPACTS

HAZ-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROJECT COULD INVOLVE OPERATIONS WHICH CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH THE HANDLING, STORAGE, AND/OR USE OF HAZARDOUS MATERIALS, AS WELL AS ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.

Impact Analysis: According to the 2004 SCLA SPEIR, proposed uses within areas slated for development (airport facilities, manufacturing, warehousing, and distribution) could expose employees to hazards as a result of the use, transport, and storage of hazardous materials. As noted in [Section 3.0](#), the proposed Specific Plan Amendment would result in the removal of over 1,000 acres slated for industrial development. This reduction would proportionally reduce impacts concerning the handling, storage, and/or use of hazardous materials as well as accident conditions involving the release of hazardous materials. Nonetheless, operation of future airport, manufacturing, warehousing, and distribution uses within the industrial areas would occur in accordance with City, Cal/OSHA, and U.S. EPA requirements. In accordance with Cal/OSHA's Process Safety Management of Highly Hazardous Chemicals standard (29 CFR 1910.119), operation of these uses would require the preparation of a Process Safety Management Program to prevent or minimize the consequences of catastrophic releases of toxic, flammable, or explosive chemicals. Any development occurring within areas identified for industrial development would also be subject to EPA's Risk Management Plan Rule (40 CFR 68), which would require the operator to register the facility with the EPA prior to on-site storage of hazardous materials. As discussed in Impact HAZ-1, project operations would comply with all institutional controls established for the SCLA area (i.e., existing deed restrictions and land use covenants) and would not disrupt the investigation, remediation, and post-closure maintenance activities at OU-1, OU-3, and OU-5; refer to Mitigation Measure HAZ-1. Impacts would be less than significant following compliance with applicable local, State, and Federal requirements.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



EXISTING OR PROPOSED SCHOOLS

HAZ-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROJECT COULD EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Impact Analysis: The A.M.E. Excelsior Charter School is located within the southern portion of the Specific Plan at 18000 McCoy Circle Drive. As noted above, construction activities associated with future development could expose the public to hazardous wastes associated with operation of the former George AFB, including but not limited to fuels, solvents, munitions, and landfill wastes. In addition, demolition activities could generate hazardous materials such as ACMs, LBPs, or other hazardous materials. Remediation, if any, would include potential transport of hazardous materials to an approved landfill facility. As a result, construction activities could emit or handle hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Compliance with institutional controls established for the SCLA area (i.e., existing deed restrictions and land use covenants) and Mitigation Measures HAZ-1 through HAZ-4 would reduce impacts related to the accidental release of hazardous materials during construction to a less than significant level.

As depicted on Exhibit 3-4, *Proposed SCLA Land Use Plan and Development Districts*, implementation of the proposed Specific Plan Amendment would allow for the future development of business park uses within 0.25-mile of the A.M.E. Excelsior Charter School. Future operation of business park uses within 0.25-mile of the A.M.E. Excelsior Charter School could utilize, transport, store, or dispose of hazardous materials during daily operations. Nonetheless, future development occurring within this area would be subject to compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes are reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

AIRPORT HAZARDS

HAZ-4 FUTURE DEVELOPMENT IN ACCORDANCE WITH THE PROJECT COULD RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Impact Analysis: As noted above, Section 3.0 of the SCLA Airport Comprehensive Land Use Plan establishes four Review Areas and associated land use controls to minimize the risk and reduce the severity of aviation accidents and minimize exposure to aircraft noise. The SCLA Airport Comprehensive Land Use Plan was not officially adopted by the City. Thus, the Comprehensive Land Use Plan is not an approved or certified regulatory document, but generally contains information that can be used to inform land use decisions.

As noted in Section 3.0, the proposed Specific Plan Amendment would remove 90 acres of Runway Protection Zone (RPZ) uses to enlarge the acreage available for the development of Airport and Support Facilities (ASF). No principal compatibility concerns are identified for ASF uses by the



Comprehensive Land Use Plan; refer to [Table 5.8-2](#). Under the proposed Specific Plan Amendment, SCLA would maintain RPZs at each end of its two runways, and these areas would be primarily surrounded by ASF uses, which would ensure surrounding uses are reserved for the main airport operations area and aviation-exclusive uses, including airport logistics terminals, hangars, and aviation support-related industrial uses. Thus, the proposed project would not conflict with the land use compatibility standards identified in the SCLA Airport Comprehensive Land Use Plan.

It is the City's policy to manage development in a manner that does not conflict with the operations of SCLA (Land Use Element Policy 1.2.1). Pursuant to Land Use Element Implementation Procedure 1.2.1.1, the City would ensure the space around SCLA is reserved for and developed with airport compatible uses. Following City review, future development occurring within SCLA Airport Comprehensive Land Use Plan safety review areas would result in a less than significant safety hazard for people residing or working in the project area.

As discussed in the 2004 SCLA SPEIR, all flight operations in and out of SCLA are strictly regulated by the FAA. The FAA issues and enforces regulations and minimum standards relating to the manufacture, operation, and maintenance of aircraft. The agency is also responsible for the rating and certification of airmen and for the certification of airports serving air carriers. As such, impacts in regard to hazards created by SCLA air traffic are not anticipated to be significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.5 CUMULATIVE IMPACTS

[Table 4-1, *Cumulative Projects List*](#), identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

CONSTRUCTION-RELATED IMPACTS

- **LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND COULD HAVE SHORT-TERM CONSTRUCTION ACTIVITIES THAT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT.**

Impact Analysis: Based on review of information available regarding previous environmental investigations on the project site, residual hazardous materials contamination has been reported in the soils and groundwater at the former George AFB. As the former George AFB is listed pursuant to Government Code Section 65962.5 and represents the largest known potential source of hazardous waste and toxic material in the vicinity, this area presents a potentially significant cumulative condition as a result of toxic materials. Other recognized environmental conditions associated with the former George AFB include unexploded ordnances and explosives and LBP and ACMs. However, implementation of the ongoing clean-up activities together with all applicable Federal and State laws and regulations designed to protect the public from any hazardous waste efforts would reduce these cumulative impacts to less than significant levels.



As discussed in Impact HAZ-1, future development in accordance with the project would have the potential to create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials. However, compliance with Mitigation Measures HAZ-1 through HAZ-4 would reduce impacts to less than significant levels. As discussed, Mitigation Measures HAZ-1 would ensure the project complies with all institutional controls established for the SCLA area and would not disrupt the investigation, remediation, and post-closure maintenance activities of all OU-1, OU-3, and OU-5 sites. Mitigation Measure HAZ-2 would reduce risks of accidental conditions involving munitions and ordnances through implementation of a pre-construction munitions and safety briefing. Mitigation Measures HAZ-3 and HAZ-4 would reduce impacts related to ACMs and LBPs and would ensure work in any suspected contaminant's vicinity is immediately halted until a Hazardous Waste/Materials Coordinator advises the responsible party of further action to be taken, if required. With implementation of Mitigation Measures HAZ-1 through HAZ-4, the proposed project would have less than significant cumulatively considerable construction-related impacts.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

PROJECT OPERATIONS-RELATED IMPACTS

● PROJECT OPERATIONS COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH THE HANDLING, STORAGE, AND/OR USE OF HAZARDOUS MATERIALS, AS WELL AS ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS.

Impact Analysis: Cumulative development projects would have the potential to create a significant hazard to the public or environment through the handling, storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials. All cumulative development activities requiring the routing use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Following conformance with existing regulatory requirements in place for hazardous materials, related development would not result in cumulatively considerable impacts involving the use, storage, and transport of hazardous materials during operations.

As discussed in Impact HAZ-2, the project's proposed removal of over 1,000 acres slated for industrial development would proportionally reduce impacts concerning the handling, storage, and/or use of hazardous materials as well as accident conditions involving the release of hazardous materials. Nonetheless, all future development activities requiring the routing use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Pursuant to Mitigation Measure HAZ-1, project operations would comply with all institutional controls established for the SCLA area (i.e., existing deed restrictions and land use covenants) and would not disrupt the investigation, remediation, and post-closure maintenance activities at OU-1, OU-3, and OU-5. Impacts in this regard would be less than cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



EXISTING OR PROPOSED SCHOOLS

- **PROJECT IMPLEMENTATION COULD EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.**

Impact Analysis: Cumulative development projects would have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25-mile of an existing or proposed school. All cumulative development activities requiring the routing use, storage, transport, or disposal of hazardous materials would be subject to applicable local, State, and Federal regulatory requirements in place for hazardous materials. Following conformance with existing regulatory requirements in place for hazardous materials, related development would not result in cumulatively considerable impacts involving the emission or handling of hazardous materials, substances, or wastes within 0.25-mile of an existing or proposed school.

As discussed in Impact HAZ-3, compliance with institutional controls established for the SCLA area (i.e., existing deed restrictions and land use covenants) and Mitigation Measures HAZ-1 through HAZ-4 would reduce impacts related to the accidental release of hazardous materials during construction to a less than significant level. Project implementation would allow for the development of business park uses within 0.25-mile of an existing or proposed school. However, future development associated with the Specific Plan Amendment would be subject to compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes. Impacts in this regard would be less than cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

AIRPORT HAZARDS

- **PROJECT IMPLEMENTATION COULD RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.**

Impact Analysis: Cumulative development could also occur within the limits of SCLA Comprehensive Land Use Plan Review Areas. All related projects occurring within the SCLA Comprehensive Land Use Plan Review Areas would be required to demonstrate compliance with the compatibility criteria identified in the SCLA Comprehensive Land Use Plan. The compatibility criteria established by the SCLA Comprehensive Land Use Plan are intended to reduce impacts related to land use safety with respect to both occupants of aircraft and people on the ground, protection of airport airspace, and general concerns related to aircraft overflight. Following adherence with the compatibility criteria identified by the SCLA Comprehensive Land Use Plan, related development would not result in a safety hazard or excessive noise for people residing or working in the project area.



Although the proposed project would replace 90 acres of RPZ uses with ASF uses, these activities would be subject to City review to ensure the space around SCLA is reserved for airport compatible uses; refer to Land Use Element Implementation Procedure 1.2.1.1. Following City review, future development occurring within SCLA Comprehensive Land Use Plan safety review areas would result in a less than significant safety hazard for people residing or working in the project area. Impacts in this regard would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.9 HYDROLOGY AND WATER QUALITY

This section analyzes potential project impacts on existing drainage patterns, surface hydrology, and water quality. Information in this section is based primarily on the *SCLA Master Plan of Drainage Update* (Drainage Master Plan), prepared for the project by Michael Baker International in April 2020; refer to [Appendix 11.9, *Master Plan of Drainage*](#). Where necessary, mitigation measures are recommended to avoid or reduce potential impacts to a less than significant level.

5.9.1 EXISTING SETTING

REGIONAL HYDROLOGY AND DRAINAGE CONDITIONS

Local hydrology for the City of Victorville is dominated by the Mojave River, which drains the mountainous region located to the south. 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 and flows in a south to north direction. The City of Victorville is located on top of a gently sloping alluvial fan situated to the northeast of the San Bernardino Mountains. Surface runoff from the former George Air Force Base (AFB) and surrounding vicinity flows north/northeast towards the Mojave River, which is the nearest 100-year floodplain, to the project site. 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.

ON-SITE CONDITIONS

The SCLA site is tributary to two major watercourses, with Fremont Wash on the north and the Mojave River on the north and east sides. The watershed drains at multiple locations into these two watercourses, with the drainage divide located between the primary instrument and crosswind runways. The majority of the SCLA site drains toward the Mojave River. The primary instrument runway and west side of the base drain toward Fremont Wash.

The headwaters of the SCLA watershed are located approximately 1.25 miles south of Air Expressway, at an elevation of approximately 2,930 feet above mean sea level. The slopes on the watershed are mild (on the order of one-half to one percent), with steeper slopes on the banks of the Mojave River and Fremont Wash.

Significant precipitation is rare in the SCLA Specific Plan area. The average annual rainfall is five inches, of which 70 percent falls between the months of October and March. During this winter period, precipitation is generated by storms of low intensity and long duration. The summer period (from April through September) typically yields thunderstorms of high intensity and short duration. On average, thunderstorms occur three days per year.

Three separate analyses were completed for the project site: the “update to 2007 SCLA Master Plan of Drainage existing hydrology” analysis, the “west side” analysis, and the “east side” analysis. The east side and west side analyses are based on the proposed changes to the 2007 SCLA Master Plan of Drainage and have Phantom West as a general boundary between the two. Soils in the SCLA eastern study area are classified as SCS Soil Type A and C according to the soils data downloaded from the



Natural Resource Conservation Service (NRCS) Web Soil Survey for San Bernardino County, Mojave River Area CA671. Soils in Group C have a slow infiltration rate when thoroughly wet. These soils consist mainly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture and have a slow rate of water transmission. Soils in Group A are present in a small portion of the study area. Group A soils have high infiltration rates when thoroughly wet. They are typically composed mostly of sand or gravel.

Most of the Specific Plan area is virtually flat (less than a five percent slope), situated on a broad plain.

On-Site Flood and Inundation Hazards

The current Flood Insurance Study (FIS) published by the Federal Emergency Management Agency (FEMA) indicate that the floodplains associated with the Mojave River and Fremont Wash do not extend onto the SCLA site (FIRM Panel No. 060270 5825 B, 23 June 1981). No floodplain mapping was prepared within the SCLA project area limits. In addition, it should be noted that the project site is not located within a Dam Inundation Area.

EXISTING DRAINAGE FACILITIES

The east side of the project site contains existing Reinforced Concrete Pipes (RCP) ranging from 36-inch to 84-inch as well as a 29-inch by 18-inch Corrugated Metal Pipe (CMP). The existing condition 50-year peak flowrate are shown on Table 5.9-1, Existing Drainage Facilities.

Table 5.9-1
Existing Drainage Facilities

No.	Watershed	Street Name	Storm Drain Size (inch)/Type	Approximate 50-Year Flow* (cfs)
1	A	Mather Street	72 RCP	182
		Mather Street	84 RCP	270
2	A	Between Sabre Boulevard and Mather Street	54 RCP	16
3	H	Innovation Drive	54 RCP	11
		Innovation Drive	60 RCP	11
4	H	Nevada Avenue	36 RCP	47
5	A	Phantom/Nevada	29x18 CMP	77
6	U	Phantom East	48 RCP	22
7	U	Phantom East	42 RCP	22
8	H	Phantom East	48 RCP	278
9	N	Phantom East	42 RCP	92
Note: * Flow rate calculated in AES				

The west side contains existing culverts crossing Gateway and Innovation. These culverts are associated with the interim basin built during the Dr. Pepper/Snapple Site development. Since no as-builts were available for these culverts, the sizes were determined based on site visits. The Gateway Culverts were modeled as eight 24-inch storm drains, and the Innovation culverts were modeled as ten 24-inch storm drains. Since the proposed condition directs flow away from the interim basin and existing culverts, the facilities were not analyzed.



EXISTING HYDROLOGY - EAST SIDE

Hydrology calculations for the eastern watershed were completed according to the San Bernardino County Flood Control District (SBCFCD) Hydrology Manual. Rational Method and Unit Hydrograph Method analyses were completed for the east side existing and proposed conditions. The proposed development would change the direction of the flow patterns significantly enough to make analyzing the impacts of development at comparable discharge points impossible. Therefore, a second existing condition hydrology was completed by utilizing the proposed drainage areas and flow paths with the existing condition land use. This allows a comparison of the effects of the proposed development (i.e. land use change), rather than the change in flow path direction.

The eastern drainage area was divided into three watersheds: Watershed A, B, and C. Watershed A discharges at the north end of the site, while Watersheds B and C discharge to the east. Table 5.9-2, Existing Peak Flow Rate Summary, and Table 5.9-3, Existing Unit Hydrograph Summary, includes the results of the analysis.

Table 5.9-2
Existing Peak Flow Rate Summary

Watershed	Outlet Node	Tributary Area (Acres)	10-Year Flow (cfs)	25-Year Flow (cfs)	50-Year Flow (cfs)	100-Year Flow (cfs)
A	138	636.4	408.4	540.8	658.1	778.0
B	219	570.8	398.7	546.4	676.9	809.4
C	306	182.7	231.6	322.4	401.8	481.2

Table 5.9-3
Existing Unit Hydrograph Summary

Watershed	Tributary Area (Acres)	100-Year Peak Flow (cfs)
A	636.4	914.4
B	570.8	1036.7
C	182.7	386.8

EXISTING HYDROLOGY - WEST SIDE

The west side analysis was performed using a hydrologic and hydraulic approach because of the area's unique drainage characteristics. Innovyze's XPSWMM, which is an improved version of the United States Environmental Protection Agency (U.S. EPA) Storm Water Management Model (SWMM), was used for this evaluation. XPSWMM can model the surface in two dimensions, while linking to the subsurface infrastructure, or storm drain system. The result is a comprehensive model that can dynamically communicate between the surface and subsurface facilities throughout the modeled design storm duration. Using these advanced modeling techniques, hydrologic and hydraulic analyses were completed for both baseline (existing) and proposed conditions.

The model takes into account the site topography, grid cell sizes, off-site flows, boundary conditions, direct rainfall method, soil, land use, and infiltration. To fully evaluate the impacts of the developed condition, a pre-developed condition model and interim existing model were analyzed. The pre-developed condition represents the existing condition prior to the development of the Dr.



Pepper/Snapple site and Innovation grading. In this condition, the off-site flows enter the site through a series of existing culverts at the southern boundary of the project area (under Air Expressway) and travel northwest before crossing Adelanto Road and entering the residential community as sheet flow. In the interim existing condition, the Dr. Pepper/Snapple and Innovation grading is developed and changes the flow patterns by incorporating a large basin south of Innovation. Although the basin reduces the flow crossing Adelanto and entering the community, there is still flooding that occurs within this area.

Groundwater

The project site exists within the Upper Mojave River Groundwater Basin. This basin is recharged primarily by infiltration of precipitation runoff from the San Bernardino and San Gabriel mountains. The Upper Mojave River channel has perennial flow near the river's headwaters, while further downstream the river flow is subterranean. At the Mojave River Narrows (southeast of the former George AFB), river flow rises back to the surface due to mounding against a bedrock barrier, before again becoming subterranean for the rest of the river's course. The river terminates at Soda Dry Lake. It is estimated that 80 percent of the recharge for the entire Mojave Groundwater Basin is supplied by infiltration from with the Upper Mojave River Basin. There is little groundwater recharge from precipitation in the Victor Valley, as a result of low precipitation rates and high evapotranspiration rates. Local groundwater recharge occurs at the Victor Valley Wastewater Reclamation Authority (VWRA) plant (northeast of SCLA), the treatment system percolation ponds, and various small agricultural areas near the river channel.

Based on the Mojave Integrated Regional Water Management Plan (IRWMP), Mojave Region groundwater basins contain numerous areas with water quality issues. Key contaminants include arsenic, nitrates, iron, manganese, Chromium VI, chlorinated solvents, petroleum hydrocarbons, perchlorate, and total dissolved solids (TDS). Measurements in excess of drinking water standards have been found for some of these constituents within the Region. Groundwater remediation activities and/or source control actions are currently occurring in locations within the IRWMP area where anthropogenic activities have caused pollution. For example, jet fuel removal activities are underway in the groundwater beneath the SCLA Specific Plan area. This contamination is discussed further in Section 5.8.1, Existing Setting.

The proposed SCLA Specific Plan Amendment would not affect the ongoing IRP groundwater remediation activity. These IRP activities would continue in accordance with federal, State, and local regulations to protect human health and the environment. Appropriate safeguards have been put in place to ensure that the reuse of the former George AFB would not contribute to any future contamination of groundwater supplies, and correspondingly not interfere with the redevelopment of the base for commercial, industrial or other land uses.

EXISTING STORM WATER QUALITY CONDITIONS

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and also the downstream receiving waters. However, an important consideration in evaluating storm water quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants have been characterized by the following major categories in order to assist in determining the pertinent data and its use.



Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- Sediment. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of runoff due to urbanization.
- Nutrients. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes large amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally in low concentrations in water. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching ground water. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. As a general rule of thumb, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; 5) hypertrophication; and 6) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).
- Trace Metals. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment; this effectively reduces the level of trace metals that is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban runoff events typically occur over a shorter duration, which reduces the aquatic environment's exposure to toxic trace metals. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects also increases.
- Oxygen-Demanding Substances. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in lakes and streams. The biochemical oxygen demand (BOD) of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. Problems can occur when the rate of oxygen-demanding material exceeds the rate of replenishment, resulting in low levels of dissolved oxygen (DO). Oxygen demand is estimated



by direct measure of DO and indirect measures such as BOD, chemical oxygen demand (COD), oils and greases, and TOC.

- Bacteria. Bacteria levels in undiluted urban runoff exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental Protection Agency's (EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves, but are often associated with human pathogens.
- Oil and Grease. Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed to it. The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into storm water can be a local problem.
- Other Toxic Chemicals. Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in storm water. Priority pollutant scans have been conducted in previous studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (with the possible exception of illegally disposed or applied household hazardous wastes). Measures of priority pollutants in storm water include: 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

Standard parameters, which can assess the quality of storm water, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface runoff. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, a high level of automobile traffic makes many potential pollutants (such as lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the manner in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or ground water.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for storm water comprise a long list and are classified in many ways. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics used to evaluate the quality of the surface runoff are listed below.



- Dissolved Oxygen. DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space, and represents the status of the water system at a particular point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.
- Biochemical Oxygen Demand. The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.
- Chemical Oxygen Demand. The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.
- Total Dissolved Solids. Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.
- pH. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.
- Alkalinity. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.
- Specific Conductance. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities in excess of



2000 microohms per centimeter ($\mu\text{ohms/cm}$) indicate a TDS level too high for most freshwater fish.

- **Turbidity.** The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate a body of water. Turbidity measures a water sample's ability to scatter or absorb light. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.
- **Nitrogen.** Sources of nitrogen in storm water are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen (N/N) in water can stimulate growth of algae and other aquatic plants, but if phosphorus (P) is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.
- **Phosphorus.** Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban storm water discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and is considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

Existing Surface Water Quality Conditions

Most of the storm water flows within the project site vicinity are conveyed through surface drainage facilities or as overland flow to the Mojave River. As the proposed project site is situated adjacent to the former George AFB, it is anticipated that storm water from the area may contain runoff pollutants typical of a military installation, potentially including petroleum hydrocarbons, heavy metals, solvents, acids and alkalis, explosive organic compounds, and low-level radio nuclides. These pollutants originate from the following sources:

- Gas stations
- Fuel pipelines
- Contaminated wells
- Fire training facilities
- Evaporation ponds
- Target ranges
- Waste piles
- Washwater/solvents catchment basins



- Storage tanks (above and underground)
- Waste disposal sites (solid, hazardous, pesticides, munitions, low-grade radioactive)

Because military installations have created environmental contamination problems, Executive Order No. 12580 was adopted in 1987, which directs all federal facilities to investigate and remediate areas of contamination. As a result, the U.S. Department of Defense (DOD) has assumed responsibility for investigation and remediation at military installations, including the former George AFB. It should be noted that this Executive Order would only be applicable to the proposed project if the project requires a federal approval and/or federal funding. The California Regional Water Quality Control Board (Lahontan RWQCB) is also actively involved in the investigation and remedial activities at the George AFB.

The federal “Superfund” program was established in 1980 with the passage of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The CERCLA provided funding and guidelines for the cleanup of the most threatening hazardous waste sites in the nation. High priority sites scheduled for cleanup under this program are placed on the National Priority List (NPL). George AFB is on the NPL list.

Over the years, provisions of the International Registration Plan (IRP) have been developed and modified to ensure DOD compliance with other federal enactments such as the CERCLA, and the Superfund Amendment and Reauthorization Act (SARA), an amendment to the CERCLA. SARA requires that all federal facilities on the NPL enter into a Federal Facilities Agreement (FFA) with the U.S. Environmental Protection Agency (EPA). States can also be a party to the FFA, but this is not a requirement. The FFA is a site-specific document which defines the EPA’s and the State’s expectations as to site investigation and problem remediation. It specifies tasks and compliance schedules, describes a dispute resolution process, and stipulates penalties for compliance schedule violations. George AFB has signed a FFA, of which the California RWQCB is a signatory party. Refer to Section 5.8.1, *Existing Setting* for additional information in this regard.

Beneficial Uses

The RWQCB’s *Water Quality Control Plan for the Lahontan Region* (Basin Plan) recognizes and reflects regional differences in existing water quality, the beneficial uses of the region’s ground and surface waters, and local water quality conditions and problems. The Lahontan Basin Plan identifies beneficial uses for waters within the Lahontan Region. A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife. Although more than one beneficial use may be identified for a given waterbody, the most sensitive use must be protected. The Basin Plan identifies the following beneficial uses for the Upper Mojave Hydrologic Area (Mojave River)¹:

- MUN – Municipal and Domestic Supply. Beneficial uses of waters used for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- AGR – Agricultural Supply. Beneficial uses of waters used for farming, horticulture, or ranching, including, but not limited to, irrigation, stock watering, and support of vegetation for range grazing.

¹ Lahontan Regional Water Quality Control Board, *Water Quality Control Plan for the Lahontan Region*, Chapter 2 (Present and Potential Beneficial Uses), effective March 31, 1995, including amendments effective August 1995 through January 14, 2016.



- GWR – Ground Water Recharge. Beneficial uses of waters used for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- REC-1 – Water Contact Recreation. Beneficial uses of waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, and use of natural hot springs.
- REC-2 – Noncontact Water Recreation. Beneficial uses of waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, and aesthetic enjoyment in conjunction with the above activities.
- COMM – Commercial and Sportfishing. Beneficial uses of waters used for commercial or recreational collection of fish or other organisms including, but not limited to, uses involving organisms intended for human consumption.
- WARM – Warm Freshwater Habitat. Beneficial uses of waters that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
- COLD – Cold Freshwater Habitat. Beneficial uses of waters that support cold water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
- WILD – Wildlife Habitat. Beneficial uses of waters that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl.

5.9.2 REGULATORY SETTING

This section discusses the federal, State, and local drainage policies and requirements applicable to the project site.

FEDERAL

Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act (Clean Water Act [CWA]). Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires states to adopt water quality standards that "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses."



The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The EPA has delegated the responsibility for administration of portions of the CWA to state and regional agencies.

Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act (described below) require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollutant Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the United States under CWA Section 402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB (i.e., the Lahontan region). The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from non-point sources, a Report of Waste Discharge must be filed with the RWQCB. For specified situations, some permits may be waived and some discharge activities may be handled through being included in an existing General Permit.

National Flood Insurance Program

Congress passed the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. These Acts are intended to reduce the need for large publicly funded flood control structures and disaster relief by restricting development on floodplains.

The National Flood Insurance Program (NFIP) provides a means for property owners to financially protect themselves from flood damage. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the program. Participating communities agree to adopt and enforce ordinances that meet or exceed Federal Emergency Management Agency (FEMA) requirements to reduce the risk of flooding. The County of San Bernardino and City of Victorville are participants and must adhere to the NFIP.²

Through its Flood Hazard Mapping Program, FEMA identifies flood hazards, assesses flood risks and partners with states and communities to provide accurate flood hazard and risk data. Flood Hazard Mapping is an important part of the NFIP, as it is the basis of the NFIP regulations and flood

² Federal Emergency Management Act, Community Status Book Report: California Communities Participating in the National Flood Program, <https://www.fema.gov/cis/CA.html>, accessed July 24, 2019.



insurance requirements. FEMA maintains and updates data through FIRMs and risk assessments. A FIRM is an official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community.

A Special Flood Hazard Area (SFHA) is an area within a floodplain having a one percent or greater chance of flood occurrence within any given year (commonly referred to as the 100-year flood zone). SFHAs are delineated on flood hazard boundary maps issued by FEMA. The Flood Disaster Protection Act of 1973 and the National Flood Insurance Reform Act of 1994 make flood insurance mandatory for most properties in SFHAs.

STATE

California Porter-Cologne Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs and allows the EPA to withdraw control from states with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

California Toxics Rule

The California Toxics Rule (40 CFR 131.38) is an EPA-issued federal regulation that provides water quality criteria for potentially toxic constituents in California surface waters with designated uses related to human health or aquatic life. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. These federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the Clean Water Act.

The California Toxics Rule establishes two types of aquatic life criteria: (1) acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time without harmful effects, and (2) chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (four days) without deleterious effects. Due to the intermittent nature of storm water runoff, the acute criteria are considered to be more applicable to storm water conditions than chronic criteria.



State Water Resources Control Board

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. For the project, the NPDES permit is divided into two parts: construction; and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the RWQCB. In California, NPDES permits are also referred to as waste discharge requirements that regulate discharges to waters of the United States.

Construction General Permit Order 2009-0009-DWQ

On November 16, 1990, the EPA published final regulations that established stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects are effectively prohibited unless the discharge complies with an NPDES Permit. On August 19, 1999, the State Water Board reissued the General Construction Stormwater Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the State Water Board amended Order 99-08-DWQ to apply to sites as small as one acre.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

To obtain coverage under the Construction General Permit, Permit Registration Documents (PRDs), including a Notice of Intent (NOI), Risk Assessment, Site Map, and Storm Water Pollution Prevention Plan (SWPPP), among others, must be filed with the SWRCB prior to the commencement of construction activity. The NOI would notify the SWRCB of the applicant's intent to comply with the Construction General Permit. The SWPPP, which must be prepared by a certified Qualified SWPPP Developer (QSD), would include a list of Best Management Practices (BMPs)³ the discharger would use to protect stormwater run-off and the placement of those BMPs. Additionally, the project's SWPPP must contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Act; Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are

³ The EPA defines BMPs as "a practice or combination of practices that are determined to be the most effective and practicable (including technological, economic, and institutional considerations) means of controlling point and nonpoint source pollutants at levels compatible with environmental quality goals." BMPs involve programs and policies, including structural controls that are implemented to control the discharge of pollutants. (44. United States Environmental Protection Agency Website, *Clean Watersheds Needs Survey 2000 Report to Congress, Glossary*, https://www.epa.gov/sites/production/files/2015-06/documents/2003_8_28_mtb_cwns_2000rtc_cwns2000-glossary.pdf, accessed July 24, 2019).



generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources launched the Sustainable Groundwater Management (SGM) Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of “sustainable groundwater management;”
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

REGIONAL

Lahontan Regional Water Quality Control Board

The SWRCB oversees the nine RWQCBs in the State of California. The City of Victorville is within the jurisdiction of the Lahontan RWQCB. The Lahontan RWQCB is responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters in their region. The Lahontan RWQCB is also responsible for protecting surface and ground waters from both point and non-point sources of pollution. Water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the *Water Quality Control Plan for the Lahontan Region* (Basin Plan). The Basin Plan designates beneficial uses for water bodies and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses.

Mojave Integrated Regional Water Management Plan

The Mojave *Integrated Regional Water Management Plan* (IRWMP) encompasses the entire Mojave Water Agency (MWA) service area boundaries in addition to recently included expansion areas (Twentynine Palms Area, Upper Mojave River Watershed Area, Afton Canyon Area, and Wrightwood Area). The IRWMP is developed to address the standards outlined in the *Integrated Regional Water Management Guidelines for Proposition 84 and 1E* (2012 Guidelines) (DWR 2012a) while focusing on the Region’s key water management issues and challenges that have been re-evaluated as part of the 2014 IRWMP update including water supply reliability, water quality, flood protection, environmental resources, and



land use management in the Mojave Region. The 2014 Mojave Region IRWMP provided a mechanism for developing objectives that reflect the broad range of current challenges and opportunities related to integrated water management in the Mojave Region.

LOCAL

City of Victorville General Plan

City policies and implementation measures pertaining to hydrology and water quality are contained in the Resource and Safety Elements of the General Plan. These policies and implementation measures include the following:

Resource Element

Policy 1.3.1 Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and nonstructural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.

Implementation Measure 1.3.1.1: Assign properly qualified professionals to conduct plan checks and inspections to ensure proper design and implementation of water quality management plans for new development and major redevelopment projects.

Policy 3.1.1: Prohibit development within flood hazard areas adjacent to the Mojave River.

Implementation Measure 3.1.1.1: City will maintain accurate and up-to-date maps of areas exposed to 100-year and 500-year flood hazards, based on National Flood Insurance Program criteria.

Implementation Measure 3.1.1.2: Areas located within 100-year and 500-year flood hazards shall be designated for Open Space-Natural Hazards on the Land Use Policy Map and on the Conservation/Open Space Map. Such lands shall be zoned to correspond to these general plan policy designations, including strong restrictions on land development projects.

Safety Element

Policy 1.1.2 Develop and maintain strategies to restrict development in areas susceptible to flooding hazards.

Implementation Measure 1.1.2.1: Apply zoning regulations in those areas designated as Flood Plain which contain use restrictions such as prohibition of residential development and other improvements, or structures or developments which would obstruct the natural flow of floodwaters or endanger life or property.

Implementation Measure 1.1.2.2: Prohibit improvements, structures, or developments within the 100-year flood plain which would obstruct the natural flow of floodwaters or which would endanger life or property.



City of Victorville Code of Ordinances

Chapter 6.30, Storm Drainage Fees

City of Victorville Code of Ordinances (Municipal Code) Chapter 6.30, Storm Drainage Fees, states the property owner of record (or such assignee as designated by such property owner under the rules and regulations of the city as set forth by resolution) of each developed property within the City shall pay to the City an amount equal to a monthly fee of four dollars, or an annual fee to be collected on the tax roll pursuant to Section 5473 of the State Health & Safety Code of forty-eight dollars, for the storm drainage facilities. All moneys received in payment of the storm drainage collection fees shall be deposited with the City treasurer in the storm drainage fund and shall be used for storm drainage acquisition, construction, reconstruction, maintenance, operation, administration and management, the payment of bonded debt service, and the maintenance of an adequate working reserve for such storm drainage facilities.

Chapter 10.30, Storm Water and Urban Runoff Management and Discharge Control

Municipal Code Chapter 10.30, *Storm Water and Urban Runoff Management and Discharge Control*, states the City's intent to ensure the health, safety, and welfare of the residents of the City and to protect and enhance the water quality of receiving waters in a manner pursuant to and consistent with the CWA, the Porter-Cologne Act, and the municipal NPDES permit by reducing pollutants in storm water discharges and by limiting non-storm discharges into the MS4 to the maximum extent practicable. Municipal Code Chapter 10.30 was further enacted by the City to ensure the health, safety, and general welfare of the residents of the City by prescribing reasonable regulations to effectively control non-storm water discharges containing pollutants into the City's MS4 to the maximum extent practicable, and to establish legal authority to implement and enforce storm water management requirements, and carry out all inspection, surveillance and monitoring procedures necessary to ensure compliance with Chapter 10.30.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to hydrology and water quality. Accordingly, a project may create a significant adverse environmental impact if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (refer to Impact Statements HWQ-1)
- Substantially decrease groundwater supplies or substantially interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (refer to Impact Statement HWQ-2)
- 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:



- Result in substantial erosion or siltation on- or off-site; (refer to Impact Statements HWQ-3)
- Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (refer to Impact Statements HWQ-3)
- Create or contribute to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; (refer to Impact Statement HWQ-3) and/or
- Impede or redirect flood flows? (refer to Impact Statement HWQ-4)
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (refer to Section 8.0, *Effects Found Not To Be Significant*)
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (refer to Impact Statement HWQ-5)

5.9.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY IMPACTS

HWQ-1 THE PROJECT COULD VIOLATE WATER QUALITY STANDARDS, WASTE DISCHARGE REQUIREMENTS, AND DEGRADE SURFACE OR GROUND WATER QUALITY.

Impact Analysis:

Short-Term Construction

There are three sources of short-term construction-related storm water pollution associated with the proposed project, which include the following:

- Handling, storage, and disposal of construction materials containing pollutants;
- Maintenance and operation of construction equipment; and
- Earthmoving activities.

These sources, if not controlled, can generate soil erosion as well as on- and off-site transport via storm runoff or mechanical equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the project site are also common sources of storm water pollution and soil contamination. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of storm water by these materials. These types of standard procedures can be extended to non-hazardous storm water pollutants such as sawdust, concrete washout, and other wastes.



In addition, grading activities can greatly increase erosion processes, leading to impacts on storm drains and sediment loading to storm runoff flows. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed, and secondly, the project site should be secured to control off-site transport of pollutants.

Development within the proposed SCLA Specific Plan area would result in grading, excavation, trenching, and other similar construction activities. During these ground disturbing activities, increased erosion potential of areas of bare soils would result. Each development project would be required to comply with the existing State and local permitting requirements to ensure water quality is maintained during construction. The development projects could require the preparation and submittal of a Notice of Intent and a SWPPP to the SWRCB demonstrating compliance with the Construction General NPDES Permit.

The Construction General Permit requires that non-storm water discharges from construction sites be eliminated or reduced to the maximum extent practicable, that a SWPPP be developed governing construction activities for the proposed project, and that routine inspections be performed of all storm water pollution prevention measures and control practices being used at the site, including inspections before and after storm events. As outlined in the SWPPP, each development project would be required to implement all construction BMPs to protect downstream properties and ensure compliance with the Construction General Permit. Upon completion of the project, the project Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction is completed.

Pursuant to the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, incorporated as Municipal Code Section 10.30.200, proof of compliance with the Construction General Permit must be provided to the City Manager before the City will issue any grading, construction or similar permits applicable to such construction activity. Once the project is reviewed for its potential to discharge pollutants into the storm drain system, appropriate project-specific terms, conditions, and requirements would be prescribed prior to project construction. To further minimize the potential for accidental release during construction, the routine transport, use, and disposal of construction materials would be required to adhere to applicable State and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to Section 5.8, Hazards and Hazardous Materials. Compliance with such measures would limit such substances from entering downstream water bodies via stormwater runoff and reduce potential impacts to existing water quality. Following conformance with the Construction General Permit, preparation of a SWPPP, and implementation of construction BMPs, the project's short-term impacts to water quality and surface and groundwater quality would be less than significant.

Long-Term Operations

Long-term impacts to water quality occur when impacts related to sedimentation decrease markedly, but those associated with urban runoff increase due to project operations. A reduction of permeable surfaces would be considered a water quality impact, as permeable surfaces allow for rain and runoff to infiltrate into the ground. Infiltration both reduces the amount of flow that is capable of washing off additional pollutants and filter water removing potential pollutants. These changes have the potential to affect long-term water quality. Buildout of the SCLA Specific Plan would result in a reduction of permeable surfaces. Thus, the water quality issues of concern would involve both an



increase in stormwater and nuisance water runoff, and a change in the physical characteristics of the water quality, due to the newly proposed land uses.

To meet the requirements of California State Water Resources Control Board Order No. 2013-0001-DWQ, each future development would be required to include preparation of a Water Quality Management Plan (WQMP). Preparation of a WQMP is required under the Municipal Separate Storm Sewer Systems Permit (Phase II Small MS4 General Permit) for the Mojave River Watershed. The WQMP details stormwater treatment and other stormwater quality and quantity control measures that would be implemented to manage stormwater during project operations. Consistent with the Phase II Small MS4 General Permit, requires all new development and significant redevelopment projects covered by this Order to incorporate Low Impact Development (LID) Best Management Practices to the maximum extent practicable (MEP). In addition, the Order also requires development of a standard design and post-development BMPs including site design/LID, source control, treatment control (where feasible and applicable), and hydromodification measures to reduce the amount of discharge of pollutants to receiving waters.

In addition, the City's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Chapter 10.30) is intended to protect and improve water quality of receiving waters. Specifically, Municipal Code Section 10.30.090 specifies that no person shall cause or threaten to cause the discharge of pollutants to the MS4 by exposing such pollutants to storm water runoff. Additionally, owners of parking lot surfaces must clean the parking lot surface as often as necessary to remove refuse, residual oil, grease, or other pollutants that might otherwise be discharged to the MS4 by runoff. Municipal Code Section 10.30.190 addresses control of pollutants from commercial and industrial facilities and specifies that commercial and industrial facilities specified in the Municipal NPDES Permit are required to implement BMPs prescribed by the RWQCB to minimize the discharge of pollutants to the MS4. Municipal Code Section 10.30.200 is intended to control pollutants from new developments and specifies that prior to the construction of a development or new development project, such project shall be evaluated by the City for its potential to discharge pollutants to the MS4 based on its intended land use. Such evaluation shall be conducted in accordance with development planning requirements established by the RWQCB, pursuant to the Municipal NPDES Permit.

Each future development within the SCLA Specific Plan area would be required to prepare a project-specific drainage analysis and WQMP to satisfy local, State, and federal water quality requirements (Mitigation Measure HWQ-1). The drainage and water quality analyses would provide recommendations to reduce potential impacts, which may include post-development BMPs including site design/LID, source control, treatment control (where feasible and applicable), and hydromodification measures as applicable. Upon adherence to the requirements of the Phase II Small MS4 General Permit and City of Victorville Municipal Code Section 10.30.190 and implementation of Mitigation Measure HWQ-1, the project's operational impacts to run-off and surface and groundwater quality would be less than significant.

Mitigation Measures:

HWQ-1 Prior to issuance of grading permits for new development within the SCLA Specific Plan, the project applicant shall prepare project-specific drainage analyses and Water Quality Management Plans for review and approval by the City of Victorville City Engineer. The drainage and water quality reports shall include project-specific design measures to control



pollutants in stormwater and urban runoff in order to prevent any deterioration in water quality that would impair subsequent or competing uses of the receiving waters.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

GROUNDWATER SUPPLIES AND GROUNDWATER RECHARGE

HWQ-2 THE PROJECT COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE AND COULD IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis: The project site overlies the Upper Mojave River Groundwater Basin (Basin) and is currently developed/disturbed and is largely covered with impervious surfaces. According to the California Department of Water Resources, the Basin is identified as a “Very Low” priority basin.⁴ MWA manages the Basin through its IRWMP, which sets forth basin management goals and objectives and describes how the Basin is managed.

The project would include the development of airport and support facilities, business park, industrial, public institution, public/open space, and runway protection zone land uses. Buildout of the SCLA Specific Plan would increase the amount of impervious surfaces as compared to existing conditions. However, the project site is not located within a local groundwater recharge area and no groundwater extraction would occur as part of the project. As discussed under Impact Statement HWQ-1, Mitigation Measure HWQ-1 would require preparation of project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area to ensure project operations do not result in degraded water quality. Thus, project implementation would not result in any groundwater extraction or depletion of groundwater supplies and is not anticipated to interfere with the implementation of MWA’s IRWMP. Impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

EROSION OR SILTATION, FLOODING, AND RUNOFF

HWQ-3 THE PROJECT COULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH COULD RESULT IN EROSION OR SILTATION ON- OR OFF-SITE; INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF WHICH COULD RESULT IN FLOODING ON- OR OFF-SITE; AND CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Impact Analysis: The SCLA Specific Plan site is tributary to two major watercourses, with Fremont Wash on the north and the Mojave River on the north and east sides. The watershed drains at multiple

⁴ California Department of Water Resources, *JGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp2018-dashboard/p1/#>, accessed July 25, 2019.



locations into these two watercourses, with the drainage divide located between the primary instrument and crosswind runways. The majority of the SCLA Specific Plan site and the area east of the site drain toward the Mojave River. The primary instrument runway and west side of the base drain toward Fremont Wash.

The east side proposed condition is divided into three watersheds, A, B, and C. Watershed A would have a tributary area of 636.4 acres and would start at the Mars/United site (Building 1) and includes Phantom West, Aerospace, Sabre, George and the northern portion of Nevada. The watershed would discharge through a proposed 78-inch storm drain to the north of the site (just east of the power plant). Watershed B would have a tributary area of 570.8 acres and would contain portions of Air Expressway and Phantom East, most of Innovation, and many lots between Phantom West and Phantom East. The watershed would discharge to the Mojave River through a 90-inch storm drain. Lastly, Watershed C would have a tributary area of 182.7 acres and would contain the golf course southeast of the SCLA project site. The watershed has a proposed storm drain system that ranges in size from 18 inches to 54 inches before discharging into the Mojave River. The 10-, 25-, 50-, and 100-year storm events were calculated for the watershed and the results are included in [Table 5.9-4, *Proposed Peak Flow Rate Summary*](#). The mitigated peak flow summary is shown on [Table 5.9-5, *Proposed Unit Hydrograph Summary*](#).

Table 5.9-4
Proposed Peak Flow Rate Summary

Watershed	Outlet Node	Tributary Area (Acres)	10-Year Flow (cfs)	25-Year Flow (cfs)	50-Year Flow (cfs)	100-Year Flow (cfs)
A	138	636.4	447.8	612.1	730.0	851.2
B	219	570.8	384.7	593.3	723.8	855.7
C	306	182.7	293.4	384.7	463.0	543.5

Table 5.9-5
Proposed Unit Hydrograph Summary

Watershed	Tributary Area (Acres)	Existing 100-Year Peak Flow (cfs)	90% of Existing Peak Flow (cfs)	Unmitigated Proposed 100-Year Peak Flow (cfs)	Mitigated Proposed 100-Year Peak Flow (cfs)
A	636.4	914.4	823.0	1001.6	411.0
B	570.8	1036.7	933.0	1100.4	399.4
C	182.7	386.8	348.1	448.6	144.7

In 2013, the Lahontan RWQCB issued a Phase II NPDES permit for the City of Victorville for the urbanized portion of the Mojave River Watershed dated July 1, 2013 (Order No. 2013-0001 DWQ). The permit requires the following:

- Post-project runoff shall not exceed estimated pre-project flow rate for the 10-year, 24-hour storm (Hydromodification Requirement).
- Implementation of LID standards to reduce runoff and treat stormwater for the 85 percentile 24-hour storm event for volumetric controls (LID Requirement).



- Additionally, per City criteria the 100-year post-project runoff cannot exceed 90 percent of the pre-project flow rate (Flood Mitigation Requirement).

Infiltration basins allow retained runoff to percolate into the underlying soils in 48 hours or less. Particulates are removed as water travels through the underlying soil. The bottom of an infiltration basin is typically vegetated with dryland grasses or other vegetative ground cover.

As shown in Table 5.9-5, the peak outflow of the proposed basins would be less than 90 percent of the existing condition unit hydrograph peak flow rate.

Currently, flooding conditions occur west of the Dr. Pepper/Snapple property and south of Innovation Way (interim condition). In the west side proposed condition, flooding would be reduced by adding a detention basin south of Innovation to intercept the offsite flows that cross Air Expressway. The basin would be approximately 1,050 feet by 740 feet and 8 feet deep, with 2:1 side slopes. The basin would outlet through a series of nine 36-inch pipes that would cross under Innovation Way into a 60-foot-wide trapezoidal channel with 2:1 side slopes. This channel would travel northwest until it reaches the Dr. Pepper/Snapple site, where it would continue north, then east before discharging into a spreading basin. The spreading basin would be approximately 1,000 feet by 360 feet and 7 feet deep with 2:1 side slopes. From there, the spreading basin would discharge the flow through seven 36-inch culverts that would cross Adelanto Road north of the residential community where the flow follows the existing flow pattern to the northwest, away from the development. Since the site drains into a FEMA mapped flood plain, the west facilities were sized to handle the 100-year storm event. The sheet flow that crosses Adelanto Road and enters the residential community in the existing condition would be eliminated entirely in the proposed condition. As such, the project would provide a benefit in reducing flooding that currently occurs on-site and within the project vicinity.

The Drainage Master Plan provides guidance for drainage and runoff management as individual projects are developed within the SCLA Specific Plan area, and the City's storm drain development impact fees would be updated to account for required drainage facilities at SCLA. Following conformance with NPDES requirements and implementation of Mitigation Measure HWQ-1, which would require preparation of project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area, the project's impacts concerning erosion, siltation, flooding, stormwater capacity, and runoff would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

IMPEDE OR REDIRECT FLOOD FLOWS

HWQ-4 THE PROJECT COULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH COULD IMPEDE OR REDIRECT FLOOD FLOWS.

Impact Analysis: Refer to Impact Statement HWQ-3. Currently, flooding conditions occur west of the Dr. Pepper/Snapple property and south of Innovation Way (interim condition). However, the



proposed drainage facilities would provide adequate drainage and alleviate current flooding issues along Adelanto Road, resulting in a beneficial impact in this regard.

Based on the Drainage Master Plan, there are no mapped flood hazard zones on-site. Conformance with NPDES requirements and implementation of Mitigation Measure HWQ-1, which would require preparation of project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area, would minimize impacts in this regard. Additionally, the City's storm drain development impact fees would be updated to account for required drainage facilities at SCLA. The project's potential to impede or redirect flood flows would be less than significant.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WATER QUALITY CONTROL PLAN

HWQ-5 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis: Refer to Impact Statement HWQ-2 for a discussion concerning the project's potential to conflict with or obstruct implementation of the Mojave Water Agency's IRWMP. As discussed, the project site is located within the Lahontan RWQCB. The Lahontan RWQCB manages surface waters through implementation of its Basin Plan. Chapter 3, Water Quality Objectives, of the Basin Plan includes specific water quality objectives according to waterbody type (i.e., surface waters and groundwater). Chapter 6, Plans and Policies, includes a number of water quality control plans and policies adopted by the SWRCB that apply to the Lahontan RWQCB. As indicated under Impact Statement HWQ-1, project implementation would not result in significant construction-related impacts to water quality and surface and groundwater quality following conformance with the Construction General Permit, preparation of a SWPPP, and implementation of construction BMPs, the project's short-term impacts to water quality and surface and groundwater quality would be less than significant.

As noted above, each future development within the SCLA Specific Plan area would be required to prepare a project-specific drainage analysis and WQMP to satisfy local, State, and federal water quality requirements (Mitigation Measure HWQ-1). The drainage and water quality analyses would provide recommendations to reduce potential impacts, which may include post-development BMPs including site design/LID, source control, treatment control (where feasible and applicable), and hydromodification measures as applicable. Upon adherence to the requirements of the Phase II Small MS4 General Permit and City of Victorville Municipal Code Section 10.30.190 and implementation of Mitigation Measure HWQ-1, the project's operational impacts to run-off and surface and groundwater quality would be less than significant. As a result, project implementation is not anticipated to conflict with or obstruct implementation of a water quality control plan. Impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.



5.9.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

WATER QUALITY IMPACTS

● THE PROJECT COULD VIOLATE WATER QUALITY STANDARDS, WASTE DISCHARGE REQUIREMENTS, AND DEGRADE SURFACE OR GROUND WATER QUALITY.

Impact Analysis:

Short-Term Construction

Cumulative development identified in Table 4-1 would have the potential to affect water quality during the construction phase. Related cumulative developments that disturb one or more acre of soil would be required to obtain coverage under the NPDES General Construction Permit and would avoid and/or reduce construction-related impacts to water quality through preparation of a site-specific SWPPP, which identifies applicable BMPs. Each project would be required to comply with existing water quality standards at the time of development review and implement BMPs, as necessary. Further, related cumulative development occurring within the City of Victorville would be subject to conformance with the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, incorporated as Municipal Code Section 10.30.200. Cumulative development occurring in the adjoining cities/counties would be subject to each city's/county's respective stormwater quality ordinances as well as State and Federal regulations. Thus, related development would not result in cumulatively considerable construction-related hydrology and water quality impacts.

As concluded above, project construction could violate water quality standards or waste discharge requirements within the project site's vicinity. The project would be required to obtain coverage under the NPDES General Construction permit as it would disturb more than one acre of soil. Pursuant to Construction General Permit requirements, a site-specific SWPPP would be required to control construction-related pollutants from leaving the site and affecting receiving waters. The SWPPP would include a list of BMPs that would be implemented to minimize environmental impacts and ensure that discharges during construction would not cause or contribute to any exceedance of water quality standards in the receiving waters. Following conformance with NPDES requirements and the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, the project would not result in significant cumulatively considerable construction-related impacts to water quality or surface or groundwater quality.

Long-Term Operations

Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns and would increase potential for stormwater pollution. Cumulative development subject to NPDES requirements would be required to develop a stormwater management program that specifies BMPs to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Cumulative development would be required to indicate how peak flows



generated from each related project would be accommodated by existing and/or proposed storm drainage facilities and would be required to identify measures to ensure that each project does not adversely affect the rate or quantity of runoff leaving each site or degrade water quality. Cumulative development occurring within Victorville would be subject to the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, which is included in Municipal Code Chapter 10.30. Cumulative development occurring in the adjoining cities/counties would be subject to each city's/county's respective stormwater quality ordinances as well as State and Federal regulations. Therefore, related development would not result in cumulatively considerable operational hydrology and water quality impacts.

As concluded above, project implementation could potentially result in increased run-off and degraded water quality in the vicinity of the project site. To ensure project operations do not result in substantial increased run-off and degradation of water quality, and in furtherance of Municipal Code Section 10.30.200 and NPDES requirements, Mitigation Measure HWQ-1 would require preparation of project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area. Following conformance with Municipal Code and NPDES requirements, as well as Mitigation Measure HWQ-1, the project would not result in significant cumulatively considerable long-term operational hydrology and water quality impacts.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

GROUNDWATER SUPPLIES AND GROUNDWATER RECHARGE

● THE PROJECT COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE AND COULD IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis: Cumulative development could result in changes to the amounts of impervious surfaces on each respective development site. However, there is little groundwater recharge from precipitation in the Victor Valley, as a result of low precipitation rates and high evapotranspiration rates. Local groundwater recharge occurs at the VVWRA plant (northeast of SCLA), the treatment system percolation ponds, and various small agricultural areas near the river channel. Individual development projects would be required to mitigate drainage conditions through conformance with applicable local, State, and federal regulatory requirements, as well as project-specific mitigation. Therefore, related development would not result in cumulatively considerable impacts to groundwater supplies and groundwater recharge.

Implementation of the project in addition to related cumulative projects would result in changes to the amounts of impervious surfaces within the Basin area. However, the project site is not located within a groundwater recharge area and no groundwater extraction would occur as part of the project. Therefore, the project would not result in significant cumulatively considerable impacts to groundwater supplies and groundwater recharge.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



EROSION OR SILTATION, FLOODING, AND RUNOFF

- **THE PROJECT COULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH COULD RESULT IN EROSION OR SILTATION ON- OR OFF-SITE; INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF WHICH COULD RESULT IN FLOODING ON- OR OFF-SITE; AND CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.**

Impact Analysis: Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns and would increase potential for impacts related to erosion or siltation, flooding, and polluted runoff. However, individual development projects would be required to mitigate impacts related to erosion or siltation, flooding, and runoff through conformance with applicable local, State, and federal regulatory requirements, as well as project-specific mitigation.

As discussed, implementation of the project and related cumulative projects would result in an increase to impervious surfaces as compared to existing conditions. The Drainage Master Plan provides guidance for drainage and runoff management as individual projects are developed within the SCLA Specific Plan area. Following conformance with NPDES requirements and implementation of Mitigation Measure HWQ-1, which would require preparation of project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area, the project would not result in significant cumulatively considerable impacts concerning substantial erosion or siltation, flooding, and runoff.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

IMPEDE OR REDIRECT FLOOD FLOWS

- **THE PROJECT COULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH COULD IMPEDE OR REDIRECT FLOOD FLOWS.**

Impact Analysis: Project implementation, combined with related cumulative projects, would incrementally change regional drainage patterns. However, individual development projects would be required to mitigate impacts related to flood flows through conformance with applicable local, State, and federal regulatory requirements, as well as project-specific mitigation.

As discussed, implementation of the project and related cumulative projects would result in an increase to impervious surfaces as compared to existing conditions. Based on the Drainage Master Plan, there are no mapped flood hazard zones on-site. Following conformance with NPDES requirements and implementation of Mitigation Measure HWQ-1, which would require preparation of a project-specific drainage and water quality reports for review and approval by the City Engineer prior to construction of new development within the SCLA Specific Plan area, the project would not result in significant cumulatively considerable impacts concerning flood flows.



Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

WATER QUALITY CONTROL PLAN

● THE PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis: Refer to the “Groundwater Supplies and Groundwater Recharge” cumulative analysis above concerning the project’s and cumulative development’s potential to conflict with or obstruct implementation of the Mojave Water Agency’s IRWMP. Cumulative development occurring within the jurisdiction of the Lahontan RWQCB would be subject to all applicable water quality control plans, policies, and objectives identified in Chapters 3 and 6 the Basin Plan. As discussed, cumulative development subject to NPDES requirements would be required to develop a stormwater management program that specifies BMPs to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Cumulative development would be required to identify measures to ensure that each project does not adversely impact water quality, and would also be subject to the City’s Storm Water and Urban Runoff Management and Discharge Control Ordinance, which is included in Municipal Code Chapter 6.30. Thus, related development would not result in cumulatively considerable impacts related to conflicting or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

As indicated under Impact Statement HWQ-1, project implementation would not result in significant construction-related impacts to water quality and surface and groundwater quality following conformance with the Construction General Permit, preparation of a SWPPP, and implementation of construction BMPs. Following conformance with NPDES requirements and implementation of Mitigation Measure HWQ-1, the project’s operational impacts to run-off and surface and groundwater quality would be less than significant. As a result, project implementation is not anticipated to result in cumulatively considerable impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable significant impacts related to hydrology and water quality have been identified.



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5.10 LAND USE AND RELEVANT PLANNING

This section identifies the existing land use conditions, evaluates the project's consistency with relevant planning policies, and recommends mitigation measures that would avoid or lessen the significance of potential impacts, if appropriate. This section also identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Victorville. Information in this section is based in part upon the following:

- *City of Victorville General Plan 2035* (Victorville General Plan), adopted April 6, 2004;
- *SCLA Specific Plan*, as amended;
- *Environmental Impact Report: George Air Force Base General Plan, Rezoning, and Specific Plan* (1992);
- *SCLA Specific Plan Amendment -SPA-92-001 (A-22) Final Subsequent Program Environmental Impact Report* (2004 SCLA SPEIR), adopted October 21, 2008;
- *City of Victorville Municipal Code, Supp. No. 22* (Victorville Municipal Code); and
- *Comprehensive Land Use Plan Southern California Logistics Airport* (CLUP), dated September 2008.

5.10.1 EXISTING SETTING

ON-SITE LAND USES

As noted in [Section 3.0, Project Description](#), the proposed SCLA Specific Plan Amendment identifies a number of “development districts” within the 8,611-acre Specific Plan area; refer to [Exhibit 3-4, Proposed SCLA Land Use Plan and Development Districts](#). A description of existing on-site land uses by development district is provided below.

- **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. Recent development within the Central Core is limited to the western portion of the area (the “West Core”), where a number of warehousing/distribution/business park uses have recently been constructed. Also located in the West Core are several recreational/institutional uses, including the Westwinds Sports Center, Westwinds Activities Center, Schmidt Park, and the Excelsior North Victorville Charter School. The eastern portion of this area ("East Core") is primarily occupied by



abandoned military housing associated with the former George Air Force Base (AFB). 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 642-acre solar project is currently in the construction/plan check process, and is anticipated to be functional within the next two years (PLAN18-00048). 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 (VWRA) 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 (High Desert Power Plant) 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. Development within this area is limited to two warehousing/distribution facilities; one is located within the southwest quadrant of the intersection of Phantom West and Innovation Way (Mars/United); and the other is situated north of the intersection of Innovation Way and Gateway Drive (Dr. Pepper/Snapple). 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.

Based on the 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 3-3, *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).

SURROUNDING LAND 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.

5.10.2 REGULATORY SETTING

REGIONAL

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Victorville.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections, and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal

The passage of California Senate Bill 375 (SB 375) in 2008 requires that a MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional



development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The 2020-2045 RTP/SCS includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. The 2020-2045 RTP/SCS also includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce greenhouse gas emissions from automobiles and light trucks to the regional GHG targets set by California Air Resource Board (CARB) for the SCAG region.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, the AQMP, the RTIP, and the Regional Housing Needs Assessment (RHNA). SCAG's adopted 2020-2045 RTP Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to Section 6.3, *Growth-Inducing Impacts*. Adopted 2020-2045 RTP/SCS Growth Forecasts provide population, household, and employment data throughout SCAG's 191 cities and in unincorporated areas by 2045.

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Sections 15125 and 15206. The proposed project is considered regionally significant as it would meet the criteria identified in CEQA Guidelines Section 15206, requiring consistency review.

LOCAL

Victorville General Plan 2030

The Victorville General Plan is the long-range planning guide for growth and development in the City of Victorville. It is a comprehensive document that addresses seven mandatory elements/issues in



accordance with State law. These elements include Land Use, Circulation, Housing, Noise, Safety, and Resource (incorporating two of the mandated elements, Open Space and Conservation).

The Victorville General Plan Elements relevant to the proposed project are further discussed below. The Victorville General Plan land use goals and policies relevant to the proposed project are outlined in Section 5.10.3, *Impacts and Mitigation Measures*, below.

Land Use Element

The Land Use Element functions as a guide to the ultimate pattern of development for Victorville, both within its incorporated boundaries and sphere of influence. The Land Use Element policies relevant to the proposed project are outlined in Table 5.10-1. The primary categories of land uses permitted by the Land Use Plan consist of Housing, Business, Public Facilities and Institutional, Open Space and Specific Plan. Victorville General Plan Figure LU-1, *Land Use Map*, illustrates the distribution of land use designations throughout the City. According to the Land Use Map, the project site is designated Specific Plan, which is described in the Victorville General Plan as follows:

The Land Use Element provides for Specific Plans, which allow for a wide variety of residential and business uses to locate or expand in the City. A Specific Plan identifies the location, extent, and density of new development and also indicates specific development standards that are applicable. In the event that a Specific Plan is proposed for an area which exceeds existing residential densities or introduces changes in land use designations not provided for on the Land Use Policy Map, a General Plan amendment will be required to designate the area as 'Specific Plan' and to establish the development limits for the Specific Plan.

Victorville General Plan Table LU-7, *Specific Plan Areas*, identifies allowable land uses and acreages of the City's Specific Plans. The Victorville General Plan land use mix for the SCLA Specific Plan is presented in Table 5.10-1, *SCLA Specific Plan Land Use Areas*.

Table 5.10-1
SCLA Specific Plan Land Use Areas

Land Use	Area
Open Space	350
Business Park	1,160
Industrial	4,773
Airport and Support Facilities	2,120
Runway Protection Zone	300
Total Nonresidential	333
TOTAL	9,036

Planning Areas

Given the wide range of development which presently exists and what is anticipated, the diversity of the natural environment within the Victorville Planning Area, and the large area governed by the *Victorville General Plan*, the City and its sphere of influence areas are divided into ten Planning Areas. The project site is located within the SCLA Planning Area. According to the Land Use Element, the SCLA Planning Area includes all lands within the former George AFB and an area north to the existing City boundary, and east towards the Mojave River and along the north side of Air Expressway. The



SCLA Planning Area boundaries and acreages by land use are depicted in Victorville General Plan Figure LU-8, *SCLA Planning Area* and Table 5.10-2, *SCLA Planning Area Land Use Areas*, below.

Table 5.10-2
SCLA Planning Area Land Use Areas

Land Use	Area
Commercial	88
Heavy Industrial	386
Light Industrial	273
Low Density Residential	146
Open Space	1,356
Specific Plan	8,703
TOTAL	10,800

Circulation Element

Pursuant to State Law, the Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, airports and other local public utilities and facilities in the City's Planning Area. This Element 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 City. Furthermore, this Element is intended to specify the City's policies for coordination of transportation infrastructure planning with planning of public utilities and facilities, where joint benefits can be achieved. Refer to Section 3.0, *Project Description*, and Section 5.14, *Transportation*, for a discussion regarding the Specific Plan's transportation system.

Housing Element

The Housing Element addresses the planning period 2013 to 2021 and consists of five major components:

- An analysis of the City's demographic and housing characteristics and trends.
- A summary of the existing and projected housing needs of the City's households.
- A review of the potential market, governmental, and environmental constraints to meeting the City's identified housing needs.
- An evaluation of the resources available to achieve the City's housing goals.
- A statement of the Housing Plan for the years 2013 through 2021 to address the City's identified housing needs, including the housing goals, policies and programs

Resource Element

The Resource Element is intended to function as a guide for the protection, use, and maintenance of the City's natural and cultural resources and a variety of open space lands, and to fulfill the State



mandated requirements for a Conservation Element and an Open Space Element. Given the range of natural and cultural resources, natural hazards, and outdoor recreation resources and opportunities that occur in the Planning Area, this Resource Element encompasses the following topics:

- Cultural Resources, including archaeological, paleontological resources and historic resources
- Biological Resources, including floral and faunal resources and the West Mojave Coordinated Management Plan
- Air Quality
- Mineral Resources
- Outdoor Recreation
- Natural Hazards
- Agricultural Resources
- Solid Waste Management

Refer to Sections 5.2, *Air Quality*, for a discussion regarding Air Quality. Refer to Section 5.3, *Biological Resources*, for a discussion regarding biological resources. Refer to Section 5.4, *Cultural Resources*, for a discussion regarding archaeological and historic resources and Section 5.6, *Geology and Soils*, for a discussion regarding paleontological resources and seismic-related natural hazards. Refer to Section 5.9, *Hydrology and Water Quality*, for a discussion regarding flooding related natural hazards. Refer to Section 5.13, *Public Services, Recreation, and Utilities*, for a discussion regarding outdoor recreation and solid waste management. Refer to Section 8.0, *Effects Found Not To Be Significant*, for a discussion regarding mineral and agricultural resources.

Noise Element

The Noise Element is intended to limit exposure of the community to excessive noise levels. To ensure that noise does not affect the health and serenity of Victorville residents, this Element provides a systematic approach to identifying and appraising excessive noise in the Planning Area, quantifying noise levels, and addressing excessive noise exposure, and community planning for the regulation of noise. The Noise Element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise. Refer to Section 5.11, *Noise*, for a discussion regarding the project's noise-related impacts.

Safety Element

The 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 Victorville Planning Area. It emphasizes hazard reduction and accident prevention and responses for man-made hazards. In addition, the element emphasizes the importance of reducing risk, disaster prevention, and preparedness. The Safety Element specifically addresses earthquake and related ground failure hazards, subsidence, flooding, slope hazards, release of hazardous materials, aircraft mishap, wildland and urban fires, emergency planning, and fire, police, and medical services.



Refer to Section 5.6, for a discussion regarding earthquake and related ground failure hazards, subsidence, and slope hazards. Refer to Section 5.9, for a discussion regarding flooding-related hazards. Refer to Section 5.8, *Hazards and Hazardous Materials*, for a discussion regarding release of hazardous materials, aircraft mishap, wildland and urban fires, and emergency planning. Refer to Section 5.13 for information regarding potential impacts to public services. Additional information regarding wildland fires is presented in Section 8.0.

Southern California Logistics Airport Specific Plan

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. As noted in Section 3.3, *Project Characteristics*, 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 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. Refer to Section 3.0 for an expanded discussion of the SCLA Specific Plan.

Southern California Logistics Airport Comprehensive Land Use Plan

The SCLA CLUP is intended to protect and promote the safety and welfare of airport users, residents, and visitors to the cities of Victorville and Adelanto, while promoting the continued operation of the airport. The plan includes land use controls and policies to protect the public from aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft crashes, and ensure no structures or activities encroach upon or adversely affect the use of navigable airspace. In accordance with *California Airport Land Use Planning Handbook* requirements, the Conditional Land Use Plan establishes the policies identified below and in Table 5.10-3, *Conditional Land Use Plan Land Use Compatibility Standards*.

1. Local Jurisdictional Responsibilities: This section outlines the responsibilities of the jurisdictions affected by the SCLA Conditional Land Use Plan and the following are a few selected sections.
 - 1.1 Geographic Scope: The geographic scope of the SCLA Conditional Land Use Plan encompasses:



- A. All lands on which the uses could be negatively affected by present or future aircraft operations at SCLA.
 - B. The specific limits of the Review Areas depicted on SCLA Conditional Land Use Plan Exhibit 3B and defined as follows:
 - i. Review Area 1 – Runway Protection Zone as illustrated on the Southern California Logistics Airport Layout Plan
 - ii. Review Area 2 – Future 65 SNEL Noise Contour based on long range (2029) noise exposure contours
 - iii. Review Area 3 – Part 77 Horizontal Surface based on the Southern California Logistics Airport Layout Plan
 - iv. Review Area 4 – Airport Planning Area based on the Detailed Land Use Study Area found in the Conditional Land Use Plan
 - C. Other lands, regardless of their location, on which certain land use characteristics could adversely affect the safety of aircraft flight.
2. Types of Actions Reviewed: The following projects should require compliance with this plan, if adopted, before project approval by the local jurisdiction having permit authority over the project, subject to review and approval by all affected agencies. All projects subject to this section should also be referred to the SCLA management for review:
- A. Any projects that are determined by the local jurisdiction not to be appropriate for the safety or noise compatibility areas, judged on their impact to the airport and aviation activities, compliance with local ordinances, and compliance with the development standards of this plan. Projects that are inconsistent with this plan shall require review by all affected agencies, and potentially amended to this plan before project approval.
 - B. All proposed amendments to the text or maps of the San Bernardino County, City of Victorville, or City of Adelanto General Plan, or any Specific Plan which affects any territory within the planning areas, or changes the existing permitted land use or building standards within the Airport Planning Area.
 - C. All new projects proposed within the Airport Planning Area boundaries of the Conditional Land Use Plan shall be reviewed for consistency utilizing the Land Use Compatibility Noise and Safety standards found in Conditional Land Use Plan Section 3.
3. Types of Airport Impacts: This section identifies the compatibility concerns to be addressed by the Conditional Land Use Plan. Rationale for including these concerns can be found in Conditional Land Use Plan Chapter 2. This plan is concerned only with the potential impacts related to:
- A. Exposure to aircraft noise;
 - B. Land use safety with respect to both occupants of aircraft and to people on the ground;



- C. Protection of airport airspace; and
 - D. General concerns related to overflights.
4. Review Process: This section outlines the review process proposed for the Conditional Land Use Plan. Any development proposed within the Airport Planning Area should be subject to review and must be checked for compliance with the compatibility criteria outlined in Table 5.10-3.
- 4.1 Noise and Safety Policies: All new projects proposed within the Airport Planning of the Conditional Land Use Plan should be reviewed for consistency utilizing the compatibility standards. This table identified land uses and established the compatibility standard for those types of uses.
5. Airspace and Overflight Policies: This section includes the policies for protecting the airspace surrounding SCLA.
- 5.1 Airspace Obstructions: The proposed use or structure shall not be greater than the imaginary surfaces defined according to 14 CFR Part 77.
- 5.2 Visual Hazards: The proposed use or structure shall not reflect glare, including distracting lights that could be mistaken for airfield lights, or produce smoke that would endanger aircraft operations. Outdoor lights shall be shielded so that they do not aim above the horizon.
- 5.3 Electronic Hazards: The proposed use or structure shall not emit electronic signals that will interfere with aircraft instruments on radio communication.

Table 5.10-3
Conditional Land Use Plan Land Use Compatibility Standards

Land Use Category	Review Area 1: Runway Protection Zone	Review Area 2: Future 65 CNEL Contour	Review Area 3: Part 77 Horizontal Surface	Review Area 4: Airport Planning Area
Residential – Single Family, Duplex, Mobile Home	CU	CU	CU	NA ³
Residential – Multi-Family	CU	CU	CU	NA ³
Transient Lodging – Motels, Hotels	CU	CU	CA ¹	NA
Schools, Libraries, Churches, Hospitals, Nursing Homes	CU	CU	CA ¹	NA
Auditoriums, Concert Halls	CU	CU	CA	NA
Sports Arenas, Outdoor Spectator Sports, Amphitheaters	CU	CU	CU	NA
Playgrounds, Neighborhood Parks	CU	CA ¹	NA ²	NA
Golf Courses, Riding Stables, Water Recreation, Cemetery	CU	CA ¹	CA ²	NA
Office Buildings, Business Commercial, Professional	CU	CA ¹	NA ²	NA



Table 5.10-3, continued

Land Use Category	Review Area 1: Runway Protection Zone	Review Area 2: Future 65 CNEL Contour	Review Area 3: Part 77 Horizontal Surface	Review Area 4: Airport Planning Area
Manufacturing, Transportation Services, Contract Construction	CU	NA ¹	NA ²	NA
Wholesale/Warehouse Operations, Salvage Operations	CU	NA ¹	NA ²	NA
Utilities	CU	NA ¹	NA ²	NA
Agriculture	NA	NA	NA	NA
Livestock, Animal Breeding	CU	NA ¹	NA ²	NA
Retail Trade/Commercial Services	CU	CA ¹	NA ²	NA
1. The average intensity should not exceed 100 people per gross acre 2. The average intensity should not exceed 150 people per gross acre 3. Fair disclosure notice required for residential real estate transactions NA – Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. CA – Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Uses also subject to intensity/density restrictions for the purposes of public safety. CU – Clearly Unacceptable: New construction or development should generally not be undertaken due to noise and safety concerns.				

5.4 Wildlife Hazards: The following land uses should be considered to be kept at least 10,000 feet away from the runways at SCLA to prevent the attraction of birds when possible:

- A. Golf courses with water hazards;
- B. Wetlands created as mitigation measures;
- C. Water features incorporated into landscaped area;
- D. Wildlife refuges; and
- E. Cereal grain agriculture.

5.5 Avigation Easements: An avigation easement should be recorded for each property developed within Compatibility Review Area Three prior to the issuance of a building permit or conditional use permit. A sample avigation easement can be found in Appendix C of the Conditional Land Use Plan.

5.6 Fair Disclosure: All owners and potential purchasers should receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase any property within the Airport Planning Area. A sample fair disclosure statement can be found in Appendix C of the Conditional Land Use Plan.

It should be noted the CLUP was drafted for the City of Victorville in 2008 by Coffman Associates, Inc; however, this document was not officially adopted by the City. Thus, the CLUP is not a regulatory document, but generally contains information that can be used to inform land use decisions for the purposes of the project.



Victorville Municipal Code

Title 16, Development Code

The Development Code is adopted to implement the *Victorville General Plan* and regulate development in order to protect and promote the public health, safety, prosperity and general welfare. More specifically, it is intended to achieve the following objectives:

- a) Guide physical development in order to enhance the character and quality of existing neighborhoods and to foster a harmonious and beneficial relationship between all land uses;
- b) Determine appropriate land uses and locations envisioned by the General Plan in order to protect all areas of the community from harmful land use intrusions;
- c) Encourage a full range of office, commercial and industrial uses in order to assure a strong local economic base;
- d) Ensure the provision of adequate open space for light, air circulation, visual relief from the built environment and to maximize fire safety provisions;
- e) Ensure that new development will not overtax the capacity of existing streets, utilities or community facilities and services;
- f) Reduce the risk of injury or exposure to hazards for people and property through adherence to building and fire codes;

In order to achieve these objectives, the Development Code incorporates the following strategies:

- a) Provide a comprehensive, streamlined process to assist the public through the entire development process, from planning approval through building construction.
- b) Provide an integrated code enforcement program to ensure that property maintenance and public safety are upheld.
- c) Establish reasonable development regulations and design guidelines in an understandable format.
- d) Outline a thorough public review process for new development.

The City is divided into residential, commercial, industrial, and other zoning districts. The zoning districts determine which land uses are permitted within each zoning district, steps required to establish each use, and the basic development standards that apply. As shown on the City's Zoning Map, the project site is zoned Specific Plan (SP1-92). The Specific Plan zoning district is intended to provide for an overall superior development plan and systematically implement the General Plan for property containing forty or more gross acres.

Chapter 3, Article 1, Site Plan Review

Pursuant to Chapter 3, Article 1 of the Development Code, the purpose of a Site Plan is to ensure new development or expansions of existing uses or structures occurs in a manner consistent with the



overall goals and objectives of the General Plan, the objectives of the Development Code and with the neighborhood or area in which the development is proposed to be located. A Site Plan is also intended to ensure all new development is consistent with the development standards and design standards contained in the Development Code. Pursuant to Section 16-3.01.020 of the Development Code, the following development projects are subject to site plan review:

- a) All developments within a Planned Unit Development;
- b) All development and/or physical expansion of a use and/or building within all Commercial, Industrial, or Mixed Use District;
- c) All new residential development, including tract developments, an individual single family dwelling or multi-family dwellings;
- d) Physical expansion of an existing use and/or building within a Residential District, exclusive of accessory structures added to an existing single family dwelling that do not add habitable space or attached additions to the primary dwelling unit that do not add a kitchen;
- e) All development and/or physical expansion of a conditional use within the Public and Civic District;
- f) Other projects, which, in the opinion of the City Manager or his/her designee, require such level of review prior to issuance of a building permit or adoption of a zone change.

Pursuant to Section 16-3.01.030 of the Development Code, the following aspects of a development project are to be reviewed by the Zoning Administrator and the Planning Commission, as applicable:

- a) The location of the site in relation to location of buildings on adjoining sites, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located;
- b) The degree to which the proposed development will complement and/or improve upon the quality of existing development in the vicinity of the proposed project and the extent to which adverse impacts to surrounding properties will be minimized;
- c) The effect of the proposed project on surrounding uses, including ensuring minimum disruption to such uses;
- d) Whether the development standards set forth in the Development Code have been satisfied;
- e) Whether the design guidelines set forth in the Development Code have been substantially met;
- f) One or more of the development standards required by Title 16 may be eliminated by the Planning Commission where the following findings are made:
 - 1) The elimination of the requirement is not injurious to the public health, safety and welfare, and
 - 2) Based upon characteristics of the site, the elimination of the development standard will have no adverse effect on surrounding properties;



- g) In the event a development standard is eliminated, the elimination shall apply only to the use as submitted as part of the site plan approval, any future expansion or modification of the use will invalidate the eliminated development standard, the necessity for which will be reviewed at the time of any subsequent application

Chapter 3, Article 14, Specific Plan District

As noted, the Specific Plan zoning district is intended to provide for an overall superior development plan and systematically implement the *Victorville General Plan* for property containing forty or more gross acres.

Chapter 3, Article 14 of the Development Code establishes residential open space requirements, land use regulations, and procedures for amending a specific plan. After adoption of a Specific Plan, amendments to the document are subject to Title 1, Chapter 2, Article 1 of the Victorville Municipal Code.

Title 17, Subdivisions

The purpose of Title 17, *Subdivisions*, is to control and regulate the division of land within the City pursuant to the State of California Subdivision Map Act. The provisions of Title 17 are inapplicable to subdivisions of four or less parcels construction of removable commercial buildings having a floor area of less than one hundred square feet and other exceptions as stated by Sections 66412, 66412.1 and 66412.2 of the Subdivision Map Act. Victorville Municipal Code Section 17.04.040, *Requirements for Map Approval*, includes specific conditions required for map approval.

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to land use. Accordingly, a project may create a significant adverse environmental impact if it would:

- Physically divide an established community (refer to Section 8.0); and/or
- 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? (refer to Impact Statements LAND-1, LAND-2, LAND-3, LAND-4, and LAND-5).

Based on these standards, the effects of the project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.



5.10.4 IMPACTS AND MITIGATION MEASURES

VICTORVILLE GENERAL PLAN

LAND-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH THE VICTORVILLE GENERAL PLAN POLICIES OR REGULATIONS.

Impact Analysis: As discussed in [Section 3.0](#), the project requests approval of an amendment to the SCLA Specific Plan, which would require an amendment to the *Victorville General Plan*, among other approvals. The SCLA Specific Plan is a regulatory document and provides a means for implementing the City's General Plan at the project site. The SCLA Specific Plan provides a detailed description of the proposed land uses, infrastructure, and specific implementation requirements. The Development Standards establish permitted uses, building regulations, and general development criteria. The policies and regulations contained in the Specific Plan would serve as the zoning for the property. [Table 5.10-4, Victorville General Plan Policy Consistency Analysis](#), analyzes the project's consistency with the relevant *Victorville General Plan* policies.

**Table 5.10-4
Victorville General Plan Policy Consistency Analysis**

General Plan Policy	Consistency Statement
Land Use Element	
Policy 1.1.1: Encourage development that does not conflict with or adversely affect other existing or potential developments.	<u>Consistent.</u> The SCLA Specific Plan provides the City of Victorville's focused guiding document for implementation of the City's General Plan for this area, including land use planning and development of the project area. The proposed Specific Plan Amendment would encourage the orderly development of Airport and Support Facilities, Business Park, Industrial, Public/Open Space, Runway Protection Zone, and Public Institutional land use districts. The project would be consistent with Land Use Element Policy 1.1.1 in this regard.
Policy 1.1.2: Maintain Victorville as the commercial center for the Victor Valley.	<u>Consistent.</u> As noted in Section 3.0 , 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. As a result, the project would involve the removal of over 1,000 acres previously designated for industrial development. Despite the project's removal of industrial uses, 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 3-5, 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 five phases, in five-year increments over the next 25 years, and could result in approximately 25,973,000 square feet of new building area. As a result, project implementation would not conflict with Land Use Element Policy 1.1.2.
Policy 1.2.1: Manage development in a manner that does not conflict with the operations of Southern California Logistics Airport (SCLA).	<u>Consistent.</u> The proposed Specific Plan Amendment would not conflict with operations of the SCLA; refer to Section 5.8 . Although the proposed project would result in the removal of 90 acres of RPZ land uses, the land uses proposed in lieu of RPZ (ASF, BP, and I) would be permissible under the CLUP's established safety zones. Pursuant to Land Use Element Implementation Procedure 1.2.1.1, the City would ensure the space around SCLA is reserved for airport compatible uses. Following City review, future development occurring pursuant to the SCLA Specific Plan Amendment would not conflict with operations of the SCLA.



Table 5.10-4, continued

General Plan Policy	Consistency Statement
Policy 1.2.2: Ensure that the integrity of each land use district is maintained.	<u>Consistent:</u> The SCLA Specific Plan, as amended, would function the City of Victorville's focused guiding document for implementation of the City's General Plan for this area, including land use planning and development of the project area. The SCLA Specific Plan augments the development regulations and standards of the Specific Plan land use district. Thus, the proposed project would maintain the integrity of the Specific Plan land use districts and would be consistent with Land Use Policy 1.2.2 in this regard.
Policy 1.2.3: Ensure that new development is compatible with existing developments and public infrastructure.	<u>Consistent:</u> Refer to Policy 1.1.1. The Specific Plan provides a detailed description of the project's proposed distribution of land uses, infrastructure requirements, and implementation measures for the development of the SCLA area. As noted in Section 3.5, <i>Infrastructure Planning</i> , of the SCLA Specific Plan, new storm drain, water, and sewer service master plans would be assessed and developed to address service to the existing and undeveloped areas of the Specific Plan as necessary. Further, the Specific Plan requires all new developments, or modifications or expansion of existing developments to be subject to review and approval of the City through the site plan process. The impacts from these developments on the infrastructure system would be evaluated by the City and referred to the affected utility companies for review and comment on the adequacy of the existing systems and their ability to serve the project(s). If necessary, changes will be made to these components at that time consistent with the service providers requirements.
Policy 2.2.1: Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.	<u>Consistent:</u> According to the 2004 SCLA SPEIR, full buildout of the SCLA Specific Plan would generate approximately 20,460 employees; refer to <u>Section 6.0</u> . These jobs would provide employment opportunities for residents of the City and surrounding area. As analyzed in <u>Section 5.12</u> , based on the project's proposed reduction of the development footprint and the non-intensive land use characteristics of the ASF designation, future development associated with the SCLA Specific Plan Amendment is not anticipated to directly induce substantial unplanned population growth in an area by proposing new businesses that were not previously considered under the 2004 SCLA SPEIR. The project would be consistent with Land Use Policy 3.1.2 in this regard.
Policy 3.1.2: Discourage speculation in the undeveloped portions of the City.	<u>Consistent:</u> Refer to Land Use Policy 1.1.2. The project's proposed Priority Development Area would address uncertainty for development in large portions of the Specific Plan and would be consistent with Land Use Policy 3.1.2 in this regard.
Policy 4.1.1: Promote high quality development.	<u>Consistent:</u> Section 4.0, <i>Development Standards</i> , of the SCLA Specific Plan establishes the specific development standards to ensure quality design and coordinated development of the Plan area. Section 5.0, <i>Design Guidelines</i> , provides direction for site design, landscape design, architecture, signage, and lighting. Overall, the proposed project would be required to comply with the Development Standards and generally comply with the Design Guidelines contained in the SCLA Specific Plan, which would ensure consistent and orderly development of the project site. As a result, the project would promote high quality design and would be consistent with Land Use Policy 4.1.1 in this regard.
Policy 4.1.2: Promote high quality public spaces.	<u>Consistent:</u> Refer to Land Use Policy 4.1.1. The Specific Plan provides Public/ Open Space (POS) development standards and design guidelines, which guide the development of the designated land use area within the SCLA Specific Plan; refer to <u>Table 5.1-1</u> . Maximum building height (less than 3,035 feet above mean sea level) and setbacks would be similar to existing on-site recreational facilities. With the implementation of development standards, design guidelines (parking, pedestrian circulation, walls, fences, screening, refuse collection and storage, and utilities), landscape design guidelines (major entries, streetscapes, material, and maintenance), and architectural design guidelines, the project would provide visual interest and enhance the overall development and visual character. Additionally, the



Table 5.10-4, continued

General Plan Policy	Consistency Statement
	City would review all plans for improvements and new development within the POS designation for acceptability with Specific Plan goals and objectives. With implementation of the Development Standards and Design Guidelines, as well as the required City plan review, the project would promote high quality public spaces and would be consistent with Land Use Policy 4.1.2 in this regard.
Circulation Element	
Policy 1.4.3: Support and participate in regional efforts to improve/expand freight movement via trucks and train services, without increasing conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks.	<u>Consistent:</u> According to the Specific Plan, truck access is provided directly to Interstate 15 and Highway 395 by way of Perimeter Road, extended from Air Expressway and Phantom Road East. This configuration avoids conflicts with passenger car traffic and increased congestion on arterial roadway networks. The City of Victorville and Caltrans will review truck routes and roadway plans to ensure freight movement does not increase conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks. The project would be consistent with Circulation Element Policy 1.4.3 in this regard.
Policy 1.4.4: Continue to enforce truck route restrictions throughout the Planning Area.	<u>Consistent:</u> Refer to Circulation Element Policy 1.4.3.
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.	<u>Consistent:</u> As concluded in <u>Section 5.14</u> , the project would not conflict with any plans related to transit, bicycle, or pedestrian facilities. The project would be consistent with Circulation Element Policy 2.1.3 in this regard.
Policy 2.2.1: Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTa).	<u>Consistent:</u> Refer to Circulation Element Policy 2.1.3.
Resource Element	
Policy 1.3.1: Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and nonstructural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.	<u>Consistent:</u> Refer to <u>Section 5.9, Hydrology and Water Quality</u> , for additional discussion regarding the project's short- and long-term impacts to water quality. As concluded in <u>Section 5.9</u> , new storm drain, water and sewer service master plans shall be assessed and developed to address service to the existing and undeveloped areas of the Specific Plan as necessary; refer to SCLA Specific Plan Section 3.4, <i>Infrastructure Planning</i> . Pursuant to the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, incorporated as Municipal Code Section 6.30.200, proof of compliance with the Construction General Permit must be provided to the City Manager before issuance of any grading, construction, or similar permits applicable to construction activities. Once the project is reviewed for its potential to discharge pollutants into the storm drain system, appropriate project-specific terms, conditions, and requirements would be prescribed prior to project construction. Pursuant to Mitigation Measure HWQ-1, each development within the SCLA SP area would be required to prepare project-specific drainage and water quality reports prior to construction of new development to satisfy local, State, and federal water quality requirements. Following conformance with Municipal Code Section 6.30.200 and Mitigation Measure HWQ-1, the project would minimize, control, and filter construction site runoff and various forms of urban runoff prior to discharge into receiving waters and would be consistent with Resource Element Policy 1.3.1 in this regard.
Policy 5.1.1: Determine presence/absence of and consider impacts to cultural resources in the	<u>Consistent:</u> As discussed in Impact Statement CUL-2 of <u>Section 5.4</u> , the proposed project has the potential to impact buried or previously undiscovered archaeological resources during construction. Future development occurring



Table 5.10-4, continued

General Plan Policy	Consistency Statement
review of public and private development and infrastructure projects.	outside of the Priority Development Area would be subject to compliance with Mitigation Measures CUL-3 and CUL-4. Mitigation Measure CUL-3 would require preparation of an Archaeological Resources Assessment which assesses existing archaeological resources, the potential impacts associated with site-specific development, and identifies mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-4 requires all construction work to halt if previously undiscovered cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Future development occurring within the Priority Development Area would be subject to Mitigation Measure CUL-4 and CUL-5. Mitigation Measure CUL-5 would require testing and formal CRHR evaluation prior to issuance of permits for any development or improvements implemented within sites that support historic archaeological resources. The investigation would include an XPI testing program to determine the presence/absence of subsurface (buried) cultural deposits. If buried cultural deposits are identified during XPI, Phase II testing would then be required to determine the horizontal and vertical extent, content, integrity, and data potential of these deposits to further determine the site's eligibility for CRHR inclusion. With implementation of Mitigation Measures CUL-3 through CUL-5, the proposed project would be consistent with Resources Element Policy 5.1.1.
Policy 5.1.2: Prohibit destruction of cultural and paleontological materials that contain information of importance to our knowledge of the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. Require mitigation of any significant impacts that may be identified in project or program level cultural and paleontological assessments as a condition of project or program approval.	<u>Consistent:</u> Refer to <u>Section 5.4</u> and <u>Section 5.6</u> for a complete inventory of cultural and paleontological resources identified in the project area and the mitigation measures that would ensure protection of cultural and paleontological resources. A discussion regarding the project's potential to impact cultural resources is provided for Resources Element Policy 5.1.1. As concluded in Impact Statement GEO-3 of <u>Section 5.6</u> , the SCLA Specific Plan area includes areas mapped as having High and Low paleontological sensitivity. Thus, Mitigation Measure GEO-1 would require future development associated with the SCLA Specific Plan to prepare a paleontological resources mitigation and monitoring plan. Future projects would be required to retain a qualified paleontological monitor for full-time or on-call basis depending on the paleontological sensitivity of the site. At a minimum, pre-construction training would be required. Compliance with Mitigation Measure GEO-1 would reduce potential paleontological resource impacts associated with the SCLA Specific Plan to less than significant levels. Therefore, the proposed project would be consistent with Resources Element Policy 5.1.2.
Policy 6.1.1: Encourage planning and development activities that reduce the number and length of single occupant automobile trips.	<u>Consistent:</u> As described in <u>Section 5.14</u> , project would not conflict with any plans related to transit, bicycle, or pedestrian facilities. As development within the Specific Plan occurs, various circulation improvements would occur that would enhance mobility amongst various modes of transportation. Additionally, future development occurring within the Specific Plan would likely include Transportation Demand Management (TDM) measures to minimize single-occupant automobile trips. As such, the project would be consistent with Policy 6.1.1 in this regard.
Policy 6.2.1: Encourage compliance with the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective," which provides guidelines for siting new sensitive land uses in proximity to air pollutant emitting sources.	<u>Consistent:</u> As concluded in <u>Section 5.2</u> , proposed project does not propose siting sensitive uses near air pollutant emitting sources and development associated with the project would not result in significant localized emissions impacts or expose sensitive receptors to substantial increased pollutant concentrations; refer to Impact Statement AQ-3. For this reason, the project would be consistent with Resources Element Policy 6.1.1.
Policy 7.2.1: Support energy conservation by requiring sustainable building design and development for	<u>Consistent:</u> Refer to <u>Section 5.5</u> , <u>Energy</u> , for a discussion of the project's potential to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. As concluded in <u>Section 5.5</u> , the project would be subject to California's Energy Efficiency Standards for Residential and



Table 5.10-4, continued

General Plan Policy	Consistency Statement
new residential, commercial and industrial projects.	Nonresidential Buildings (Title 24), the California Green Building Standards (CALGreen), California Public Utilities Commission's Energy Efficiency Strategic Plan, and the California Energy Commission's 2019 Integrated Energy Policy Report. Thus, the project would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. The project would be consistent with Resources Element Policy 7.2.1 in this regard.
Noise Element	
Policy 1.1.1: Implement Table N-3 regarding placement of new land uses.	<u>Consistent.</u> As concluded in Section 5.11 , construction activities associated with the proposed project would primarily affect the areas immediately adjacent to the construction site and would be mitigated to a less than significant level with compliance with General Plan Implementation Measures 2.1.1.2 and 2.1.1.5 and Mitigation Measure NOI-1. In addition, the proposed project would not result in significant stationary noise impacts with implementation of Mitigation Measure NOI-3. Therefore, the proposed project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors and would not conflict with Table N-3 in this regard. The project would be consistent with Noise Element Policy 1.1.1.
Policy 1.1.2: Continue to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.	<u>Consistent.</u> As concluded in Section 8.0 , the SCLA is situated adjacent to the proposed Priority Development Area site to the north and west. Considering the land uses associated with the proposed project (industrial and commercial uses consisting of warehousing, goods movement, etc.), impacts related to airport noise are not anticipated to be significant. The project would comply with applicable City and SCLA Specific Plan Noise mitigation requirements, including maximum permissible interior noise levels. Thus, the project is not anticipated to result in a conflict or inconsistency between the operation of the SCLA and future land uses within the Planning Area. The project would be consistent with Noise Element Policy 1.1.2.
Policy 1.2.1: Include noise mitigation measures in the design and use of new roadway projects.	<u>Inconsistent.</u> As concluded in Section 5.11 , with implementation of the proposed project, significant and unavoidable impacts would occur as a result of long-term (mobile) noise. The project type and location is not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds. As such, the project's long-term mobile noise impacts would result in a significant and unavoidable impact. The proposed project would be consistent with Noise Element Policy 1.2.1 in this regard.
Policy 2.1.1: Continue to implement acceptable standards for noise for various land uses throughout the City.	<u>Consistent.</u> As concluded in Section 5.11 , the proposed project would not result in significant stationary noise impacts with implementation of Mitigation Measure NOI-3. The proposed project would be consistent with Noise Element Policy 2.1.1 in this regard.
Policy 2.2.1: Incorporate current information regarding SCLA operations into the land use planning process.	<u>Consistent.</u> Since many of the foundational elements of the Specific Plan are now over 25 years old and to address the project's proposed amendments to the SCLA Specific Plan, updated noise measurements and traffic noise modeling data were prepared and can be found in Appendix 11.10, Noise Data . The proposed project has thus incorporated current information regarding SCLA operations into the land use planning processes and would be consistent with Noise Element Policy 2.2.1 in this regard.
Safety Element	
Policy 1.2.1: Require an adequate assessment of site-specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan,	<u>Consistent:</u> As concluded in Section 5.6 , future development occurring within the SCLA Specific Plan would be designed and built in accordance with applicable standards included in the 2019 CBC and would be required to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level pursuant to <i>Victorville General Plan Policy 3.2.2</i> . The project would be consistent with Safety Element Policy 1.2.1 in this regard.



Table 5.10-4, continued

General Plan Policy	Consistency Statement
development project or public infrastructure plan or project.	
Policy 1.3.1: Restrict and/or prohibit the siting of land uses that store, use, transport, dispose of or generate significant quantities of hazardous materials and wastes, through land use element policies, zoning and subdivision regulations, and site plan review procedures.	<u>Consistent:</u> Proposed uses within the General Industrial area (manufacturing, warehousing, and distribution) could represent a hazard to the public or environment through the handling, storage, and/or use of hazardous materials. However, these uses have been appropriately sited to minimize safety hazards to surrounding development. Nonetheless, operation of future manufacturing, warehousing, and distribution uses within the General Industrial area would occur in accordance with City, OSHA, and U.S. EPA requirements; refer to Section 5.8 . The project would be consistent with Safety Element Policy 1.3.1 in this regard.
Policy 1.4.1: Fully implement the land use policies and regulatory provisions of the SCLA Specific Plan.	<u>Consistent:</u> The SCLA Specific Plan provides the City of Victorville's focused guiding document for implementation of the City's General Plan for this area, including land use planning and development of the project area. The project would be consistent with Safety Element Policy 1.4.1 in this regard.
Policy 1.4.2: Avoid conflicts with the Comprehensive Land Use Compatibility Plan (CLUP) for SCLA.	<u>Consistent:</u> Although the proposed project would result in the removal of 90 acres of RPZ land uses, the land uses proposed in lieu of RPZ (Airport and Support Facilities [ASF], Business Park [BP], and Industrial [I]) would be permissible under the CLUP's established safety zones. It is the City's policy to manage development in a manner that does not conflict with the operations of SCLA (Land Use Element Policy 1.2.1). Pursuant to Land Use Element Implementation Procedure 1.2.1.1, the City would ensure the space around SCLA is reserved for airport compatible uses. As concluded in Section 5.8 , following City review, future development occurring within CLUP safety zones would result in a less than significant safety hazard for people residing or working in the project area.
Policy 2.1.1: Ensure that new private or public development has sufficient fire protection, police and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.	<u>Consistent:</u> As concluded in Section 5.13 , project implementation would result in less than significant impacts to fire protection, police, and emergency medical services. The project would be consistent with Safety Element Policy 2.1.1 in this regard.
Policy 2.3.1: Ensure that new development proposals (private or public) do not over-consume the City's water supplies to the extent that the minimum volume of water storage required to meet the City's peak load water supply standard could not be met.	<u>Consistent:</u> As concluded in Section 5.13 , the project would result in a net water demands would be adequately met by Victorville Water District's (VWD's) existing supplies through year 2040. Thus, as the project would result in less than significant impacts in regard to water supply and demand, the project would be consistent with Safety Element Policy 2.3.1.

As demonstrated in [Table 5.10-4](#), the proposed project is generally consistent with the relevant *Victorville General Plan* policies, with the exception of Noise Element Policy 1.2.1. Due to these inconsistencies, impacts in this regard are considered significant and unavoidable.

Land Use Designation. The project site is designated Specific Plan (SP1-92). Project implementation would be consistent with the land use anticipated for the SCLA by the General Plan.

Mitigation Measures: No mitigation measures apply.

Level of Significance: Significant and Unavoidable Impact.



SOUTHERN CALIFORNIA LOGISTICS AIRPORT SPECIFIC PLAN

LAND-2 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE SOUTHERN CALIFORNIA LOGISTICS AIRPORT SPECIFIC PLAN STANDARDS OR REGULATIONS, AS AMENDED.

Impact Analysis: Overall, the project proposes to amend the Specific Plan to: 1) decrease the development 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. Primary modifications to the SCLA 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).

The proposed project would continue to facilitate the development of a distinctive Specific Plan for the development of SCLA with a logistics airport able to accommodate aviation and aviation related facilities, and compatible industrial, commercial, and limited public recreational uses. As a result, with approval of the modifications identified above, the proposed project would not conflict with the SCLA Specific Plan and the City's long-range development plans for the facility. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



VICTORVILLE MUNICIPAL CODE

LAND-3 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE VICTORVILLE MUNICIPAL CODE STANDARDS OR REGULATIONS.

Impact Analysis: The project is subject to the SCLA Specific Plan, and Victorville Municipal Code standards shall only apply to the project when such standards are not specified in the SCLA Specific Plan. The project does not include a request to amend any Victorville Municipal Code provisions. Future development accommodated through project implementation could involve subsequent approvals of Subdivision Maps, Site Plans, Conditional Use Permits, Grading and Building Permits, and Roadway and Infrastructure Improvement Plans and Permits.

Title 16, Development Code

Chapter 3, Article 1, Site Plan Review. Future development accommodated through project implementation would be reviewed by the Zoning Administrator and the Planning Commission to ensure new development or expansions of existing uses or structures occurs in a manner consistent with the overall goals and objectives of the General Plan, the objectives of the SCLA Specific Plan, and with the neighborhood or area in which the development is proposed to be located. The City's Zoning Administrator and the Planning Commission, as applicable, would also verify new development is consistent with the development standards and design standards contained in the SCLA Specific Plan. The project would be consistent with Chapter 3, Article 1 of the Development Code in this regard.

Chapter 3, Article 14, Specific Plan District. Pursuant to Chapter 3, Article 14 of the Development Code, the Specific Plan zoning district is intended to provide for an overall superior development plan and systematically implement the General Plan. Chapter 3, Article 14 of the Development Code also establishes residential open space requirements, land use regulations, and procedures for amending a specific plan. The proposed project would be consistent with the Chapter 3, Article 14 based on the following factors:

- The proposed project would be consistent with the *Victorville General Plan* upon approval of the proposed General Plan Amendment. Additionally, the project would be consistent with the *Victorville General Plan* policies; refer to Table 5.10-4.
- The proposed project would be subject to the development standards identified in the SCLA Specific Plan; refer to Impact Statement LAND-2 above. The Development Standards identified in the SCLA Specific Plan establish permitted uses, building regulations, and general development criteria.

According to Chapter 3, Article 14, the minimum area for a specific plan within the SP District shall be 40 acres. The SCLA Specific Plan Area includes 8,611 acres. Therefore, the proposed project would meet the require minimum acreage and would be consistent with Chapter 3, Article 14 of the Development Code in this regard.

Title 17, Subdivisions

The Specific Plan area may be subdivided into parcels suitable for allowable uses. This can provide for separate ownership of different land uses within the Specific Plan provided the ownership and/or subdivision does not conflict with the intent of the SCLA Specific Plan. As part of the City's land use



entitlement process, future tentative maps would be evaluated and required to demonstrate compliance with the Subdivision Map Act and Municipal Code Title 17. Approval of a final tentative map would result in the project's compliance with the Subdivision Map Act and Municipal Code Title 17.

Overall, as is evidenced by the discussions presented above, the project would not conflict with the Victorville Municipal Code and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCAG 2020-2045 RTP/SCS

LAND-4 PROJECT IMPLEMENTATION COULD CONFLICT WITH SCAG 2020-2045 RTP/SCS STANDARDS OR REGULATIONS.

Impact Analysis: The project is subject to SCAG's 2020-2045 RTP/SCS. The consistency of the proposed project with relevant and applicable policies of SCAG's 2020-2045 RTP/SCS is provided in Table 5.10-5, SCAG 2020-2045 RTP/SCS Consistency Analysis.

Table 5.10-5
SCAG 2020-2045 RTP/SCS Consistency Analysis

Goal	Consistency Statement
Goal 1. Encourage regional economic prosperity and global competitiveness.	<u>Not Applicable.</u> Specifically, Goal 1 of the 2020-2045 RTP/SCS is not adopted for the "purpose of avoiding or mitigating an environmental effect," per Appendix G of the CEQA Guidelines. Nonetheless, project implementation would allow for future development of the SCLA Specific Plan Area to reflect current development trends, economic and market conditions. The project would therefore contribute to regional economic development through the provision of new jobs.
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	<u>Consistent:</u> The project would involve revisions to the circulation planning component of the Specific Plan to account for new roads necessary to complete the Specific Plan area circulation roadway network and upgrade existing roads; refer to <u>Section 3.0</u> . Further, future development projects would be evaluated by the City on a case-by-case basis to ensure that adequate access and circulation to and within the development would be provided and impacts to motorists, bicyclists, pedestrians, and transit users are minimized. As such, the project would improve mobility, accessibility, reliability, and travel safety in the project area, which indirectly connects to the overall mobility, accessibility, reliability, and travel safety of the people and goods in the SCAG region.



Table 5.10-5, continued

Goal	Consistency Statement
Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	<u>Not Applicable.</u> Specifically, Goal 3 of the 2020-2045 RTP/SCS is not adopted for the “purpose of avoiding or mitigating an environmental effect,” per Appendix G of the CEQA Guidelines. Nevertheless, project implementation would accommodate the future development of new roads and upgrades to existing roads within the SCLA area to complete the Specific Plan’s circulation roadway network. The typical roadway cross sections illustrated in Specific Plan Exhibit 3.3, <i>Typical Roadway Cross Sections</i> , are general standards and in certain cases, where implementation of the standard street width may not be possible due to various constraints (such as rights of way, existing development, etc.) these may be modified, subject to the approval of the City Engineer. Where unavoidable constraints exist, medians, shoulders, lanes and other features may be modified to the non-desired widths, with the approval of the City Engineer, as long as the proposed design provides the functionality and safety as determined by the City’s construction standards, prevailing standards of practice, and the judgement of the City Engineer. As noted in <u>Section 5.14</u> , the project would not substantially increase hazards due to a geometric design feature or incompatible uses. Thus, the project would indirectly ensure the security of the regional transportation system.
Goal 4. Increase person and goods throughput and travel choices within the transportation system.	<u>Not Applicable.</u> Specifically, Goal 4 of the 2020-2045 RTP/SCS is not adopted for the “purpose of avoiding or mitigating an environmental effect,” per Appendix G of the CEQA Guidelines.
Goal 5. Reduce greenhouse gas emissions and improve air quality.	<u>Inconsistent.</u> While the project itself would not reduce GHG emissions or improve air quality, it would not prevent SCAG from implementing actions that would reduce GHG emissions or improve air quality within the region. As shown in <u>Table 5.7-1, SCLA Specific Plan Annual Greenhouse Gas Emissions</u> , project related greenhouse gas (GHG) emissions would be <u>79,329.45</u> metric tons of carbon dioxide equivalent per year (MTCO ₂ e/year), which is below the Mojave Desert Air Quality Management District (MDAQMD) threshold of 100,000 MTCO ₂ e per year threshold. As discussed in <u>Section 5.7, Greenhouse Gas Emissions</u> , the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Thus, the project would not conflict with SCAG’s goal to reduce greenhouse gas emissions. As shown in <u>Table 5.2-7, Net Long-Term Operational Air Emissions</u> , the proposed project’s operational emissions would exceed the MDAQMD regional thresholds for reactive organic gasses (ROG), nitrogen dioxide (NO _x), carbon monoxide (CO), coarse particulate matter (PM ₁₀), and fine particulate matter (PM _{2.5}), even with all feasible mitigation measures incorporated. Thus, the project would not encourage patterns of development that minimize air pollution and would be inconsistent with Goal 5 of the 2020-2045 RTP/SCS in this regard.
Goal 6. Support healthy and equitable communities.	<u>Not Applicable.</u> Specifically, Goal 6 of the 2020-2045 RTP/SCS is not adopted for the “purpose of avoiding or mitigating an environmental effect,” per Appendix G of the CEQA Guidelines.
Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<u>Consistent.</u> The SCLA Specific Plan provides the City of Victorville’s focused guiding document for implementation of the City’s General Plan for this area, including land use planning and development of the project area. The proposed Specific Plan Amendment would encourage the orderly development of Airport and Support Facilities, Business Park, Industrial, Public/Open Space, Runway Protection Zone, and Public Institutional land use districts. As discussed, the project would involve revisions to the circulation planning component of the Specific Plan to account for new roads necessary to complete the Specific Plan area circulation roadway network and upgrade existing roads; refer to <u>Section</u>



Table 5.10-5, continued

Goal	Consistency Statement
	<u>3.0.</u> The project would support and integrated regional development pattern and transportation network in this regard.
Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<u>Not Applicable.</u> Specifically, Goal 8 of the 2020-2045 RTP/SCS is not adopted for the “purpose of avoiding or mitigating an environmental effect,” per Appendix G of the CEQA Guidelines. Nonetheless, potential development within the project area would be required to comply with all applicable Title 24 and CALGreen building codes at the time of construction. These building codes would require electric vehicle (EV) charging stations, designated EV parking, as well as bike parking and storage. Therefore, proposed development within the project would leverage technology innovations that result in more efficient travel.
Goal 9. Encourage development of diverse housing types in areas well supported by multiple transportation options.	<u>Not Applicable.</u> The project does propose development of housing. Rather, project implementation would allow for future development of the SCLA Specific Plan Area to reflect current development trends, economic and market conditions.
Goal 10. Promote conservation of natural and agricultural lands and restoration of critical habitats.	<u>Consistent.</u> As discussed in <u>Section 5.3, Biological Resources</u> , and <u>Section 8.0, Effects Found Not To Be Significant</u> , the project would not have significant impacts on natural and agricultural lands or impede restoration of critical habitats.
Source: SCAG, <i>The 2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal</i> , September 3, 2020.	

As detailed in Table 5.10-5, the proposed project would be consistent with most relevant and applicable policies of the 2020-2045 RTP/SCS. However, the project would be inconsistent with Goal 5 of the 2020-2045 RTP/SCS based on its potential to result in significant and unavoidable impact related to air quality. As noted in Section 5.2, emissions associated with operations of the proposed project are anticipated to exceed MDAQMD operational thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. As discussed in Section 5.2, the predominant emission source for these threshold exceedances is mobile emissions. Neither the lead agency nor the project applicant has authority to control the rates of air pollutant emissions from vehicles that would travel to and from the proposed project, thus, feasible mitigation measures are not available to reduce the significance of operational ROG, NO_x, CO, PM₁₀, and PM_{2.5} emissions. As such, the proposed project would cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMPs. These impacts are considered significant and unavoidable, and the project would be inconsistent with Goal 5 of the 2020-2045 RTP/SCS in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4.

Level of Significance: Significant and Unavoidable Impact.

COMPREHENSIVE LAND USE PLAN

LAND-5 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH COMPREHENSIVE LAND USE PLAN STANDARDS OR REGULATIONS.

Impact Analysis: The CLUP establishes four compatibility review areas and associated noise and safety policies and aircraft and overflight policies to protect the public from aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft crashes, and ensure no structures or activities encroach upon or adversely affect the use of navigable airspace. Refer to Section 5.10.2, Regulatory Setting, for a description of these policies.



It is the City's policy to manage development in a manner that does not conflict with the operations of SCLA (Land Use Element Policy 1.2.1; refer to [Table 5.10-4](#)). Pursuant to Land Use Element Implementation Procedure 1.2.1.1, the City would ensure the space around SCLA is reserved for airport compatible uses. All new projects proposed within the Airport Planning Area boundaries of the CLUP would be reviewed for consistency utilizing the Land Use Compatibility Noise and Safety standards found in Section 3 of the CLUP. Following City review, future development occurring within CLUP compatibility review areas would be consistent with the noise and safety policies and aircraft and overflight policies identified in the CLUP. In addition, as discussed in [Section 5.8](#), the project would demonstrate consistency with the CLUP's established safety zones and their land use compatibility characteristics. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS

[Table 4-1, *Cumulative Projects List*](#), identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

VICTORVILLE GENERAL PLAN

● PROJECT IMPLEMENTATION COULD CONFLICT WITH THE VICTORVILLE GENERAL PLAN POLICIES OR REGULATIONS.

Impact Analysis: As demonstrated in [Table 5.10-4](#), the proposed project is generally consistent with the relevant *Victorville General Plan* policies, with the exception of Noise Element Policy 1.2.1. Development projects within the City undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s). As with the proposed project, each project would be analyzed to ensure that the goals, objectives, and policies of the General Plan. Nevertheless, due to the project's inconsistency with the General Plan policy noted above, the project would result in cumulatively considerable impacts, and impacts would be significant and unavoidable in this regard.

Mitigation Measures: No mitigation measures apply.

Level of Significance: Significant and Unavoidable Impact.



SOUTHERN CALIFORNIA LOGISTICS AIRPORT SPECIFIC PLAN

- **PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE SOUTHERN CALIFORNIA LOGISTICS AIRPORT SPECIFIC PLAN STANDARDS OR REGULATIONS, AS AMENDED.**

Impact Analysis: Future cumulative development located within the Specific Plan would be reviewed to determine potential inconsistencies with the SCLA Specific Plan, within the context of their respective zoning and regulatory setting. Similar to land use consistency, each project would be required to demonstrate compliance with the provisions of the applicable SCLA Specific Plan zoning district(s). Thus, the project would not result in cumulatively considerable impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VICTORVILLE MUNICIPAL CODE

- **PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH THE VICTORVILLE MUNICIPAL CODE STANDARDS OR REGULATIONS.**

Impact Analysis: Future cumulative projects would undergo a similar plan review process to determine potential inconsistencies with the Municipal Code, within the context of their respective zoning and regulatory setting. Similar to land use consistency, each project would be required to demonstrate compliance with the provisions of the applicable zoning district(s). Thus, the project would not result in cumulatively considerable impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCAG 2020-2045 RTP/SCS

- **PROJECT IMPLEMENTATION COULD CONFLICT WITH SCAG 2020-2045 RTP/SCS STANDARDS OR REGULATIONS.**

Impact Analysis: SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2020-2045 RTP/SCS. SCAG refers to CEQA Guidelines Section 15206, Projects of Statewide, Regional or Areawide Significance, in determining whether a project meets the criteria to be deemed regionally significant. Each cumulative project would be evaluated on a project-by-project basis, to determine its regional significance, if any. As concluded in Impact Statement LAND-4, the project would not be consistent with Goal 5 of the 2020-2045 RTP/SCS based on its potential to result in significant and unavoidable air quality impacts. As a result, project implementation would result in cumulatively considerable impacts resulting from inconsistencies with the 2020-2045 RTP/SCS. Impacts would be significant and unavoidable in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4.

Level of Significance: Significant and Unavoidable Impact.



COMPREHENSIVE LAND USE PLAN

● PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH COMPREHENSIVE LAND USE PLAN STANDARDS OR REGULATIONS.

Impact Analysis: Future cumulative projects would undergo a similar plan review process to ensure their implementation does not conflict with the CLUP pursuant to Land Use Element Policy 1.2.1. Pursuant to Land Use Element Implementation Procedure 1.2.1.1, the City would ensure the space around SCLA is reserved for airport compatible uses. All new projects proposed within the Airport Planning Area boundaries of the CLUP would be reviewed for consistency utilizing the Land Use Compatibility Noise and Safety standards found in Section 3 of the CLUP. Following City review, future development occurring within CLUP compatibility review areas would be consistent with the noise and safety policies and aircraft and overflight policies identified in the CLUP.

In addition, as discussed in Section 5.8, the project would demonstrate consistency with the CLUP's established safety zones and their land use compatibility characteristics. A less than significant impact would occur in this regard. Thus, the project would not result in cumulatively considerable impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

As noted above, the project would result in individual and cumulative significant and unavoidable impacts related to consistency with the *Victorville General Plan* and SCAG 2020-2045 RTP/SCS. If the City approves the project, the City shall be required to adopt findings in accordance with Section 15091 of the CEQA Guidelines and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.



5.11 NOISE

The purpose of this section is to evaluate noise source impacts to surrounding land uses as a result of implementation of the proposed project. This section evaluates short-term construction-related impacts, as well as long-term operational impacts under future buildout conditions. Mitigation measures are also recommended to avoid or lessen the project's noise impacts. Information in this section is based on the City of Victorville General Plan, City of Adelanto General Plan, City of Victorville Municipal Code, City of Adelanto Municipal Code, and 2004 SCLA SPEIR. For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the *Southern California Logistics Airport Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis), dated April 23, 2020 and prepared by Michael Baker International (refer to [Appendix 11.12, VMT Assessment/Traffic Impact Analysis](#)) were used. Noise measurement and traffic noise modeling data can be found in [Appendix 11.10, Noise Data](#).

As noted within [Section 3.0, Project Description](#), the City has established the Priority Development Area for development feasibly occurring within the next 25 years, based on available infrastructure and projected market demand for development. The Priority Development Area primarily occurs within the Central Core, Airport, and West Side development districts. The noise analysis within this section focuses on impacts specific to foreseeable development within the Priority Development Area. Development within portions of the Specific Plan outside of the Priority Development Area 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 (if at all). As such, areas outside of the Priority Development Area are analyzed at a programmatic level and would be subject to further review of noise impacts as development occurs, consistent with CEQA Guidelines Section 15168.

5.11.1 EXISTING SETTING

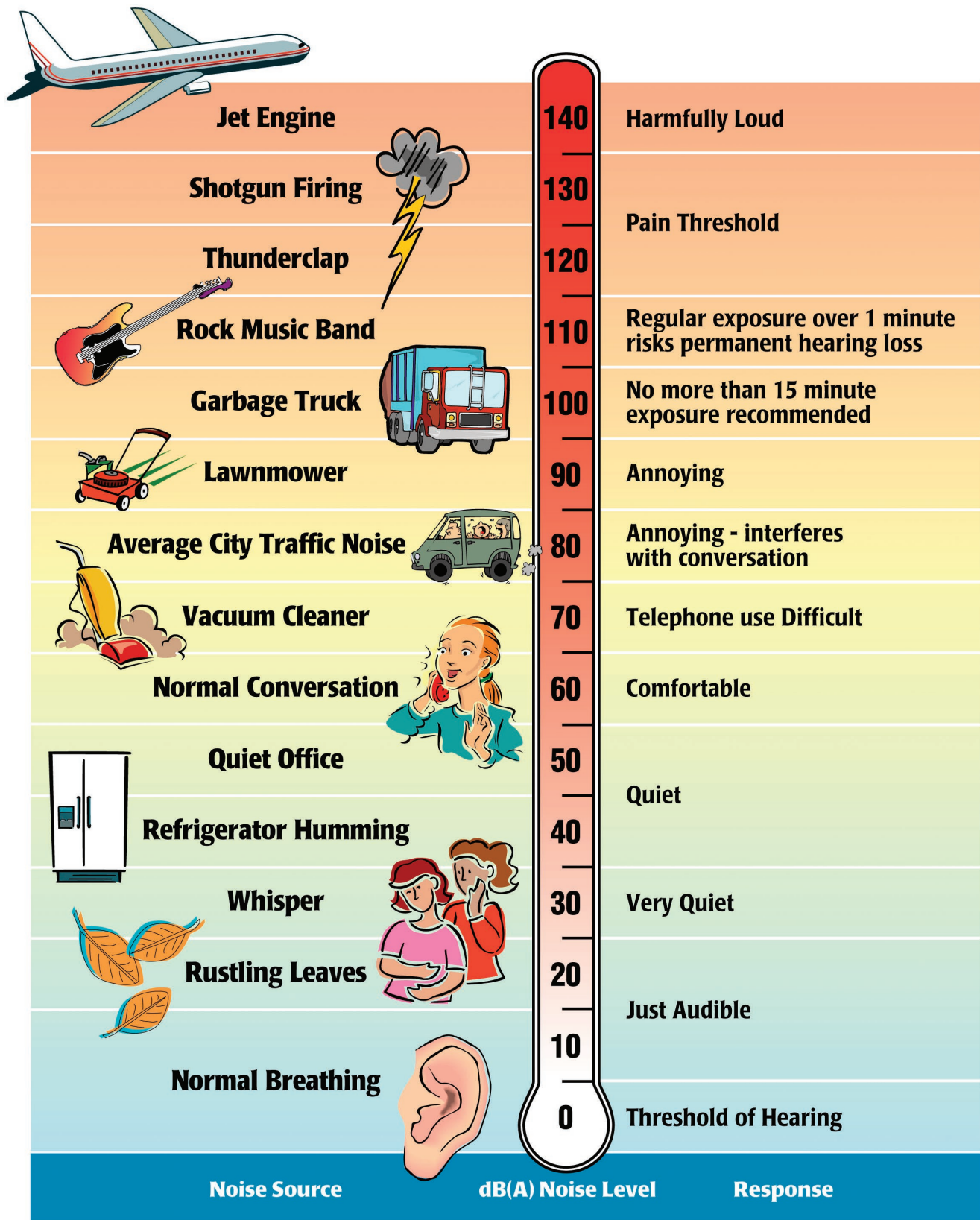
DESCRIPTION OF NOISE METRICS

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on [Exhibit 5.11-1, Common Environmental Noise Levels](#).

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA) SPECIFIC PLAN AMENDMENT (PLAN-19-0004)
SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT

Common Environmental Noise Levels



- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Table 5.11-1, *Noise Descriptors*, provides a listing of methods to measure sound over a period of time.

Table 5.11-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 a.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.
Source: Cyril M. Harris, <i>Handbook of Noise Control</i> , 1979.	

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses would range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.



The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources.

According to the National Institute on Deafness and Other Communication Disorders, at least ten million Americans with hearing impairments owe their losses to noise exposure.¹ Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proven to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the amount of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire

¹ National Institute on Deafness and Other Communication Disorders, *Noise Induced Hearing Loss*, <https://www.nidcd.nih.gov/sites/default/files/Documents/health/hearing/NoiseInducedHearingLoss.pdf>, accessed June 4, 2020.



physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the U.S. Department of Transportation, the relationship between the effects of annoyance and the community were quantified. In areas where exterior noise levels were consistently above 60 dBA Community Noise Equivalent Level (CNEL), approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress-related.

GROUNDBORNE VIBRATION

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, groundborne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source.

Both construction and operation of development projects can generate groundborne vibration. In general, demolition of structures preceding construction generates the highest vibrations. Construction equipment such as vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate groundborne vibrations that vary depending on vehicle type, weight, and pavement conditions.

SENSITIVE RECEPTORS

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

Sensitive receptors in the Priority Development Area project vicinity include single-family residential uses, schools, places of worship, libraries, parks, and hospitals; refer to Table 5.11-2, Sensitive Receptors.



**Table 5.11-2
Sensitive Receptors**

Type	Name	Distance from Project Site	Orientation from Project Site
Residential	Single-Family Residential Uses	5,700 feet	Southeast
		1,330 feet	South
		50 feet	West
Schools	Riverside Preparatory High School	4,290 feet	East
	Excelsior North Victorville Charter School	On-Site	On-Site (18000 McCoy Circle)
	Adelanto Elementary School and Math & Science Academy	2,692 feet	West
Places of Worship	First Christian Church	On-Site	On-Site (17746 George Boulevard)
	Christ the Good Shepherd Church	3,373 feet	West
	Church of Christ Adelanto	1,354 feet	West
Libraries	Adelanto Branch Library	4,054 feet	West
Parks	Westwinds Sports Center	On-Site	On-Site (18241 George Boulevard)
	Westwinds Activity Center	On-Site	On-Site (18040 George Boulevard)
	Schmidt Park	On-Site	On-Site (13576 Mustang Street)
	Adelanto Park	2,694 feet	West
	Adelanto Dog Park	3,626 feet	West
	Richardson Park	4,095 feet	West
Hospitals	Hope Health Care	1,782 feet	West
Note: 1. Distances are measured from the exterior project boundary only and not from individual construction projects/areas within the interior of the project site.			
Source: Google Earth, 2020.			

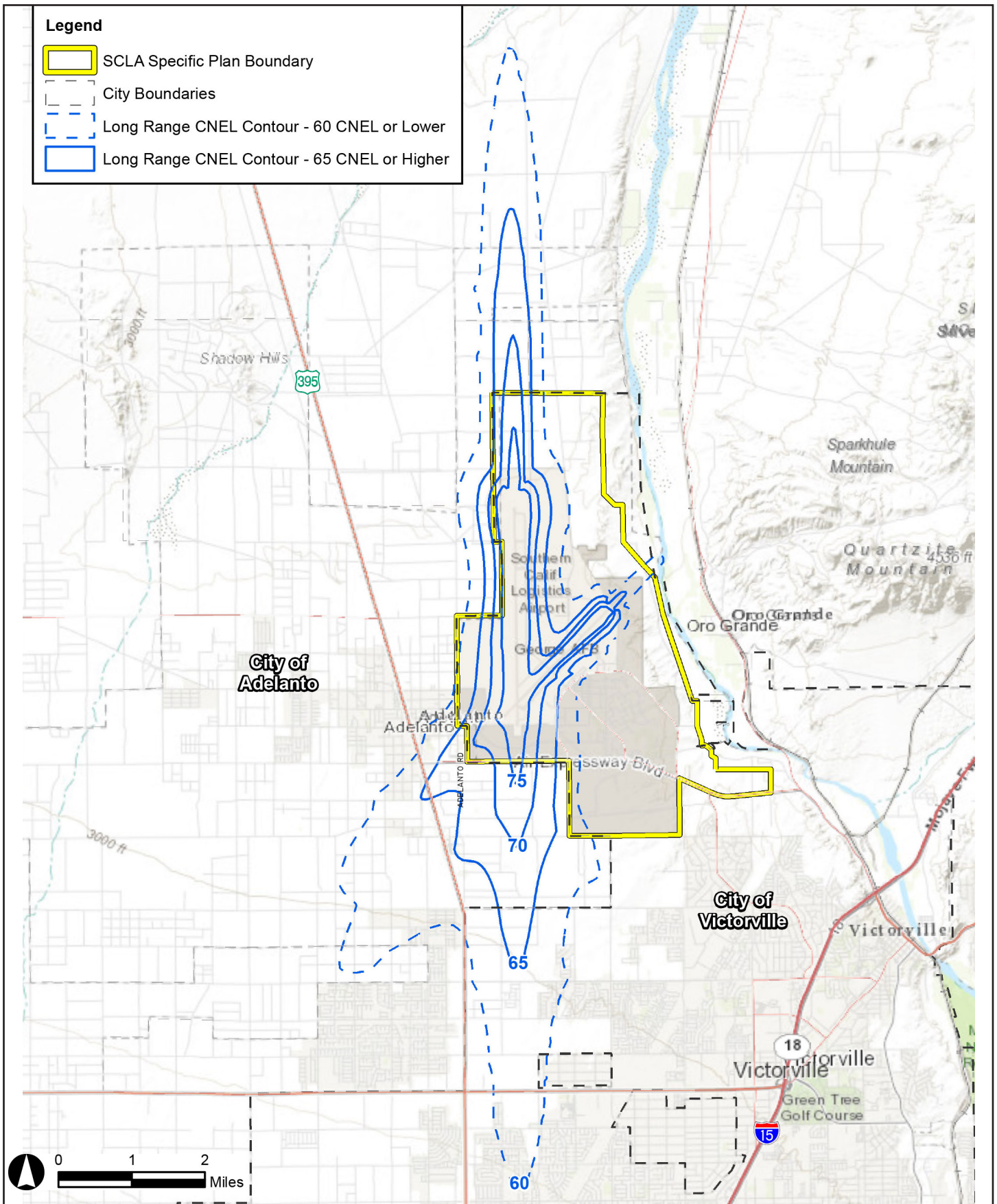
EXISTING NOISE ENVIRONMENT

The existing noise environment is defined by ambient noise levels presently experienced in the Specific Plan area. The existing acoustical environment around the Specific Plan area is typical of urban and suburban communities. The primary sources of noise throughout the community include both stationary and mobile sources. The mobile sources include the various modes of transportation such as automobiles, trucks, motorcycles, trains, and aircraft. The locations directly adjacent to the roadways experience noise dominated by vehicles. Existing rail noise is generated by the Burlington Northern Santa Fe (BNSF) freight rail line located on the eastern portion of the Specific Plan. Additionally, another significant noise-producing use in the Specific Plan area vicinity is the High Desert Power Plant within the central portion of the Specific Plan area.

The Specific Plan area and its immediate vicinity currently experience noise from SCLA aircraft operations. The aircraft noise contours generated for SCLA are depicted on [Exhibit 5.11-2, SCLA Long Range Noise Contours](#). The contours expected to have a significant noise effect are the 75, 70, and 65 CNEL contours. For existing activity levels, the 70 to 75 CNEL contours remain entirely on airport property. The 65 CNEL noise contour extends off airport property to the south. The 60 CNEL noise contour extends off airport property to the north, south, and southwest.

Ambient Noise Measurements

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted three noise measurements on November 6, 2019; refer to [Table 5.11-3, Noise Measurements](#).



SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA) SPECIFIC PLAN AMENDMENT (PLAN-19-0004)
SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT

SCLA Long Range Noise Contours



The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site; refer to [Exhibit 5.11-3, *Noise Measurement Locations*](#). Ten-minute measurements were taken at each site. As shown in [Table 5.11-3](#), the measured noise levels ranged from 62.5 to 78.6 dBA L_{eq} .

Meteorological conditions were clear skies, warm temperatures, with light wind speeds (approximately 0 to 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters. The results of the field measurements are indicated in [Appendix 11.10, *Noise Data*](#).

Table 5.11-3
Noise Measurements

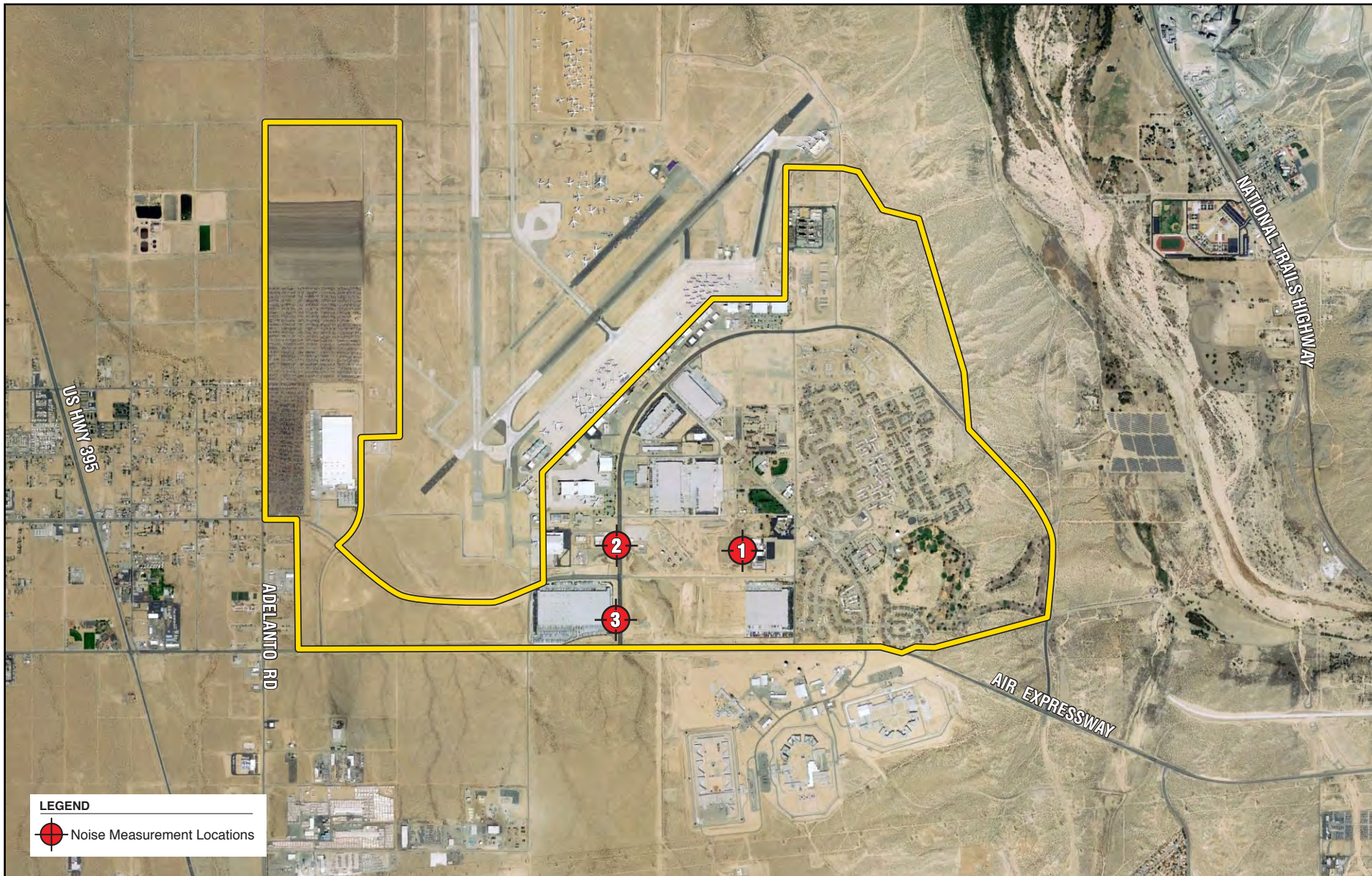
Measurement Location Number	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Start Time
1	Along Innovation Drive, approximately 0.19-mile from the McCoy Circle and Nevada Avenue intersection	78.6	28.5	115.1	10:51 a.m.
2	Northwest corner of Innovation Way and Phantom West intersection	62.5	46.4	79.2	11:07 a.m.
3	Northwest corner of Phantom West and Air Expressway intersection	75.3	62.6	91.7	11:23 a.m.

Source: Michael Baker International, November 6, 2019.

MOBILE SOURCES

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project site were projected. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (such as the number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the Traffic Impact Analysis.

A 25- to 65-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Existing modeled traffic noise levels can be found in [Table 5.11-4, *Existing Traffic Noise Levels*](#). As shown in [Table 5.11-4](#), noise within the area from mobile noise ranges from 38.7 dBA to 69.6 dBA at 100 feet from roadway centerline. The modeling results are included in [Appendix 11.10, *Noise Data*](#).



Source: Google Earth Pro, June 2020

NOT TO SCALE

Michael Baker
INTERNATIONAL



06/2020 JN 159408

SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA)
SPECIFIC PLAN AMENDMENT (PLAN-19-0004)
SUBSEQUENT PROGRAM ENVIRONMENTAL IMPACT REPORT
Noise Measurement Locations

Exhibit 5.11-3



**Table 5.11-4
Existing Traffic Noise Levels**

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
US 395					
North of Colusa Road	6,500	63.4	168	78	36
Colusa Road to Chamberlain Way	8,100	61.6	129	60	-
Chamberlain Way to Air Expressway	11,900	63.3	166	77	-
Air Expressway to Adelanto Road	15,300	67.1	298	138	64
Adelanto Road to Palmdale Road	18,400	68.2	350	162	75
South of Palmdale Road	25,900	69.6	436	202	94
Adelanto Road					
Chamberlain Way to Air Expressway	800	49.1	-	-	-
Air Expressway to US-395	400	46.0	-	-	-
Gateway Drive					
Colusa Road to Innovation Way	600	47.8	-	-	-
Innovation Way to Air Expressway	1,000	50.0	-	-	-
Phantom West					
Air Expressway to Innovation Way	4,600	59.4	91	-	-
Innovation Way to George Boulevard	1,600	54.6	-	-	-
George Boulevard to Perimeter Road	1,200	53.4	-	-	-
Phantom East					
Perimeter Road to Innovation Way	300	47.2	-	-	-
Innovation Way to Air Expressway	800	51.5	-	-	-
El Evado					
Mojave Drive to Palmdale Road	8,500	61.9	133	62	-
South of Palmdale Road	11,000	61.9	129	60	-
Chamberlain Way					
West of US-395	3,100	51.0	-	-	-
US-395 to Adelanto	800	45.1	-	-	-
Bartlett Avenue					
West of US-395	4,500	55.3	49	-	-
US-395 to Adelanto	2,200	52.2	-	-	-
Innovation Way					
Adelanto Road to Phantom West	700	47.1	-	-	-
Phantom West to Nevada Avenue	100	38.7	-	-	-
Air Expressway					
West of US-395	6,100	62.2	141	66	-
US-395 to Adelanto	8,200	63.6	174	81	-
Adelanto Road to Phantom West	13,000	65.6	236	110	-
Phantom West to Nevada Avenue	13,300	65.7	240	111	-
Nevada Avenue to Phantom East	12,900	65.6	235	109	-
Phantom East to National Trials Highway	10,100	64.5	199	93	-
Mojave Drive					
US-395 to El Evado Road	16,200	66.5	271	126	58
El Evado Road to I-15	16,300	64.8	209	97	-
Palmdale Road					
US-395 to El Evado Road	20,100	65.6	236	110	-
El Evado Road to I-15	27,700	67.0	292	136	63



Table 5.11-4, continued

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level, "-" = contour is located within the roadway right-of-way.					
Source: Noise modeling is based upon traffic data within the <i>Traffic Impact Analysis Southern California Logistics Airport Specific Plan</i> , prepared by Michael Baker International, dated April 23, 2020.					

STATIONARY NOISE SOURCES

The project area consists of residential, commercial, industrial, institutional, open space, and airport uses. The primary sources of stationary noise in the project vicinity are related to airport activities, parking areas, slow-moving trucks, mechanical equipment, and commercial/industrial activities. The noise associated with these sources may represent a single-event or a continuous occurrence.

5.11.2 REGULATORY SETTING

FEDERAL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

STATE

California Environmental Quality Act

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 5.11-5, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.



Table 5.11-5
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 – 65	60 - 70	70 – 75	70 - 85
Transient Lodging - Motel, Hotels	50 – 65	60 - 70	70 – 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 - 70	70 – 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 - 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 - 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 - 80	75 – 85	NA
NA: Not Applicable; L _{dn} : average day/night sound level; CNEL: Community Noise Equivalent Level				
Notes:				
<u>Normally Acceptable</u> - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
<u>Conditionally Acceptable</u> - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				
<u>Normally Unacceptable</u> - New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
<u>Clearly Unacceptable</u> - New construction or development should generally not be undertaken.				
Source: Office of Planning and Research, <i>State of California General Plan Guidelines</i> , October 2017.				

LOCAL

Southern California Logistics Airport Comprehensive Land Use Plan

The Specific Plan is the land use regulatory document for the Specific Plan area. There must be consistency and conformity between the Specific Plan and airport land use compatibility plans adopted for the SCLA Airport, which is intended to provide consistency in the land use plans and development standards surrounding the airport operations area with the operation of the airport. Airport land use compatibility planning must be done in accordance with State law (Public Utilities Code, Section 21670 et seq.). The California Department of Transportation (Caltrans), Division of Aeronautics, is responsible for administering much of this statute. Article 3.5 of this statute mandates that the Caltrans Division of Aeronautics is mandated to create a handbook that contains the identification of essential elements for the preparation of an Airport Land Use Compatibility Plan (PUC Sections 21674.5 and 21674.7). The purpose of the California Airport Land Use Planning Handbook (Handbook) is to provide guidance for conducting airport land use compatibility planning as required by Article 3.5. Article 3.5, in part, outlines the statutory requirements for the preparation of an Airport Land Use Compatibility Plan (ALUCP). The Division of Aeronautics has prepared the California Airport Land Use Planning Handbook, which was last updated and published in 2011. This Handbook is intended to (1) provide information to airport proprietors, cities, counties, consultants, and the public, (2) to identify the requirements and procedures for preparing effective compatibility planning documents.



The SCLA Comprehensive Land Use Plan (CLUP) was drafted for the City of Victorville in 2008 by Coffman Associates, Inc; however, this document was not officially adopted by the City. Thus, this CLUP is not a regulatory document, but generally contains information that can be used to inform land use decisions for the purposes of this Specific Plan. The information from the 2008 SCLA CLUP pertinent to noise is included below.

The Comprehensive Land Use Plan is intended to protect and promote the safety and welfare of airport users, residents, and visitors to the cities of Victorville and Adelanto, while promoting the continued operation of the airport. The plan includes land use controls and policies to protect the public from aircraft noise, ensure people and facilities are not concentrated in areas susceptible to aircraft crashes, and ensure no structures or activities encroach upon or adversely affect the use of navigable airspace. In accordance with *California Airport Land Use Planning Handbook* requirements, the Comprehensive Land Use Plan establishes the policies identified below and in Table 5.11-6, Comprehensive Land Use Plan - Land Use Compatibility Standards.

1. Local Jurisdictional Responsibilities: This section outlines the responsibilities of the jurisdictions affected by the SCLA Comprehensive Land Use Plan and the following are a few selected sections.
 - 1.1 Geographic Scope: The geographic scope of the SCLA Comprehensive Land Use Plan encompasses:
 - A. All lands on which the uses could be negatively affected by present or future aircraft operations at SCLA.
 - B. The specific limits of the Review Areas depicted on SCLA Comprehensive Land Use Plan Exhibit 3B and defined as follows:
 - i. Review Area 1 – Runway Protection Zone as illustrated on the Southern California Logistics Airport Layout Plan
 - ii. Review Area 2 – Future 65 CNEL Noise Contour based on long range (2029) noise exposure contours
 - iii. Review Area 3 – Part 77 Horizontal Surface based on the Southern California Logistics Airport Layout Plan
 - iv. Review Area 4 – Airport Planning Area based on the Detailed Land Use Study Area found in the Comprehensive Land Use Plan
 - C. Other lands, regardless of their location, on which certain land use characteristics could adversely affect the safety of aircraft flight.
 2. Types of Actions Reviewed: The following projects should require compliance with this plan, if adopted, before project approval by the local jurisdiction having permit authority over the project, subject to review and approval by all affected agencies. All projects subject to this section should also be referred to the SCLA management for review:
 - A. Any projects that are determined by the local jurisdiction not to be appropriate for the safety or noise compatibility areas, judged on their impact to the airport and aviation



activities, compliance with local ordinances, and compliance with the development standards of this plan. Projects that are inconsistent with this plan shall require review by all affected agencies, and potentially amended to this plan before project approval.

- B. All proposed amendments to the text or maps of the San Bernardino County, City of Victorville, or City of Adelanto General Plan, or any Specific Plan which affects any territory within the planning areas, or changes the existing permitted land use or building standards within the Airport Planning Area.
 - C. All new projects proposed within the Airport Planning Area boundaries of the Comprehensive Land Use Plan shall be reviewed for consistency utilizing the Land Use Compatibility Noise and Safety standards found in Comprehensive Land Use Plan Section 3.
3. Types of Airport Impacts: This section identifies the compatibility concerns to be addressed by the Comprehensive Land Use Plan. Rationale for including these concerns can be found in Comprehensive Land Use Plan Chapter 2. This plan is concerned only with the potential impacts related to:
- A. Exposure to aircraft noise;
 - B. Land use safety with respect to both occupants of aircraft and to people on the ground;
 - C. Protection of airport airspace; and
 - D. General concerns related to overflights.
4. Review Process: This section outlines the review process proposed for the Comprehensive Land Use Plan. Any development proposed within the Airport Planning Area should be subject to review and should be checked for compliance with the compatibility criteria outlined in Table 5.11-6.
- 4.1 Noise and Safety Policies: All new projects proposed within the Airport Planning of the Comprehensive Land Use Plan should be reviewed for consistency utilizing the compatibility standards. This table identified land uses and established the compatibility standard for those types of uses.
5. Airspace and Overflight Policies: This section includes the policies for protecting the airspace surrounding SCLA.
- 5.1 Airspace Obstructions: The proposed use or structure shall not be greater than the imaginary surfaces defined according to 14 CFR Part 77.
- 5.2 Visual Hazards: The proposed use or structure shall not reflect glare, including distracting lights that could be mistaken for airfield lights, or produce smoke that would endanger aircraft operations. Outdoor lights shall be shielded so that they do not aim above the horizon.
- 5.3 Electronic Hazards: The proposed use or structure shall not emit electronic signals that will interfere with aircraft instruments on radio communication.
- 5.4 Wildlife Hazards: The following land uses should be considered to be kept at least 10,000 feet away from the runways at SCLA to prevent the attraction of birds when possible:



- A. Golf courses with water hazards;
- B. Wetlands created as mitigation measures;
- C. Water features incorporated into landscaped area;
- D. Wildlife refuges; and
- E. Cereal grain agriculture.

5.5 Avigation Easements: An avigation easement should be recorded for each property developed within Compatibility Review Area Three prior to the issuance of a building permit or conditional use permit. A sample avigation easement can be found in Appendix C of the Comprehensive Land Use Plan.

Fair Disclosure: All owners and potential purchasers should receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase any property within the Airport Planning Area. A sample fair disclosure statement can be found in Appendix C of the Comprehensive Land Use Plan.

**Table 5.11-6
Comprehensive Land Use Plan - Land Use Compatibility Standards**

Land Use Category	Review Area 1 Runway Protection Zone	Review Area 2 Future 65 CNEL Contour	Review Area 3 Part 77 Horizontal Surface	Review Area 4 Airport Planning Area
Residential – Single Family, Duplex, Mobile Home	CU	CU	CU	NA ³
Residential – Multi-Family	CU	CU	CU	NA ³
Transient Lodging – Motels, Hotels	CU	CU	CA ¹	NA
Schools, Libraries, Churches, Hospitals, Nursing Homes	CU	CU	CA ¹	NA
Auditoriums, Concert Halls	CU	CU	CA	NA
Sports Arenas, Outdoor Spectator Sports, Amphitheaters	CU	CU	CU	NA
Playgrounds, Neighborhood Parks	CU	CA ¹	NA ²	NA
Golf Courses, Riding Stables, Water Recreation, Cemetery	CU	CA ¹	CA ²	NA
Office Buildings, Business Commercial, Professional	CU	CA ¹	NA ²	NA
Manufacturing, Transportation Services, Contract Construction	CU	NA ¹	NA ²	NA
Wholesale/Warehouse Operations, Salvage Operations	CU	NA ¹	NA ²	NA
Utilities	CU	NA ¹	NA ²	NA
Agriculture	NA	NA	NA	NA
Livestock, Animal Breeding	CU	NA ¹	NA ²	NA
Retail Trade/Commercial Services	CU	CA ¹	NA ²	NA
1. The average intensity should not exceed 100 people per gross acre 2. The average intensity should not exceed 150 people per gross acre 3. Fair disclosure notice required for residential real estate transactions				
NA – Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. CA – Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Uses also subject to intensity/density restrictions for the purposes of public safety. CU – Clearly Unacceptable: New construction or development should generally not be undertaken due to noise and safety concerns.				



City of Victorville General Plan

Policies and implementation measures pertaining to noise are contained in the Land Use and Noise Elements of the City of Victorville General Plan 2030 (Victorville General Plan). These policies and implementation measures include the following:

Land Use Element

Policy 1.2.1: Manage development in a manner that does not conflict with the operations of Southern California Logistics Airport (SCLA).

Implementation Measure 1.2.1.1: Reserve the space around SCLA for airport compatible uses and specifically bar residential development within the flight pattern and noise cones of the airport.

Noise Element

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

Implementation Measure 1.1.2.1: Continue to monitor Southern California Logistics Airport operations to ensure there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.

Implementation Measure 1.1.2.2: Work closely with Southern California Logistics Airport planners to ensure that future master plan expansions do not impact sensitive Victorville land uses.

Implementation Measure 1.1.2.3: Require Southern California Logistics Airport to update its Specific Plan as directed by the City to accommodate changes in its master plan.

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

Implementation Measure 2.1.1.2: Monitor noise complaints and enforce provisions of the City noise ordinance.

Implementation Measure 2.1.1.5: Continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity.

Policy 2.2.1: Incorporate current information regarding SCLA operations into the land use planning process.

Implementation Measure 2.2.1.1: Place the following condition on all new residential projects within the Planning Area: The applicant/developer shall record an Airport Location Notice, which discloses the direction and distance from Southern California Logistics Airport. This notice shall record with the final map, including legal descriptions for all lots, and shall be subject to staff review and approval.

Implementation Measure 2.2.1.2: Place the following condition on all development within the airport influence area, roughly north of Mojave Drive and west of Amargosa



Road: The applicant/developer shall record an Avigation Easement, which allows for the continued operation of overhead flights from Southern California Logistics Airport. The Avigation Easement shall be recorded prior to the issuance of any building permits, and shall be subject to staff review and approval.

In addition, the Noise Element of the Victorville General Plan identifies acceptable and unacceptable noise levels for various land uses as established by the U.S. Department of Housing and Urban Development and State of California Guidelines. The City's land use compatibility standards are identified in Table 5.11-7, *Victorville Land Use Compatibility Standards*.

**Table 5.11-7
Victorville Land Use Compatibility Standards**

Land Use Category	Community Noise Exposure, L _{dn} or CNEL, dB						
	55	60	65	70	75	80+	--
Residential - Low Density, Single Family, Duplex, Multifamily, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1
NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice. NORMALLY UNACCEPTABLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.							
Source: Victorville General Plan, Table N-3, Victorville Land Use Compatibility Standards, page N-6.							

City of Victorville Municipal Code

Chapter 13.01, *Noise Control*, of the Victorville Municipal Code establishes criteria and standards for the regulation of noise levels within the City. As outlined in Chapter 13.01 and as indicated in Table 5.11-8, *Ambient Noise Levels*, maximum ambient noise levels are based on zoning.

**Table 5.11-8
Ambient Noise Levels**

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



Victorville Municipal Code Section 13.01.050, *Noise Levels Prohibited*, states that noise levels shall not exceed the ambient noise levels identified in Section 13.01.040 (Table 5.11-8) by the following dBA levels for the cumulative period of time specified:

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

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

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

City of Adelanto General Plan

Given the project site's adjacency to the City of Adelanto, relevant noise standards for Adelanto are also included within this section. The City of Adelanto has adopted noise standards in the Noise Element of the *General Plan for City of Adelanto* (Adelanto General Plan). The City of Adelanto's noise compatibility criteria by land use is summarized in Table 5.11-9, *Land Use Compatibility for Community Noise Environments*, and is consistent with both Federal and State standards and guidelines.



**Table 5.11-9
Land Use Compatibility Guidelines Related to Noise Exposure**

Land Use	DNL 65-70	DNL 70-75	DNL 75 & Above
RESIDENTIAL			
Residential other than mobile homes and transient lodgings	NLR required ¹	NLR required	Incompatible
Mobile Homes	Incompatible	Incompatible	Incompatible
Transient lodgings	NLR required ¹	NLR required ¹	Incompatible
PUBLIC USE			
Schools, hospitals, and nursing homes	NLR required ¹	Incompatible	Incompatible
Churches, auditoriums, and concert halls	NLR required ¹	NLR required	Incompatible
Governmental services	Compatible	NLR required	NLR required ¹
Transportation	Compatible	Compatible ²	Compatible ²
Parking	Compatible	Compatible ²	Compatible ²
COMMERCIAL USE			
Offices, business, and professional	Compatible	NLR required	NLR required
Wholesale and retail – building materials, hardware, and farm equipment	Compatible	Compatible ²	Compatible ²
Retail trade – general	Compatible	NLR required	NLR required
Utilities	Compatible	Compatible ²	Compatible
Communication	Compatible	NLR required ¹	NLR required
MANUFACTURING AND PRODUCTION			
Manufacturing, general	Compatible	Compatible ²	Compatible ²
Photographical and optical	Compatible	NLR required	NLR required
Agriculture (except livestock) and forestry	Compatible	Compatible	Compatible
Livestock farming and breeding	Compatible	Compatible	Incompatible
Mining and fishing, resource production and extraction	Compatible	Compatible	Compatible
RECREATIONAL			
Outdoor sports arenas and spectator sports	Compatible	Compatible	Incompatible
Outdoor music shells, amphitheaters	Incompatible	Incompatible	Incompatible
Nature exhibits and zoos	Compatible	Incompatible	Incompatible
Amusements, parks, resorts, and camps	Compatible	Compatible	Incompatible
Golf courses, riding stables, and water recreation	Compatible	Compatible	Incompatible
DNL (CNEL): California Noise Equivalency Level in decibels. COMPATIBLE: Generally, no special noise attenuating materials are required to achieve an interior noise level of CNEL 45 in habitable spaces, or the activity (whether indoors or outdoors) would not be subject to a significant adverse effect by the outdoor noise level. NLR: Noise Level Reduction. NLR is used to denote the total amount of noise transmission loss in decibels required to reduce an exterior noise level in habitable interior spaces to DNL (CNEL) 45. INCOMPATIBLE: Generally, the land use, whether in a structure or an outdoor activity, is considered to be incompatible with the outdoor noise level even if special attenuating materials were to be used in the construction of the building.			
1. The land use is generally incompatible with aircraft noise and should only be permitted in areas of infill in existing neighborhoods or where the community determines that the use must be allowed. 2. NLR required in offices or other areas with noise-sensitive activities.			
Source: City of Adelanto, <i>City of Adelanto General Plan, Noise Element</i> , Table VIII-2 (Land Use Compatibility Guidelines Related to Noise Exposure), dated November 1993.			

City of Adelanto Municipal Code

The City of Adelanto Municipal Code (Adelanto Municipal Code) Section 17.90.020, *Noise*, identifies exterior noise level standards for noise-sensitive receiving land uses in the City of Adelanto. Additionally, Section 17.90.030, *Vibration*, defines groundborne vibration standards within the City of Adelanto.



Section 17.90.020 – Noise

(b) Noise Standards

1. The noise standards contained in Table VIII-2 (Table 5.11-9), "Land Use Compatibility Guidelines Related to Noise Exposure" in the Noise Element of the General Plan shall apply to land uses city-wide and shall be used to define acceptable and unacceptable noise levels.
2. No person shall operate or cause to operate any source of sound at any location or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:
 - a. The noise standard plus three (3) dBA for that receiving land use specified in Table VIII-2 (Table 5.11-9) of the General Plan Noise Element for a cumulative period of more than thirty (30) minutes in any hour; or
 - b. The noise standard plus five (5) dBA for a cumulative period of more than five (5) minutes in any hour; or
 - c. The noise standard plus ten (10) dBA for a cumulative period of more than three (3) minutes in any hour; or
 - d. The noise standard plus fifteen (15) dBA for a cumulative period of more than one (1) minute in any hour; or
 - e. The noise standard plus twenty (20) dBA for any period of time.
3. If the measured ambient level exceeds any of the first four (4) noise limit categories above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.
4. If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in Section 17.90.020(b)(2)A. shall be reduced by five (5) dBA.

(c) Exempt Noises

The following activities shall be exempted from the provisions of this Chapter:

1. All mechanical devices, apparatus or equipment used, and related to or connected with emergency machinery, vehicles or activities.
2. The provisions of this regulation shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation projects, public works projects or essential public works services and facilities, including those utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.



3. Normal activities associated with and conducted on the grounds of any elementary, intermediate, secondary school or college.
4. Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this Zoning Code.
5. Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this Zoning Code.
6. Any activity to the extent regulation thereof has been preempted by State or Federal law.
7. Traffic on any roadway or railroad right-of-way.
8. Construction activity on private properties that are determined by the Building Official to be essential to the completion of a project, and are in compliance with Section 17.90.020(d)(1) of this Chapter.

(d) Construction Practices

To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:

1. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. to dusk on weekdays. Construction may not occur on weekends or State holidays, without prior consent of the Building Official. Non-noise generating activities (e.g. interior painting) are not subject to these restrictions. City and State construction projects, such as road re-building or resurfacing, and any construction activity that is in response to an emergency, shall be exempt from this requirement.
2. Stationary construction equipment that generates noise in excess of sixty-five (65) dBA at the project boundaries must be acoustically shielded and located at least one hundred feet (100') from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.
3. Construction routes are limited to City of Adelanto designated truck routes.
4. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, or transportation of cut or fill materials to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds fifteen (15) miles per hour.
5. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such person(s) shall be provided to the City.
6. All grading equipment shall be kept in good working order per factory specifications.



Section 17.90.030 – Vibration

(a) Vibration Standard

No ground vibration shall be allowed which can be felt without the aid of instruments at or beyond the subject property line, nor will any vibration be permitted which produces a particle velocity greater than or equal to two-tenths of an inch (0.2") per second measured at or beyond the lot line.

(b) Vibration Measurement

Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings are to be made at points of maximum vibration along any lot line next to a lot within a residential, commercial, or industrial land use district.

(c) Exempt Vibrations

Except as provided in the Municipal Code, the following sources of vibration are not regulated by this Zoning Code:

1. Motor vehicles subject to regulation under the California Vehicle Code.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to noise. Accordingly, a project may create a significant adverse environmental impact if it would:

- Generate 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 (refer to Impact Statements N-1, N-3, and N-4);
- Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement N-2); and/or
- 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, expose people residing or working in the project area to excessive noise levels (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.



NOISE AND VIBRATION IMPACT CRITERIA

Significance of Changes in Traffic Noise Levels

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise assessments, a 3 dBA increase is considered “barely perceptible,” and increases over 5 dBA are generally considered “readily perceptible”.²

As traffic noise levels at sensitive uses approach or exceed the normally acceptable noise threshold, identified in [Table 5.11-7](#) and [Table 5.11-9](#), a 3.0 dBA increase as a result of the project is used as the increase threshold for the project. Thus, the project would result in a significant noise impact when a permanent increase in ambient noise levels of 3.0 dBA occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Significance of Changes in Stationary Noise Levels

Stationary noise associated with the operation of any facility within the Priority Development Area is considered significant if it would create, maintain, cause or allow the sound level, when measured on any other property, to exceed the allowable exterior sound levels within Chapter 13.01 of the Victorville Municipal Code. Additionally, stationary noise sources shall not exceed Chapter 17.90.020 of the Adelanto Municipal Code for portions of the project that are adjacent to the City of Adelanto Municipal Boundary.

5.11.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

N-1 GRADING AND CONSTRUCTION ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEPTORS.

Impact Analysis: The 2004 SCLA SPEIR concluded that grading and construction within the project area would result in temporary noise impacts to nearby sensitive receptors. The 2004 SCLA SPEIR identified a mitigation measure during construction to ensure construction equipment was fixed with properly maintained mufflers, stationary construction equipment was directed away from sensitive receptors, and stockpiling and vehicle staging areas were situated away from sensitive reports. However, due to the large scope and nature of the project, the 2004 SCLA SPEIR determined construction noise impacts would be significant and unavoidable. Construction noise impacts associated with the proposed project are discussed below.

Construction activities associated with the project would generate perceptible noise levels during the demolition, site preparation, grading, building construction, paving, and architectural coating phases. Construction equipment anticipated for project development includes only standard equipment that would be employed for any routine construction project of this scale; construction equipment with substantially higher noise and vibration generation characteristics (i.e., pile drivers, rock drills, blasting

² California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed June 17, 2020.



equipment, etc.) would not be used. Construction noise is difficult to quantify because of the many variables involved including the size of equipment used, percentage of time, and number of pieces of equipment that would actually operate on the site. However, maximum construction noise levels at 50 feet would typically range from approximately 74 to 89 dBA for the type of equipment anticipated to be used for construction of the project. The range of maximum noise levels associated with various pieces of construction equipment is depicted in Table 5.11-10, *Construction Equipment Noise Emission Levels*. The average noise levels presented in Table 5.11-10 are based on the quantity, type, and Acoustical Use Factor for each type of equipment.

Table 5.11-10
Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 feet from Source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	89
Pneumatic Tool	85
Pump	76
Roller	74
Saw	76
Scraper	89
Truck	88

Source: Federal Transit Administration, *Traffic Noise and Vibration Assessment*, May 2006.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. As noted in Table 5.11-2, on-site sensitive receptors include institutional and recreational uses. Additionally, existing off-site sensitive receptors in the vicinity of the project area consist primarily of residential uses located adjacent to the project site boundary to the west. The closest on-site sensitive receptors to construction activities are the Excelsior North Victorville Charter School and First Christian Church, within the City of Victorville. Construction on-site may occur up to the property boundary of the Excelsior North Victorville Charter School and First Christian Church. However, the majority of the construction would occur at distances of 25 to 1,000 feet or more from the Excelsior North Victorville Charter School and First Christian Church. The closest existing off-site sensitive receptors to the construction area are residences located along Adelanto Road, within the City of Adelanto, approximately 50 feet west of the project site. The majority of the construction would occur at distances of 100 to 1,000 feet or



more from the nearest off-site sensitive receptors and would not be expected to interfere with normal residential activities. Construction noise levels could intermittently occur for a few days when construction equipment is operating in close proximity to the on- and off-site sensitive receptors. The remainder of the time the construction noise levels would be much less because the equipment would be working in a large area farther away from the existing sensitive uses.

The project would be constructed in five phases over approximately 25 years, based on available infrastructure and projected market demand for development. While the project's overall construction phasing is known, the specific timing and sequencing of individual development projects within the project area during each of the five construction phases has not been determined at this time. Nonetheless, it is expected that construction activities associated with each of the project's five construction phases would occur intermittently in their respective areas throughout the course of their designated 25-year construction period. Construction noise impacts associated with each new individual development would be short-term in nature and limited only to the period of time when construction activity is taking place for that particular development.

Pursuant to Victorville Municipal Code Section 13.01.06 and Adelanto Municipal Code Section 17.90.020, construction noise is exempt from noise regulations within the City of Victorville and the City of Adelanto. However, in accordance with Victorville General Plan Implementation Measures 2.1.1.2 and 2.1.1.5, the project would monitor noise complaints and require mitigation measures for noise-emitting construction equipment. Specifically, the project would implement Mitigation Measure NOI-1 which would reduce short-term construction noise impacts through noise reduction methods. Mitigation Measure NOI-1 requires all construction equipment to be equipped with properly operating and maintained mufflers, locate stationary construction equipment so that emitted noise is directed away from the nearest noise sensitive receptors, and locate equipment staging in areas furthest away from sensitive receptors. Additionally, Mitigation Measure NOI-1 requires construction activities occurring adjacent to the City of Adelanto to comply with construction hours established in Adelanto Municipal Code Section 17.90.020(d)(1).

In compliance with Adelanto Municipal Code Section 17.90.020(1) and Mitigation Measure NOI-1, construction occurring adjacent to the City of Adelanto would be limited to the hours between 7:00 a.m. to dusk on weekdays and is prohibited on weekends or State holidays. Groundborne noise and other types of construction-related noise impacts would typically occur during the grading construction phase and have the potential to create the highest levels of noise. As such, the grading phase represents the worst-case condition for short-term construction noise levels that may occur at the nearest noise-sensitive receptors within the City of Adelanto. To determine the distance at which noise-generating construction equipment operating on the project site would have to comply with Adelanto Municipal Code Section 17.90.020(1), the three loudest pieces of equipment (i.e. grader, scraper, and dozer) operating during the grading phase were modeled with the Federal Highway Administration's Roadway Construction Noise Model (RCNM); refer to [Appendix 11.10](#). Based on RCNM results, noise-generating construction equipment occurring at a distance of 550 feet from the source would not exceed the City of Adelanto's land use compatibility guidelines for residential uses (i.e. 65 dBA). Therefore, noise-generating construction equipment situated within 550 feet of the City of Adelanto would have to comply with the construction hours established in Adelanto Municipal Code Section 17.90.020(d)(1). With implementation of Mitigation Measure NOI-1, construction noise impacts would be less than significant.



Mitigation Measures:

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

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Development Department.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the City Engineer.
- During construction and to the satisfaction of the Development Department, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.
- Construction activities that produce noise within 550 feet of the Adelanto City Limit shall not take place outside of the allowable hours specified by the City of Adelanto Municipal Code Section 17.90.020(d)(1).

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

VIBRATION IMPACTS

N-2 PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.

Impact Analysis: The 2004 SCLA SPEIR concluded that groundborne vibration would be generated from lead track construction blasting required for the proposed rail improvements. The 2004 SCLA SPEIR determined construction blasting would cause substantial noise and vibration impacts to surrounding receptors. As such, the 2004 SCLA SPEIR determined construction vibration impacts would be significant and unavoidable. It should be noted that the multimodal/intermodal rail service facility and associated rail improvements are no longer proposed. Notwithstanding, construction and operation vibration impacts associated with the proposed project are discussed below.

Short-Term Construction

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.



Significance thresholds concerning construction vibration levels have not been adopted by the City of Victorville. However, the City of Adelanto has adopted a groundborne vibration threshold of 0.2 inch-per-second PPV measured at the subject property line; refer to Adelanto Municipal Code Section 17.90.030. Therefore, this analysis relies on the City of Adelanto and Federal Transit Administration (FTA) guidance regarding vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch-per-second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 5.11-11, *Typical Vibration Levels for Construction Equipment*.

Table 5.11-11
Typical Vibration Levels for Construction Equipment

Equipment	Approximate Peak Particle Velocity (inches /second)		
	At 25 feet	At 35 feet	At 50 feet
Vibratory Roller	0.210	0.127	0.074
Large Bulldozer	0.089	0.054	0.031
Caisson Drilling	0.089	0.054	0.031
Loaded Trucks	0.076	0.046	0.027
Jackhammer	0.035	0.021	0.012
Small Bulldozer	0.003	0.002	0.001
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.			

The highest degree of groundborne vibration would be generated during the grading and paving construction phases due to the operation of a vibratory roller. The closest on-site structures (i.e. Excelsior North Victorville Charter School and First Christian Church) are located within the City of Victorville and would be situated approximately 35 feet from project construction activities. As shown in Table 5.11-11, based on the FTA data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.002 to 0.127 inch-per-second PPV at 35 feet from the source of activity. Therefore, vibration from construction activities experienced at the closest on-site structure would be below the 0.20 inch-per-second PPV significance threshold established by the FTA. Additionally, the nearest off-site structures would be located further than 50 feet from the western project boundary line (i.e., residential structures located along Adelanto Road and an industrial structure located at 17909 Adelanto Road). As indicated in Table 5.11-11, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.001 to 0.074 inch-per-second PPV at 50 feet from the source of activity. Therefore, vibration from construction activities experienced at the closest structure would be below the 0.20 inch-per-second PPV significance threshold. Notwithstanding, the City of Adelanto requires groundborne vibration not to exceed 0.2 inch-per-second PPV when measured at the subject property line (i.e., project site boundary). Therefore, Mitigation Measure NOI-2 would require the preparation of a Vibration Assessment to ensure groundborne vibration does not exceed the vibration threshold established by the City of Adelanto. Groundborne vibration generated by construction activities on the project site would be less than significant with implementation of Mitigation Measure NOI-2.



Long-Term Operations

The proposed project includes land uses (i.e., industrial, business park, airport and supporting facilities) that may generate groundborne vibration. Although the project proposes business park operations adjacent to on-site sensitive receptors within the City of Victorville, business park operational activities are not anticipated to generate substantial groundborne vibration. Further, as previously discussed, the City of Victorville has not adopted a vibration threshold. Therefore, existing on-site sensitive receptors would not experience substantial groundborne vibration from the proposed project's long-term operational activities and impacts would be less than significant.

In regard to off-site sensitive receptors, the City of Adelanto has adopted a groundborne vibration threshold of 0.2 inch-per-second PPV measured at the subject property line. The project would generate heavy-duty truck trips during operational activities. Heavy-duty trucks can generate groundborne vibration, which varies considerably depending on vehicle type, weight, pavement conditions and the intervening soil type. Groundborne vibration levels generated from rubber-tired vehicles are not typically perceptible outside of the road right-of-way.³ Notwithstanding, motor vehicles are exempt from the vibration threshold (i.e., 0.2 inch-per-second PPV) established in Adelanto Municipal Code Section 17.90.030.

Stationary equipment associated with industrial uses, such as heavy machinery, may generate high groundborne vibration levels. At the time of this analysis, specific industrial uses and associated potential vibration-generating stationary equipment is not known. As the nearest off-site sensitive receptors are located approximately 50 feet west of proposed industrial uses at the project site, future operations have the potential to exceed the 0.2 inch-per-second PPV threshold established by the City of Adelanto. Therefore, Mitigation Measure NOI-2 would be implemented to ensure the project complies with the vibration threshold (i.e., 0.2 inch-per-second PPV) established in Adelanto Municipal Code Section 17.90.030. Mitigation Measure NOI-2 would require a vibration review of proposed future land uses adjacent to the City of Adelanto; in the event the proposed use has the potential to result in substantial vibration impacts, the City would require the preparation of a Vibration Assessment to ensure groundborne vibration does not exceed the vibration threshold established in Adelanto Municipal Code Section 17.90.030. Groundborne vibration would be less than significant with implementation of Mitigation Measure NOI-2.

Mitigation Measures:

NOI-2 Prior to issuance of grading permits, the City of Victorville shall review development projects adjacent to the City of Adelanto and verify whether any proposed uses are capable of generating substantive vibration. In the event such a use would occur, a Vibration Assessment shall be prepared, to the satisfaction of the City of Victorville Development Department, which demonstrates construction activities and stationary operational industrial equipment would not exceed the City of Adelanto's vibration thresholds identified in the City of Adelanto Municipal Code Section 17.90.030.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

³ Federal Transit Administration, Traffic Noise and Vibration Assessment, May 2006.



LONG-TERM (MOBILE) NOISE IMPACTS

N-3 TRAFFIC GENERATED BY THE PROPOSED PROJECT COULD SIGNIFICANTLY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA OR EXCEED THE CITY'S ESTABLISHED STANDARDS.

Impact Analysis: The 2004 SCLA SPEIR concluded that the project would result in additional traffic on adjacent roadways and contributing noise levels on adjacent roadway segments, further increasing vehicular generated noise levels in the project vicinity. The 2004 SCLA SPEIR determined the project's increase in mobile noise levels would result in a significant and unavoidable impact. Mobile source noise impacts associated with the proposed project are discussed below.

Mobile Noise Conditions

To assess the mobile noise level impacts associated with development of the proposed project, traffic noise modeling was conducted for the proposed project using the traffic volumes from the project's Traffic Impact Analysis and the FHWA's RD-77-108 traffic noise model. The modeling results are included in Appendix 11.10, Noise Data. Mobile noise levels were modeled for the following traffic scenarios:

- Existing Conditions Without/With Project: This scenario refers to the existing present-day noise conditions without and with the proposed project.
- Forecast Year 2040 Without/With Project: This scenario refers to Forecast Year 2040 noise conditions without and with the proposed project.

Future development in accordance with the proposed project would cause increases in traffic along local roadways. In community noise assessments, a 3 dBA increase is considered "barely perceptible," and increases over 5 dBA are generally considered "readily perceptible".⁴ Because the expected ambient noise increase would occur over a long period of time as opposed to an immediate change in noise, a significant impact would occur for roadways where buildout of the proposed project would result in a noise increase of 3 dBA or more in an environment where the ambient noise level is above the normally acceptable land use compatibility standard for the existing adjacent land uses; refer to Table 5.11-7 and Table 5.11-9.

Existing Traffic Noise

Based upon traffic data within the Traffic Impact Analysis, the "Existing Without Project" and "Existing With Project" were compared for future noise conditions along roadway segments in the project vicinity. In Table 5.11-12, Existing Conditions Traffic Noise Levels, the noise level (dBA at 100 feet from centerline) equates to what would typically be heard 100 feet perpendicular to the roadway centerline. As indicated in Table 5.11-12 under "Existing Without Project" conditions, noise levels at a distance of 100 feet from the centerline would range from approximately 38.7 dBA to 69.6 dBA. The highest noise levels under "Existing Without Project" conditions would occur along US-395 (south of Palmdale Road). Similarly, under "Existing With Project" conditions, noise levels at a distance of 100 feet from the centerline would range from approximately 51.0 dBA to 75.4 dBA, with the highest noise levels occurring along the same segment.

⁴ California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed June 17, 2020.



Table 5.11-12
Existing Conditions Traffic Noise Levels

Roadway	Existing Land Uses Located Along Roadway Segment	Existing Without Project Traffic Noise Level (dBA)	Existing With Project Traffic Noise Level (dBA)	Normally Acceptable Land Use Compatibility Standard Threshold (dBA) ¹	Project Noise Level Increase (dBA)	Increase Significance Threshold (dBA)	Both Thresholds Exceeded?
US-395							
North of Colusa Road	Vacant Land	63.4	65.6	-	2.2	3.0	No
Colusa Road to Chamberlain Way	Residential/ Institutional/ Commercial	61.6	63.5	60.0	1.8	3.0	No
Chamberlain Way to Air Expressway	Residential/Institutional/ Commercial	63.3	65.9	60.0	2.6	3.0	No
Air Expressway to Adelanto Road	Commercial	67.1	74.7	65.0	7.6	3.0	Yes
Adelanto Road to Palmdale Road	Commercial	68.2	75.1	65.0	7.0	3.0	Yes
South of Palmdale Road	Residential/Commercial	69.6	75.4	60.0	5.8	3.0	Yes
Adelanto Road							
Chamberlain Way to Air Expressway	Residential/Commercial/ Recreational	49.1	58.5	60.0	9.4	3.0	No
Air Expressway to US-395	Commercial	46.0	60.4	65.0	14.4	3.0	No
Gateway Drive							
Colusa Road to Innovation Way	Commercial/Industrial	47.8	64.9	65.0	17.2	3.0	No
Innovation Way to Air Expressway	Vacant Land	50.0	65.7	-	15.7	3.0	No
Phantom West							
Air Expressway to Innovation Way	Industrial	59.4	67.0	70.0	7.6	3.0	No
Innovation Way to George Boulevard	Commercial/Industrial	54.6	64.6	65.0	10.0	3.0	No
George Boulevard to Perimeter Road	Industrial	53.4	60.5	70.0	7.1	3.0	No
Phantom East							
Perimeter Road to Innovation Way	Vacant Land	47.2	63.7	-	16.5	3.0	No
Innovation Way to Air Expressway	Vacant Land	51.5	66.4	-	14.9	3.0	No
El Evado							
Mojave Drive to Palmdale Road	Residential/Commercial	61.9	61.9	60.0	0.0	3.0	No
South of Palmdale Road	Residential/Commercial	61.9	61.6	60.0	0.0	3.0	No
Chamberlain Way							
West of US-395	Residential/Commercial	51.0	51.0	60.0	0.0	3.0	No
US-395 to Adelanto Road	Residential	45.1	52.7	60.0	7.6	3.0	No



Table 5.11-12, continued

Roadway	Existing Land Uses Located Along Roadway Segment	Existing Without Project Traffic Noise Level (dBA)	Existing With Project Traffic Noise Level (dBA)	Normally Acceptable Land Use Compatibility Standard Threshold (dBA) ¹	Project Noise Level Increase (dBA)	Increase Significance Threshold (dBA)	Both Thresholds Exceeded?
Bartlett Avenue							
West of US-395	Residential/Commercial	55.3	55.3	60.0	0.0	3.0	No
US-395 to Adelanto Road	Residential/Commercial/ Institutional	52.2	59.8	60.0	7.6	3.0	No
Innovation Way							
Adelanto Road to Phantom West	Industrial/Airport Facility	47.1	59.9	70.0	12.8	3.0	No
Phantom West to Nevada Avenue	Institutional/Industrial	38.7	57.7	60.0	19.0	3.0	No
Air Expressway							
West of US-395	Recreational/ Public Facility	62.2	62.2	65.0	0.0	3.0	No
US-395 to Adelanto Road	Commercial/ Public Facility	63.6	72.6	65.0	9.0	3.0	Yes
Adelanto Road to Phantom West	Industrial	65.6	73.8	70.0	8.2	3.0	Yes
Phantom West to Nevada Avenue	Industrial	65.7	72.6	70.0	6.9	3.0	Yes
Nevada Avenue to Phantom East	Public Facility	65.6	72.2	65.0	6.6	3.0	Yes
Phantom East to National Trials Highway	Industrial	64.5	73.1	70.0	8.6	3.0	Yes
Mojave Drive							
US-395 to El Evado Road	Residential	66.5	66.5	60.0	0.0	3.0	No
El Evado Road to I-15	Residential/ Institutional/ Commercial	64.8	64.8	60.0	0.0	3.0	No
Palmdale Road							
US-395 to El Evado Road	Residential/Commercial/ Public Facility/Institutional	65.6	65.6	60.0	0.0	3.0	No
El Evado Road to I-15	Place of Worship/ Commercial	67.0	67.0	60.0	0.0	3.0	No
Notes:							
N/A = not applicable, “-” = noise thresholds do not apply to vacant land, dBA = A-weighted decibels							
1. The normally acceptable land use compatibility standard identifies the lowest accepted threshold established by the City of Victorville and City of Adelanto as shown in Table 5.11-7 and Table 5.11-9.							
Source: Noise modeling is based upon traffic data within the <i>Traffic Impact Analysis Southern California Logistics Airport Specific Plan</i> , prepared by Michael Baker International, dated April 23, 2020.							



As shown in Table 5.11-12, the following segments would exceed both the applicable normally acceptable land use compatibility standard and the 3.0 dBA increase threshold: US-395 (Air Expressway to Adelanto Road; Adelanto Road to Palmdale Road; and South of Palmdale Road) and Air Expressway (US-395 to Adelanto Road; Adelanto Road to Phantom West; Phantom West to Nevada Avenue; Nevada Avenue to Phantom East; and Phantom East to National Trails Highway). As a result, traffic noise impacts under the “Existing with Project” scenario would be significant and unavoidable.

Forecast Year (2040) Traffic Noise

The “Forecast Year (2040) Without Project” and “Forecast Year (2040) With Project” were compared for future noise conditions. In Table 5.11-13, *Forecast Year (2040) Traffic Noise Levels*, the noise level (dBA at 100 feet from centerline) equates to what would typically be heard 100 feet perpendicular to the roadway centerline. Under “Forecast Year (2040) Without Project” conditions, noise levels at a distance of 100 feet from the centerline would range from approximately 32.9 dBA to 71.2 dBA. The highest noise levels under “Forecast Year (2040) Without Project” conditions would occur along US-395 (South of Palmdale Road). Similarly, under “Forecast Year (2040) With Project” conditions, noise levels at a distance of 100 feet from the centerline would range from approximately 41.7 dBA to 75.4 dBA, with the highest noise levels occurring along US-395 (between Adelanto Road to Palmdale Road).

As shown in Table 5.11-13, the following segments would exceed both the applicable normally acceptable land use compatibility standard and the 3.0 dBA increase threshold: US-395 (Air Expressway to Adelanto Road; Adelanto Road to Palmdale Road; and South of Palmdale Road), El Evado (Air Expressway to Mojave Drive and Mojave Drive to Palmdale Road), and Air Expressway (US-395 to Adelanto Road; Adelanto Road to Phantom West; Phantom West to Nevada Avenue; Nevada Avenue to Phantom East; and Phantom East to National Trails Highway). As a result, Forecast Year (2040) traffic noise impacts would be significant and unavoidable.

Mitigation Measures: The project type and location are not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds.

Level of Significance: Significant and Unavoidable Impact.



Table 5.11-13
Forecast Year (2040) Traffic Noise Levels

Roadway	Existing Land Uses Located Along Roadway Segment	Forecast Year (2040)		Normally Acceptable Land Use Compatibility Standard Threshold (dBA) ¹	Project Noise Level Increase (dBA)	Increase Significance Threshold (dBA)	Both Thresholds Exceeded?
		Without Project Traffic Noise Level (dBA)	With Project Traffic Noise Level (dBA)				
US-395							
North of Colusa Road	Vacant Land	65.0	66.3	-	1.3	3.0	No
Colusa Road to Chamberlain Way	Residential/Institutional/Commercial	63.2	64.3	60.0	1.0	3.0	No
Chamberlain Way to Air Expressway	Residential/Institutional/Commercial	64.9	66.9	60.0	2.0	3.0	No
Air Expressway to Adelanto Road	Commercial	68.7	74.6	65.0	5.9	3.0	Yes
Adelanto Road to Palmdale Road	Commercial	69.7	75.4	65.0	5.6	3.0	Yes
South of Palmdale Road	Residential/ Commercial	71.2	74.2	60.0	3.1	3.0	Yes
Adelanto Road							
Colusa Road to Chamberlain Way	Residential/ Industrial	41.7	41.7	60.0	0.0	3.0	No
Chamberlain Way to Air Expressway	Residential/ Commercial/ Recreational	50.9	58.9	60.0	8.0	3.0	No
Air Expressway to US-395	Commercial	57.7	60.5	65.0	2.7	3.0	No
Gateway Drive							
Colusa Road to Innovation Way	Commercial/Industrial	47.8	65.0	65.0	17.2	3.0	No
Innovation Way to Air Expressway	Vacant Land	51.1	65.7	-	14.6	3.0	No
Phantom West							
Air Expressway to Innovation Way	Industrial	60.8	66.8	70.0	6.0	3.0	No
Innovation Way to George Boulevard	Commercial/Industrial	54.6	64.2	65.0	9.6	3.0	No
George Boulevard to Perimeter Road	Industrial	53.4	60.4	70.0	7.1	3.0	No
Phantom East							
Perimeter Road to Innovation Way	Vacant Land	47.2	62.8	-	15.6	3.0	No
Innovation Way to Air Expressway	Vacant Land	32.9	67.6	-	34.7	3.0	No
El Evado							
Air Expressway to Mojave Drive	Residential	56.1	64.1	60.0	7.9	3.0	Yes
Mojave Drive to Palmdale Road	Residential/Commercial	63.2	68.7	60.0	5.6	3.0	Yes
South of Palmdale Road	Residential/Commercial	63.2	63.2	60.0	0.0	3.0	No
Chamberlain Way							
West of US-395	Residential/Commercial	52.6	52.6	60.0	0.0	3.0	No
US-395 to Adelanto Road	Residential	46.8	52.2	60.0	5.3	3.0	No



Table 5.11-13, continued

Roadway	Existing Land Uses Located Along Roadway Segment	Forecast Year (2040)		Normally Acceptable Land Use Compatibility Standard Threshold (dBA) ¹	Project Noise Level Increase (dBA)	Increase Significance Threshold (dBA)	Both Thresholds Exceeded?
		Without Project Traffic Noise Level (dBA)	With Project Traffic Noise Level (dBA)				
Bartlett Avenue							
West of US-395	Residential/Commercial	56.9	56.9	60.0	0.0	3.0	No
US-395 to Adelanto Road	Residential/Commercial/Institutional	53.8	59.7	60.0	5.9	3.0	No
Innovation Way							
Adelanto Road to Phantom West	Industrial/Airport Facility	47.7	59.9	70.0	12.2	3.0	No
Phantom West to Nevada Avenue	Institutional/Industrial	38.7	59.7	60.0	21.0	3.0	No
Air Expressway							
West of US-395	Recreational/Public Facility	63.8	63.8	65.0	0.0	3.0	No
US-395 to Adelanto Road	Commercial/Public Facility	65.2	72.3	65.0	7.2	3.0	Yes
Adelanto Road to Phantom West	Industrial	67.2	73.5	70.0	6.3	3.0	Yes
Phantom West to Nevada Avenue	Industrial	67.3	72.8	70.0	5.5	3.0	Yes
Nevada Avenue to Phantom East	Public Facility	67.2	72.6	65.0	5.4	3.0	Yes
Phantom East to National Trials Highway	Industrial	66.1	71.7	70.0	5.6	3.0	Yes
Mojave Drive							
US-395 to El Evado Road	Residential	68.1	68.1	60.0	0.0	3.0	No
El Evado Road to I-15	Residential/Institutional/Commercial	66.4	66.4	60.0	0.0	3.0	No
Palmdale Road							
US-395 to El Evado Road	Residential/Commercial/Public Facility/Institutional	67.2	67.7	60.0	0.5	3.0	No
El Evado Road to I-15	Place of Worship/Commercial	68.6	68.6	60.0	0.0	3.0	No
Notes:							
N/A = not applicable, “-” = noise thresholds do not apply to vacant land, dBA = A-weighted decibels							
1. The normally acceptable land use compatibility standard identifies the lowest accepted threshold established by the City of Victorville and City of Adelanto as shown in Table 5.11-7 and Table 5.11-9.							
Source: Noise modeling is based upon traffic data within the <i>Traffic Impact Analysis Southern California Logistics Airport Specific Plan</i> , prepared by Michael Baker International, dated April 23, 2020.							



LONG-TERM (STATIONARY) NOISE IMPACTS

N-4 PROJECT IMPLEMENTATION COULD RESULT IN AN INCREASE IN LONG-TERM STATIONARY NOISE LEVELS.

Impact Analysis: The 2004 SCLA SPEIR determined that long-term operations associated with the operation of the proposed project (including loading and unloading activities, mechanical equipment, and parking lots) would result in potentially significant impacts. However, mitigation measures were identified to reduce stationary source noise levels including a subsequent noise assessment. The 2004 SCLA SPEIR concluded the project would be less than significant with implementation of the proposed mitigation measures. Stationary source noise impacts associated with the proposed project are discussed below.

Stationary Noise Sources

Stationary noise generated on the project site would occur within the following Priority Development Area land use districts: airport and support facilities, business park, and industrial. The closest on-site sensitive receptors to project-generated stationary noise would be the Excelsior North Victorville Charter School, located adjacent to the proposed business park land uses. Additionally, First Christian Church and Schmidt Park would be located approximately 50 feet from the project's proposed business park land uses. The nearest off-site sensitive receptor to all proposed Priority Development Area land use districts are residences within the City of Adelanto along Adelanto Road, approximately 50 feet to the west of the project site. Stationary noise sources at the project site may include slow-moving trucks, mechanical equipment, and parking lot activity.

Slow-Moving Trucks

The predominant noise source during on-site operations would be from on-site truck movements and idling. The closest receptors to the Priority Development Area are residences along Adelanto Road, approximately 50 feet to the west of the project site. Assuming slow-moving trucks could operate up to the project boundary line, sensitive receptors may experience noise levels associated with slow-moving trucks at a distance of 50 feet. Typically, slow-moving, heavy-duty delivery trucks accessing loading docks can generate a maximum noise level of approximately 79 dBA at a distance of 50 feet.⁵ Although noise from slow-moving truck activity would be masked by traffic noise along roadways adjacent to on- and off-site sensitive receptors, noise levels would still exceed the City of Adelanto and City of Victorville residential noise threshold (i.e. 65 dBA and 60 dBA, respectively) and the City of Victorville institutional noise threshold (i.e. 60 dBA). Therefore, Mitigation Measure NOI-3 shall be implemented to ensure on- and off-site sensitive receptors are not exposed to noise levels above the City of Adelanto and City of Victorville exterior residential and institutional noise thresholds. Thus, noise impacts associated with slow-moving trucks would be less than significant with implementation of Mitigation Measure NOI-3.

Mechanical Equipment

Future uses within the Priority Development Area would use heating, ventilation, and air conditioning units (HVAC). HVAC systems typically result in noise levels that average 55 dBA at 50 feet from the

⁵ Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.



source.⁶ Although detailed site plans for future development within the Priority Development Area have not yet been developed, HVAC equipment associated with industrial and commercial uses would typically be roof mounted and shielded by parapet walls that would block the line of sight to receptors. Therefore, potential noise levels would not exceed the City of Adelanto and City of Victorville residential noise threshold (i.e. 65 dBA and 60 dBA, respectively), or the City of Victorville institutional noise threshold (i.e. 60 dBA). At the time of this analysis, identification of specific mechanical equipment and detailed site plans have not been developed. Therefore, Mitigation Measure NOI-3 shall be implemented to ensure noise-generating stationary source equipment would not exceed noise regulations established by the City of Victorville and the City of Adelanto. Therefore, noise levels generated from stationary equipment on the project site would result in a less than significant impact with implementation of Mitigation Measure NOI-3.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL (or L_{dn}) scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with parking lot activities are presented in Table 5.11-14, Typical Noise Levels Generated by Parking Lots.

Table 5.11-14
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}

Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

As shown in Table 5.11-14, parking lot noise levels range between 53 dBA and 61 dBA at a distance of 50 feet. At the time of this analysis, the proposed project's parking areas have not been identified. The Excelsior North Victorville Charter School, First Christian Church, and the Schmidt Park are the closest on-site sensitive receptors to the project's proposed business park land use. As the proposed project's parking areas have not been identified, this analysis assumes the parking lots would be located along the perimeter of the business park. Therefore, the Excelsior North Victorville Charter School would be located immediately adjacent to parking lot activities. First Christian Church and Schmidt Park would be located approximately 50 feet from parking lot activities. As such, potential noise levels could exceed the City of Victorville residential and institutional noise threshold (i.e. 60 dBA). Thus, Mitigation Measure NOI-3 would be implemented to ensure noise-generated from parking lot activities would not exceed noise regulations established by the City of Victorville. Therefore, noise levels generated from parking lot activities on the project site would result in a less than significant impact with implementation of Mitigation Measure NOI-3.

The property line of the nearest off-site sensitive receptors (i.e., residences along Adelanto Road) are located approximately 50 feet west of the proposed Priority Development Area. Under existing

⁶ U.S. Environmental Protection Agency, *Community Noise*, 1971.



conditions, a large industrial parking lot is currently located adjacent to the sensitive receptors along Adelanto Road. Therefore, any potential parking activities on the project site would not result in increased noise levels when compared to the existing conditions. No impact would occur in this regard.

Mitigation Measures:

NOI-3 Prior to issuance of building permits, a Noise Assessment shall be prepared, to the satisfaction of the City of Victorville City Planner, which demonstrates on-site placement of stationary noise sources would not exceed noise regulations established by the City of Victorville and the City of Adelanto. The Noise Assessment shall verify that stationary noise sources (e.g., loading dock facilities, rooftop equipment, trash compactors, parking lots) are adequately shielded and/or located at an adequate distance from on-site sensitive receptors and residences along Adelanto Road in order to comply with noise regulations established by the City of Victorville and the City of Adelanto.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.11.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

The 2004 SCLA SPEIR determined that implementation of the project would increase ambient noise levels in the site vicinity due to construction activities and vehicular traffic noise along local roadways associated with the development. As noise impacts are determined on a project-by-project basis, future development would require separate discretionary approval and CEQA assessment, addressing potential noise impacts and identifying appropriate attenuation measures, as applicable.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

● GRADING AND CONSTRUCTION WITHIN THE AREA COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN SHORT-TERM NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, as analyzed above, construction noise impacts primarily affect the areas immediately adjacent to the construction site and would be mitigated to a less than significant level. Additionally, the proposed project would comply with Victorville General Plan Implementation Measures 2.1.1.2 and 2.1.1.5 and Mitigation Measure NOI-1 to reduce construction noise impacts to less than significant levels with mitigation. The construction activities associated with the cumulative development projects would also be required to comply with City of Victorville and City of Adelanto's Municipal Code and would incorporate mitigation measures on a project-by-project basis, as applicable, to reduce construction noise pursuant to CEQA provisions. Therefore, the project's contribution to cumulative noise impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1.



Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

VIBRATION IMPACTS

- **PROJECT IMPLEMENTATION COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS.**

Impact Analysis: As discussed above, project construction and operational activities would not generate groundborne vibration on-site above the significance criteria (i.e. 0.2 in-per-second PPV threshold for construction as established by the FTA). Further, project construction and operational activities would not generate groundborne vibration off-site above the City of Adelanto's 0.2 inch-per-second PPV threshold at the project site boundary line with implementation of Mitigation Measure NOI-2. Although construction activities associated with the proposed project and off-site cumulative projects may overlap, off-site projects within the City of Adelanto would also be subject to the 0.2 inch-per-second PPV threshold. Further, the cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant with implementation of Mitigation Measure NOI-2.

Mitigation Measures: Refer to Mitigation Measure NOI-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

LONG-TERM (MOBILE) NOISE IMPACTS

- **TRAFFIC GENERATED BY THE PROPOSED PROJECT COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS COULD SIGNIFICANTLY CONTRIBUTE TO EXISTING TRAFFIC NOISE IN THE AREA OR EXCEED THE CITY'S ESTABLISHED STANDARDS.**

Impact Analysis: As previously discussed, and detailed in [Table 5.11-12](#) and [Table 5.11-13](#), traffic noise levels along segments of US-395 and Air Expressway would exceed both the normally acceptable noise thresholds and the 3.0 dBA increase threshold under existing conditions and the Forecast Year (2040) scenario. As a result, traffic noise impacts under existing conditions and the Forecast Year (2040) scenario would result in significant and unavoidable impacts. Therefore, the proposed project, in combination with cumulative projects, would result in increased long-term mobile noise levels in the project vicinity. A significant and unavoidable cumulative impact would occur in this regard.

Mitigation Measures: The project type and location is not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds.

Level of Significance: Significant and Unavoidable Impact.



LONG-TERM (STATIONARY) NOISE IMPACTS

- **THE PROPOSED PROJECT COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN AN INCREASE IN LONG-TERM STATIONARY AMBIENT NOISE LEVELS.**

Impact Analysis: Although related cumulative projects have been identified within the project study area, the noise generated by stationary equipment on-site cannot be quantified due to the speculative nature of each development. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities.

The nearest cumulative project to the project site is the High Desert Corridor Project, located adjacent to the project site along Air Expressway. As noted above, the proposed project would not result in significant stationary noise impacts with implementation of Mitigation Measure NOI-3. Therefore, the proposed project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors. Thus, the proposed project and identified cumulative projects are not anticipated to result in a significant cumulative impact.

Mitigation Measures: Refer to Mitigation Measure NOI-3.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

With implementation of the proposed project, significant unavoidable impacts would occur as a result of:

- Long-Term (Mobile) Noise Impacts. The project type and location is not amenable to project-specific trip reduction measures substantial enough to provide reasonable assurance of a reduction in operational noise levels below the applicable thresholds. As such, the project's long-term mobile noise impacts would result in a significant and unavoidable impact.
- Cumulative Long-Term (Mobile) Noise Impacts. As stated above, the proposed project, in combination with cumulative projects, would result in increased long-term mobile noise levels in the project vicinity. A significant and unavoidable cumulative impact would also occur in this regard.

If the City approves the project, the City shall be required to adopt findings in accordance with Section 15091 of the CEQA Guidelines and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.12 POPULATION AND HOUSING

This section examines the potential socioeconomic effects of the project, including changes in population, employment generation, and demand for housing. This section evaluates the proposed project's relationship to regional and local housing and jobs policies of the Southern California Association of Governments (SCAG) and the Victorville General Plan, with a particular emphasis on jobs-housing balance in the City and County. The following analyses are based primarily on data obtained from the United States Census Bureau, California Department of Finance (DOF), California Employment Development Department, Southern California Association of Governments (SCAG) *Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), and the 2004 SCLA SPEIR.

5.12.1 EXISTING SETTING

POPULATION

Population Trends

Population data for the City of Victorville and the County of San Bernardino is presented in [Table 5.12-1, *Population Trends*](#). According to the DOF, population has steadily increased in the City and County from 2010 to 2019, and slightly decreased between 2019 to 2020.

**Table 5.12-1
Population Trends**

Year	City of Victorville		County of San Bernardino	
	Population	Percent Change	Population	Percent Change
2010	115,903	--	2,035,210	--
2011	117,447	1.33	2,058,416	1.14
2012	119,992	2.17	2,076,145	0.86
2013	122,329	1.95	2,090,945	0.71
2014	123,106	0.64	2,104,088	0.63
2015	123,465	0.29	2,123,562	0.93
2016	124,600	0.92	2,136,242	0.60
2017	125,338	0.59	2,156,115	0.93
2018	125,782	0.35	2,171,517	0.71
2019	126,543	0.60	2,192,203	0.95
2020	126,432	-0.09	2,180,537	-0.53

Source: California Department of Finance, Table E-5, Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, May 2020.

SCAG Population, Housing, and Employment Projections

SCAG's regional forecast population, housing, and employment projections for 2016 and 2045 for the City and County are shown in [Table 5.12-2, *SCAG Population, Housing, and Employment Projections*](#). Population, housing, and employment are anticipated to grow within the City and County over the next two decades. Specifically, SCAG anticipates the City's population, housing, and employment to increase by 71,200 people, 27,900 units, and 20,000 jobs between 2016 and 2045.



Table 5.12-2
SCAG Population, Housing, and Employment Projections

		2016	2045	Change (2016-2045)	Percent Change (2016-2045)
County of San Bernardino	Population (persons)	2,140,400	2,815,100	674,700	31.52
	Housing (units)	630,300	875,000	244,700	38.82
	Employment (jobs)	791,200	1,063,700	272,500	34.44
City of Victorville	Population (persons)	123,300	194,500	71,200	57.75
	Housing (units)	33,900	61,800	27,900	82.30
	Employment (jobs)	41,200	61,200	20,000	48.54
Source: Southern California Association of Governments, <i>Connect SoCal, Demographics and Growth Forecast Technical Report</i> , September 2020.					

HOUSING

As shown in [Table 5.12-3, *Existing Housing Units*](#), the DOF estimates there are currently 38,297 housing units in the City and 726,680 housing units Countywide. Characteristics of occupied and vacant housing units within the City and County are also depicted in [Table 5.12-3](#).

Table 5.12-3
Existing Housing Units

	City of Victorville	County of San Bernardino
By Unit Type		
• Single-Family Detached	30,432	516,651
• Single-Family Attached	288	25,181
• Two to Four	1,716	46,375
• Five Plus	4,103	94,511
• Mobile Homes	1,758	43,962
Total (units)	38,297	726,680
Average Household Size	3.45	3.31
Vacancy Rate	8.1%	11.1%
Source: California Department of Finance, Table E-5, Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, May 2020.		

SCAG housing projections for the County and City are detailed in [Table 5.12-2](#) and show an increase of 244,700 and 27,900 units, respectively, by 2045.

EMPLOYMENT

[Table 5.12-4, *City Employment by Industry Sector \(2018\)*](#), details the City’s estimated employment in 2018 based on industry sectors using the U.S. Census Bureau’s *2014–2018 American Community Survey 5-Year Estimates*. The industry sector with the greatest number of jobs is the “Educational services, and health care and social assistance” trade (23.1 percent).



Table 5.12-4
City Employment by Industry Sector

Industry Sector	City of Victorville	
	Jobs	Percent of Total Jobs
Agriculture, forestry, fishing and hunting, and mining	102	0.2%
Construction	2,617	6.3%
Manufacturing	2,858	6.8%
Wholesale Trade	1,186	2.8%
Retail Trade	5,928	14.2%
Transportation and warehousing, and utilities	4,227	10.1%
Information	814	1.9%
Finance and insurance, and real estate and rental and leasing	1,731	4.1%
Professional, scientific, and management, and administrative and waste management services	3,927	9.4%
Educational services, and health care and social assistance	9,640	23.1%
Arts, entertainment, and recreation, and accommodation and food services	3,401	8.1%
Other services, except public administration	2,497	6.0%
Public Administration	2,866	6.9%
Source: U.S. Census Bureau, American Community Survey Table DP03, 2018: ACS 5-Year Estimates Data Profiles, https://data.census.gov/cedsci/table?q=DP03&tid=ACSDP5Y2018.DP03&hidePreview=true&g=1600000US0682590 , accessed April 7, 2020.		

SCAG employment projections for the County and City are detailed in Table 5.12-2 and show an increase of 272,500 and 20,000 jobs, respectively, by 2045.

5.12.2 REGULATORY SETTING

REGIONAL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with making a determination of the existing and projected housing needs as a share of the State-wide housing need of their city or region.



The *Regional Housing Needs Assessment* (RHNA) is an assessment process performed periodically as part of Housing Element and General Plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The 5th *Cycle Final RHNA Allocation Plan* was adopted by the SCAG Regional Council on October 4, 2012 and covers the planning period from October 15, 2013 to October 15, 2021. The 6th RHNA cycle covers the housing element planning period from October 2021 through October 2029. The Draft 6th Cycle RHNA Allocation Plan was distributed in March 2020 and is anticipated to be adopted in February 2021. Housing elements for the 6th cycle RHNA are due to the HCD in October 2021.

The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to population and housing are contained in the Housing Element and Land Uses Element of the Victorville General Plan. As the policies contained within the Housing Element are related to the provision of housing and the SCLA Specific Plan Amendment does not propose the addition or removal of housing units, these are omitted from the following discussion. However, the Land Use Element indicates that it is the City's goal to provide for a balanced community with residential, commercial, and industrial development (Land Use Element Goal 1). Applicable Land Use Element policies and implementation measures include the following:

Land Use Element

Policy 1.1.2: Maintain Victorville as the commercial center for the Victor Valley.

Implementation Measure 1.1.2.1: Ensure that sufficient commercial lands are available by monitoring local and regional needs.

Policy 1.2.1: Manage development in a manner that does not conflict with the operations of Southern California Logistics Airport (SCLA).

Implementation Measure 1.2.1.3: Continue to implement the SCLA Specific Plan.

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA includes questions relating to population and housing. Accordingly, a project may create a significant adverse environmental impact if it would:

- 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) (refer to Impact Statement PH-1).



- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.12.4 IMPACTS AND MITIGATION MEASURES

UNPLANNED POPULATION GROWTH

PH-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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).

Impact Analysis: According to the 2004 SCLA SPEIR, full buildout of the SCLA Specific Plan would generate approximately 20,460 employees. The 2004 SCLA SPEIR determined that employment generated by the SCLA Specific Plan could result in direct growth in the City’s population since the potential exists that future employees and their families may choose to relocate to the City. However, estimating the number of employees who would relocate to the City would be highly speculative, since many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). There is also the potential that existing residents may fill some of the new positions. Thus, for analysis purposes, the 2004 SCLA SPEIR estimated that 25 percent (5,115) of the Specific Plan’s new employees would relocate to the City, resulting in a potential population increase of 16,061 persons.¹ The 2004 SCLA SPEIR concluded that the Specific Plan would be growth-inducing as it would represent a significant proportion (approximately 30 percent) of the City’s anticipated population growth between 2003 and 2020.

As elaborated in Section 3.0, *Project Description*, the City, in partnership with Stirling Development, proposes to amend the Specific Plan to: 1) decrease the development 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. Overall, the proposed changes in land use are shown in Table 5.12-5, *Proposed Changes in Land Use*.

¹ Based on the City’s average of 3.14 persons per household in 2003.



**Table 5.12-5
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	
Total	8,703¹	8,611¹	-82¹
1. Acreage of 8,703 is based on the 2004 SCLA Specific Plan Amendment. However, this acreage appears to have been overestimated and the proposed total acreage of 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.			

As shown in Table 5.12-5, implementation of the SCLA Specific Plan Amendment would result in a net reduction in acreage for all land use districts with the exception of Airport and Support Facilities (ASF), which would increase by 405 acres. As elaborated in the SCLA Specific Plan Amendment, the ASF designation is intended to allow for the primary use of this area as a commercial airport and related uses. The ASF designation includes the existing airfield facilities, including runways, taxiways, airfield structures, navigational aids and related facilities. This designation was assigned to land designated as existing airfield property and is not anticipated to result in substantial unplanned population growth that has not been previously considered as part of the 2004 SCLA SPEIR. Based on the project's proposed reduction of the development footprint and the non-intensive land use characteristics of the ASF designation, future development associated with the SCLA Specific Plan Amendment is not anticipated to directly induce substantial unplanned population growth in an area by proposing new businesses that were not previously considered under the 2004 SCLA SPEIR.

The SCLA Specific Plan Amendment also proposes revisions to the circulation and infrastructure planning components of the Specific Plan which could indirectly induce population growth through extension of roads or other infrastructure. Overall, the general alignment of most former base roads would remain in place and would be improved and/or upgraded as necessary. Certain former roads such as George Boulevard, between Sabre Boulevard and Air Expressway, would be eliminated as would most local residential roads serving the old base housing located east on Nevada Avenue. In addition, new roads will be constructed to accommodate future growth. Concerning other infrastructure, large portions of the Specific Plan area's infrastructure was developed during its previous use as a military installation. Infrastructure in the Central Core and Airport Districts of the Specific Plan already exist, are operational, and currently serves existing facilities. New storm drain, water and sewer service master plans will continue to be assessed, planned and constructed to address service to the existing and undeveloped areas of the Specific Plan as new development occurs; refer to Section 5.13, Public Services, Recreation, and Utilities. Coordination would occur with specific utility providers, as future development is proposed, to ensure adequate capacity is provided for all new and existing development. Thus, project implementation would not result in a removal of an impediment to growth by extension of roads or establishing an essential public service or utility or service system.

The proposed changes to the existing SCLA Specific Plan would reflect current development trends and economic and market conditions, furthering the City's goal of providing for a balanced community with residential, commercial, and industrial development (Land Use Element Goal 1) and



policy of maintaining Victorville as the commercial center for the Victor Valley (Land Use Element Policy 1.1.2). Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

UNPLANNED POPULATION GROWTH

- **PROJECT IMPLEMENTATION COULD 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).**

Impact Analysis: As stated above, the 2004 SCLA SPEIR estimated that 25 percent (5,115) of the Specific Plan's new employees would relocate to the City, resulting in a potential population increase of 16,061 persons. The 2004 SCLA SPEIR concluded that the Specific Plan would be growth-inducing as it would represent a significant proportion (approximately 30 percent) of the City's anticipated population growth between 2003 and 2020.

The proposed project would not induce substantial unplanned population growth outside of the employment and population projections previously considered under the 2004 SCLA SPEIR. Rather, implementation of the SCLA Specific Plan Amendment would result in a net reduction in acreage for all land use districts with the exception of ASF, which would increase by 405 acres. Based on the land use characteristics of the ASF designation, implementation of the project would not result in land use changes that substantially increase employment opportunities. Similarly, the project would not implement any new policies that could induce substantial unplanned population growth nor conflict with existing policies related to population growth. Additionally, the project does not involve any infrastructure improvements that would induce unplanned population growth elsewhere in the City. As such, buildout of the SCLA Specific Plan Amendment in conjunction with the related projects listed in Table 4-1 would not result in cumulatively considerable unplanned population and housing impacts.

Related projects would be reviewed by the City and required to show consistency with adopted State and City plans and policies to minimize the effect of potential population and housing growth on the environment. The City would also continue to monitor the extent of residential and nonresidential development and monitor employment growth and housing production in order to enhance the jobs-housing balance in the City. Overall, the project would not result in cumulatively considerable impacts in this regard, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



Level of Significance: Less Than Significant Impact.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to population and housing have been identified.



5.13 PUBLIC SERVICES, RECREATION, AND UTILITIES

This section of the Draft EIR addresses the proposed project's impacts to public services and recreation, including fire protection and emergency services, sheriff protection, school services, library services, and park facilities and recreational services. This section also discusses the current conditions of utility providers, including water, wastewater, stormwater, solid waste, electricity, and natural gas services, and the project's potential effects on these utilities. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

The information presented in this section is primarily based upon the Victorville General Plan, Victorville General Plan EIR, 2004 SCLA SPEIR, and the *2015 Urban Water Management Plan* (UWMP), dated June 2016, prepared by the Victorville Water District (VWD). Information related to the project's water supply and demands is based upon the *Final Water Supply Assessment for the SCLA Specific Plan* (WSA), prepared by Water Systems Consulting Inc., dated June 2, 2020; refer to [Appendix 11.11, WSA](#).

5.13.1 EXISTING SETTING

PUBLIC SERVICES

Fire Protection

The City of Victorville Fire Department maintains six fire stations within the City of Victorville. Fire Station 319 is located within the SCLA Specific Plan area at 18500 Readiness Street and provides fire protection services specifically related to airport operations pursuant to Federal Aviation Administration (FAA) requirements. The closest fire station to provide fire protection and emergency services for non-airport portions of the project site is Fire Station 312, located approximately 2.15 miles south at 15182 El Evado Road.

According to information provided by the Victorville Fire Department, there are currently 60 firefighters serving the City. Four of the six stations are equipped with at least one fire engine and three firefighters, with ten staff on-call if needed. However, Fire Station 319 has two dedicated personnel on-site at all times and a third during work hours. Paramedics are provided at every fire station.¹

The Victorville City Council has identified a response time goal of five minutes for the Victorville Fire Department. According to the Victorville General Plan, the current average response time is 6.73 minutes, with rescue, traffic accidents and medical responses taking an average of 6.18 minutes, fires, explosions, and hazardous conditions taking an average of 7.06 minutes, and false alarms and investigations taking an average of 7.31 minutes.

¹ Phone correspondence with Victorville Fire Department Fire Chief Greg Benson, July 20, 2020.



Police Protection

Police protection within the project vicinity is primarily provided by the Victorville Police Department, with services contracted through the San Bernardino County Sheriff's Department. Victorville Police Department operations take place out of the Victorville Police Headquarters, located approximately 3.5 miles south of the SCLA Specific Plan area at 14200 Amargosa Road, as well as four satellite facilities.

The staff of the Victorville Police Department works as a team comprised of multiple units. In addition to the Patrol and Detective units, the Department operates a gang detail, traffic detail, Multiple Enforcement Team, school resource officers, child protective services/adult protective services, and a reserve deputy unit.

According to the Victorville General Plan, the City contracts 80 sworn officers and 22 non-sworn positions, and Victorville Police Department's average response time to emergency calls was 3.4 minutes. Police Department requests for more officers are based on service needs. As a result, officers have been added annually for the last decade based on professional judgment rather than a formulaic approach with sworn officers per capita.

Schools

The SCLA Specific Plan area is served by the Adelanto Elementary School District (AESD) and the Victor Valley Union High School District (VVUHSD). AESD provides educational services for 8,671 students in grades K to 12 at thirteen schools and a virtual academy.^{2,3} The closest AESD school to the SCLA Specific Plan area is Adelanto Elementary, located 0.5-mile west of the SCLA Specific Plan area at 17931 Jonathan Street in the City of Adelanto.

VVUHSD provides educational services for 11,327 students in grades 7 to 12 at eight schools and one adult school.^{4,5} The closest VVUHSD school to the SCLA Specific Plan area is the Goodwill High School located approximately 2.75 miles southwest of the SCLA Specific Plan area at 16350 Mojave Drive.

Excelsior Public Charter School's Aviation, Medicine, and Engineering (A.M.E.) Academy provides educational services to students in grades 7 to 12. Its North Victorville campus is located within the Specific Plan area at 18000 McCoy Circle Drive.

Parks and Recreation Facilities

Outdoor recreation resources in the City include public parks, public golf courses, public access lakes, bicycle paths and pedestrian trails, and ground-level linkages between recreation areas and urbanized places. According to the Victorville General Plan, the City currently maintains 198.4 acres of parkland. The City also maintains paseo systems within specific plan communities that link neighborhoods to local parks and to other neighborhoods. Norman Schmidt Memorial Park is located within the Priority Development Area at 13576 Mustang Street. In addition, the Westwinds Sports Center and

2 California Department of Education, *DataQuest, 2018-19 Enrollment by Ethnicity and Grade Adelanto Elementary Report (36-67587)*, accessed April 1, 2020.

3 Adelanto Elementary School District, *Schools*, <https://www.aesd.net/Content2/schools>, accessed April 1, 2020.

4 California Department of Education, *DataQuest, 2018-19 Enrollment by Ethnicity and Grade Victor Valley Union High Report (36-67934)*, accessed April 1, 2020.

5 Victor Valley Union High School District, *Schools*, <https://www.vvuhd.org/schools>, accessed April 1, 2020.



Westwinds Activity Center are located within the Priority Development Area at 18241 and 18040 George Boulevard, respectively.

UTILITIES AND SERVICE SYSTEMS

Water

The project site is served by the Victorville Water District (VWD), a City-owned water utility. In July of 2007, VWD acquired both Victor Valley Water District (VVWD) and Baldy Mesa Water District (BMWD) and formed Improvement District 1 (ID1) and Improvement District 2 (ID2), respectively. The SCLA Specific Plan area falls within ID1; refer to Figure 2-1, *VWD Waster Service Areas (1)*, of [Appendix 11.11](#). VWD's water service area encompasses approximately 85 square miles. In 2019, VWD provided water to approximately 35,966 connections and served a population of approximately 123,758 people.

VWD water supplies primarily consist of groundwater from the Mojave Groundwater Basin. When available, VWD supplements its groundwater supplies with purchases from Mojave Water Agency's (MWA) Regional Recharge and Recovery Project (R³). Recycled water is also available through the City's Victorville Wastewater Treatment Facility (VWTF) and a regional wastewater treatment plant (WWTP) owned and operated by the Victor Valley Wastewater Reclamation Authority (VWVRA). The following sections describe VWD's existing and future water supplies and [Table 5.13-1, *Historical, Existing, and Proposed Water Supplies*](#), summarizes VWD's water supplies from 2010 through 2040.

**Table 5.13-1
Historical, Existing, and Proposed Water Supplies**

Water Supply Sources	Additional Detail on Water Supply	Acre-Feet Per Year (AFY)						
		2010	2015	2020	2025	2030	2035	2040
Ground Water	Mojave Basin	22,729	17,340	24,290	29,950	29,869	32,689	35,468
Imported Water	R ³ Project	0	3,530	0	0	0	0	0
Recycled Water		0	611	687	687	687	687	687
Total		22,729	21,454	24,977	27,637	30,556	33,376	36,155
Notes:								
1. Recycled water projections for 2020 through 2040 reflect projections established in the 2019 Recycled Water Master Plan.								
Source: Water Systems Consulting, Inc., <i>Final Water Supply Assessment for the SCLA Specific Plan</i> , June 2, 2020; refer to Appendix 11.11, WSA .								

Groundwater

The Mojave River Groundwater Basin encompasses 1,400 square miles and has an estimated total water storage capacity of nearly 5 million acre-feet (af). The Mojave River Groundwater Basin is a closed basin, meaning that very little groundwater enters or exits the basin. However, within the basin, groundwater moves between the different subareas; groundwater-surface water and groundwater-atmosphere interchanges also occur. Approximately 80 percent of the basin's natural recharge is through infiltration from the Mojave River. Other sources of recharge include infiltration of storm runoff from the mountains and recharge from human activities such as irrigation return flows, wastewater discharge, and enhanced recharge with imported water. Over 90 percent of the basin groundwater recharge originates in the San Gabriel and San Bernardino Mountains. Groundwater is discharged from the basin primarily by well pumping, evaporation through soil, transpiration by plants,



seepage into dry lakes where accumulated water evaporates, and seepage into the Mojave River. The Mojave Basin Area is shown in Figure 6-1, *Mojave Basin Area within MWA's Service Area (4)*, of Appendix 11.11.

Recent investigations by MWA, the US Geological Survey (USGS), and others have resulted in an improved understanding of the geology and hydrogeology of the Mojave Basin Area. Specifically, a more refined examination of the hydrostratigraphy has allowed for differentiation between the more permeable Floodplain Aquifer that has a limited extent along the Mojave River and the more extensive but less permeable Regional Aquifer. In the Mojave Basin Area, Alto, Centro, and Baja subareas contain both the Floodplain Aquifer and the Regional Aquifer while Oeste and Este subareas only contain the Regional Aquifer.

MWA's *Integrated Regional Water Management Plan* (IRWMP) established the framework for managing future water supplies within MWA's 4,900-square mile service area. Water rights within the Mojave River Basin have been the subject of litigation since the early 1990's. MWA was identified as the Watermaster of the Mojave River Groundwater Basin as part of Riverside County Superior Court's Mojave Basin Area Judgment (Judgment) for the adjudication of the basin. The Judgment stipulated that MWA has both the authority and obligation to secure supplemental supplies as part of the solution to overdraft within the Mojave River Basin. While the increased groundwater pumping in excess of natural supplies over the last 50 years has resulted in a decline in groundwater elevations, the basin remains capable of meeting annual water demands through dry years and consecutive multiple dry years. The Judgment and IRWMP are intended to bring all basins into long term hydrologic balance. Projects and water management actions are needed to continue to recharge the groundwater basins to maintain groundwater levels and protect quality.

To maintain proper water balance within each basin subarea, any producer (i.e., VWD) who produces in any year an amount of water in excess of that producer's share (also known as "Free Production Allowance" or FPA) for a subarea must purchase replacement water (also known as "Replacement Water Assessment" or RWA). Replacement obligations can be met by buying additional water rights, buying imported water from MWA, or leasing groundwater rights for one year from other water rights holders. The RWA is equal to the number of AF of excess production by the producer multiplied by the RWA rate per AF as adopted annually by the 2015 Mojave Basin Area Watermaster. Based on the 2015 municipal percentage for the VWD Subarea, the FPA for VWD's is 13,812 AFY within ID1 and 1,760 AFY within ID2. Therefore, VWD's FPA is 15,572 AFY, subject to further ramp down. The 15,572 AFY FPA is used as the available supply for VWD without RWA. Use over this quantity is subject to replacement obligations adopted by the Watermaster and paid to the Watermaster. When available, VWD can also lease water from agencies that pump less than their FPA and this can offset the amount of water in their RWA. In the 2014-2015 water year, VWD leased 1,470 AF of FPA from other parties and will continue to lease groundwater rights from other parties, when available and cost effective. In 2015, VWD pumped approximately 1,800 AFY beyond its FPA.

Producers in the Mojave Basin Area are allowed to produce as much water as they need annually to meet their requirements, according to the Mojave Basin Area Judgment. An underlying assumption of the Judgment is that sufficient water will be made available to meet the needs of the Basin in the future from a combination of natural supply, imported water, water conservation, water reuse and transfers of FPA among parties. MWA is actively operating recharge sites for conjunctive use along the Mojave River Pipeline, Oro Grande Wash Pipeline, Morongo Basin Pipeline, and Silverwood Dam. Recharge sites provide MWA with the ability to recharge SWP water into the Subareas where replacement water is purchased. These sites also provide MWA with the ability to bank excess SWP



water when available in wet year for storage to be used in dry years. MWA's R³ facilities allow MWA to manage the groundwater basins surrounding VWD by delivering imported SWP water stored in upper Mojave River recharge areas to purveyors that can reduce pumping from their wells when taking R³ water which allows partial recovery of local pumping depressions.

VWD will continue aggressive water conservation efforts and increased use of recycled water to offset potable water demand in an effort to balance supply and demands into the future. Pumping beyond the FPA is anticipated to continue as needed to meet water demands, and will require VWD to continue to pay replenishment fees to support additional water supply projects being implemented by MWA or purchase of water rights from other agencies in the subbasin.

Purchased or Imported Water

VWD purchases water from MWA's R³ project when it is available but does not rely on purchased or imported water as a future potable water supply. Through R³, MWA delivers State Water Project (SWP) water to recharge sites located along the Mojave River in Hesperia and southern Apple Valley. MWA recovers the recharged water at wells downstream and delivers through pipelines directly to retail water agencies. This project provides an alternate source of supply that allows agencies to reduce pumping and maintain groundwater levels in the vicinity of their wells. VWD began receiving water from R³ when Phase 1 of the project was completed in 2013 and has a contract to purchase up to 6,800 AFY, when available.

Water supply from R³ is interruptible because it depends on the amount of SWP available for storage as well as other operational constraints. VWD intends to continue maximizing purchases of water from R³ when available; however, since this is an interruptible source of supply, VWD does not rely on this source to meet its demands. As a result, the project's WSA assumes that VWD will meet all future potable water demands through groundwater sources.

Recycled Water

The wastewater that is generated within the service boundary of VWD is collected via a gravity sewer system owned and operated by the City of Victorville. A portion of the collection system conveys wastewater to the VWTF that is owned and operated by VWD. A portion of the collection systems discharges to a regional interceptor, which conveys the wastewater flows to a WWTP that is owned and operated by the VVWRA.

In 2010, VWD began operation of the VWTF, a domestic and industrial wastewater treatment plant at the SCLA with a capacity of 2.5 million gallons per day (MGD). The VWTF is designed to treat wastewater using anaerobic (for high strength industrial wastewater) and aerobic (for sanitary wastewater) treatment processes. The combined flows undergo complete-mix activated-sludge (CMAS) and clarification in a membrane bioreactor (MBR) in the next treatment steps. The final process is ultraviolet (UV) disinfection, resulting in tertiary treated recycled water that meets Title 22 requirements. Sludge from the facility is discharged to the VVWRA's WWTP for treatment and disposal. The 2015 annual average flow treated at the VWTF was 1.49 MGD, or 1,671 AF; all of this water is available as a recycled water supply to VWD. Recycled water from the VWTF is currently distributed to the High Desert Power Plant (HDPP) for cooling and applied at the Westwinds Golf Course as irrigation, although this is not required as the golf course is closed. The portion of treated effluent that is not reused at SCLA is conveyed to the VVWRA WWTP site for disposal at Percolation Pond 14, which is owned and operated by VWD.



VVWRA is a Joint Powers Authority consisting of the Town of Apple Valley, City of Hesperia, City of Victorville, City of Adelanto, and County Service Areas of Oro Grande (Number 42) and Spring Valley Lake (Number 64). The regional plant has a current capacity of 14 MGD, and is located approximately seven miles north of the City of Victorville, between SCLA and the Mojave River. VVWRA's regional WWTP discharges disinfected tertiary effluent to the Mojave River and supplies recycled water to VWD. In 2003, VVWRA executed a Memorandum of Understanding (MOU) with the California Department of Fish and Game (now California Department of Fish and Wildlife or "CDFW") which requires VVWRA to discharge 9,000 AFY of available recycled water to the Mojave River. The MOU includes a provision to allow reduced discharges as long as a minimum flow of 15,000 AFY is measured at the Lower Narrows gage. In 2005, VVWRA and the City of Victorville executed a Second Amended and Restated Agreement for Reclaimed Water Service with a perpetual term that entitles the City to take delivery of all of the treated effluent from VVWRA's WWTP in excess of the amount required to be discharged under the MOU. Treated effluent which is not discharged to the Mojave River or purchased by the City is disposed of via onsite percolation ponds. In 2015, the average treated flow at the VVWRA WWTP was 10.72 MGD or approximately 12,000 AF, and 6,480 AF was discharged to the Mojave River.

Water Demands

Potable water demands in VWD's service area are forecast to increase from 24,977 AF in 2020 to 36,155 AF in 2040; refer to Table 5.13-2, Normal Year Supply and Demand Comparison. As shown in Table 5.13-2, VWD's available water supply is anticipated to meet projected demand under normal year conditions.

Table 5.13-2
Normal Year Supply and Demand Comparison

Totals	Acre-Feet Per Year (AFY)				
	2020	2025	2030	2035	2040
Supply Totals	24,977	27,637	30,556	33,376	36,155
Demand Totals	24,977	27,637	30,556	33,376	36,155
Difference	0	0	0	0	0
Source: Water Systems Consulting, Inc., <i>Final Water Supply Assessment for the SCLA Specific Plan</i> , June 2, 2020; refer to <u>Appendix 11.11, WSA</u> .					

VWD also anticipates having sufficient water supplies to meet demands in single dry years and multiple dry years over the 2020 to 2040 period, as shown in Table 5.13-3, Single Dry Year Supply and Demand Comparison, and Table 5.13-4, Multiple Dry Years Supply and Demand Comparison.

Table 5.13-3
Single Dry Year Supply and Demand Comparison

Totals	Acre-Feet Per Year (AFY)				
	2020	2025	2030	2035	2040
Supply Totals	24,977	27,637	30,556	33,376	36,155
Demand Totals	24,977	27,637	30,556	33,376	36,155
Difference	0	0	0	0	0
Source: Water Systems Consulting, Inc., <i>Final Water Supply Assessment for the SCLA Specific Plan</i> , June 2, 2020; refer to <u>Appendix 11.11, WSA</u> .					



Table 5.13-4
Multiple Dry Year Supply and Demand Comparison

Totals	Acre-Feet Per Year (AFY)				
	2020	2025	2030	2035	2040
First Year					
Supply Totals	24,977	27,637	30,556	33,376	36,155
Demand Totals	24,977	27,637	30,556	33,376	36,155
Difference	0	0	0	0	0
Second Year					
Supply Totals	24,977	27,637	30,556	33,376	36,155
Demand Totals	24,977	27,637	30,556	33,376	36,155
Difference	0	0	0	0	0
Third Year					
Supply Totals	24,977	27,637	30,556	33,376	36,155
Demand Totals	24,977	27,637	30,556	33,376	36,155
Difference	0	0	0	0	0
Source: Water Systems Consulting, Inc., <i>Final Water Supply Assessment for the SCLA Specific Plan</i> , June 2, 2020; refer to <u>Appendix 11.11, WSA</u> .					

Wastewater

The City owns, operates, and maintains a sanitary sewer collection system including approximately 411 miles of sewers. Wastewater produced within the SCLA Specific Plan area is treated at the SCLA Industrial Wastewater Treatment Plant, located within the SCLA Specific Plan area at 20080 Helendale Road.⁶ The SCLA Industrial Wastewater Treatment Plant treats the high-strength wastewater from industrial manufacturing processes side-by-side with normal-strength sanitary wastewater and has a total treatment capacity of 2.5 MGD and processed an average flow of 1.49 MGD in 2015.⁷

Stormwater Drainage

Refer to Section 5.9, *Hydrology and Water Quality*, for a discussion on existing stormwater drainage conditions and facilities within the SCLA Specific Plan area.

Other Utilities

The City of Victorville Municipal Utility Services (VMUS) provides electrical services within the southern portion of the Specific Plan area. VMUS obtains electrical power for distribution in the Specific Plan area from a Southern California Edison (SCE) feed point. SCE provides electrical service to the rest of the Specific Plan area. The service area of SCE spans much of southern California from Orange and Riverside counties to the south to Santa Barbara County on the west and Mono County to the north. Total mid-electricity consumption in SCE's service area was 106,080 gigawatt-hour (GWh) in 2015 and is forecasted to increase to 118,803 GWh in 2027.⁸

⁶ City of Victorville, *Wastewater Treatment*, <https://www.victorvilleca.gov/government/city-departments/water/wastewater>, accessed April 1, 2020.

⁷ David Evans & Associates, *City of Victorville Sewer Master Plan*, page 2-16, December 2016.

⁸ California Energy Commission, *Mid Case Final Baseline Demand Forecast - 2016 California Energy Demand Electricity Forecast Update, Final CEDU2016 SCE Mid Demand Case TN-215501*, January 23, 2017.



Natural gas service within the Specific Plan area is also provided from VMUS. VMUS owns, operates, and maintains the gas facilities within the SCLA Specific Plan area including service regulators and gas meters.

Solid Waste

According to the Victorville General Plan, non-hazardous solid and liquid waste generated in the City is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. This landfill is located northeast of the City at 17080 Stoddard Wells Road. The Victorville Landfill has a maximum permitted capacity of 83,200,000 tons per day and a remaining capacity of 81,510,000 cubic yards. Overall, the landfill has a maximum permitted throughput of 3,000 tons per day and is expected to remain operational until 2047.⁹

5.13.2 REGULATORY SETTING

FEDERAL

Water

Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (EPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The EPA, States, and water systems then work together to make sure that these standards are met. Originally, Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

Wastewater

Federal Clean Water Act (33 USC Sections 1251, et seq.)

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The EPA has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting

⁹ CalRecycle, *Solid Waste Information System, Victorville Sanitary Landfill (36-AA-0045)*, <https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0045/>, accessed April 1, 2020.



requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

STATE

Fire Protection

California Code of Regulations Title 24 – Fire Codes

California Code of Regulations (CCR) Title 24, refers to the California Building Standards Code (CBC), which contains complete regulations and general construction building standards of State agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. CBC Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, the CBC Chapter 7A, *Materials and Construction Methods for Exterior Wildfire Exposure*, addresses fire safety standards for new construction.

California Public Resources Code Sections 4290-4299 and General Code Section 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and General Code Section 51178, require minimum Statewide fire safety standards pertaining to: roads for fire equipment access; signage identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression responsibilities among the Federal, State, and local governments. In addition, any person who owns, leases, controls, operates or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provide adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

Water

State of California Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

California Code of Regulations, Title 22, Division 4, Chapter 3 Water Recycling Criteria

California regulates the wastewater treatment process and use of recycled water pursuant to CCR Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

Urban Water Management Act

The Urban Water Management Plan Act (UWMP Act) was passed in 1983 and codified as California Water Code Sections 10610 through 10657. Since its passage in 1983, the Act has been amended on several occasions. In 2004, the Act was amended to require additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply



projects. Most recently, in 2005, the Act was amended to require water use projections (required by California Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower income households. In addition, Government Code Section 65589.7 was amended to require local governments to provide a copy of the adopted housing element to water and sewer providers. The Act requires “every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000-acre feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan.” Urban water suppliers must file these plans with the California Department of Water Resources every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the *Memorandum of Understanding Regarding Urban Water Conservation in California* and Assembly Bill 11 (Filante, 1991), the 2005 UWMP Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan.

Water Conservation Act of 2009

Senate Bill X7-7, the Water Conservation Act of 2009 (WCA), creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California’s water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Senate Bill 610

In regard to water supply, the Water Code (commonly referred to as Senate Bill (SB) 610, according to the enacting legislation) requires preparation of a Water Supply Assessment (WSA) for certain projects.¹⁰ The Water Code requires that a WSA be prepared for any “project” which would consist of one or more of the following:¹¹

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A mixed-use project that includes one or more of the projects specified above; or

¹⁰ Water Code Sections 10910–10915.

¹¹ Water Code Section 10910(b).



- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Assembly Bill 3030

Assembly Bill (AB) 3030, the Groundwater Management Act, is Section 10750 et seq. of the California Water Code. AB 3030 provides local water agencies with procedures to develop a groundwater management plan so those agencies can manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under AB 3030, the development of a groundwater management plan by a local water agency is voluntary. Once a plan is adopted, the rules and regulations contained therein must also be adopted to implement the program outlined in the plan.

Efficiency Standards

CCR Title 24 contains the CBC, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Schools

Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998 and made significant amendments to existing State law governing school fees. Specifically, SB 50 amended prior California Government Code Section 65995(a) to prohibit State or local agencies from imposing school impact mitigation fees, dedications or other requirements in excess of those provided in the statute in connection with “any legislative or adjudicative act...by any State or local agency involving...the planning, use, or development of real property...” The legislation also amended California Government Code Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act [involving] the planning, use or development of real property.” Further, SB 50 established the base amount of allowable developer fees: \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial. These base amounts are commonly called “Level 1 fees” and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.



In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50 percent of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30 percent of the district's students are on a multi-track year-round schedule;
- The district has placed on the ballot within the previous four years a local school bond that received at least 50 percent of the votes cast;
- The district has passed bonds equal to 30 percent of its bonding capacity; or
- At least 20 percent of the district's teaching stations are relocatable classrooms.

Additionally, if the State's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100 percent of land and construction costs of new schools required as a result of new developments.

Solid Waste

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) requires all California cities and counties to achieve a 50 percent diversion rate by 2000. Additional solid waste statutes are included in California's Public Resources Code, Government Code, and Health and Safety Code, among others. The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials.

REGIONAL

Water

2015 Urban Water Management Plan for the Victorville Water District

The Urban Water Management Planning Act requires all urban water suppliers to prepare, adopt, and file a UWMP with the DWR every five years. The *2015 Urban Water Management Plan for the Victorville Water District* (UWMP) was adopted in June 2016. The UWMP outlines the City's existing and future water supplies and assesses the City's forecasted water demands and supply availability through 2040. The VWD service area includes the entire City as well as areas within the City's sphere of influence.

Wastewater

Water Quality Control Plan for the Lahontan Region

The SCLA Specific Plan area is located within the jurisdictional boundaries of the Lahontan RWQCB. The Lahontan RWQCB develops and enforces water quality objectives and implementation plans that



safeguard the quality of water resources in its region. Chapter 4.4 of the *Water Quality Control Plan for the Lahontan Region* (Basin Plan) includes policies and regulations for municipal and domestic wastewater treatment, disposal, and reclamation. The standards contained within the Basin Plan are designed to provide developers with a uniform approach for the design and installation of adequate systems to control wastewater and wastewater treatment/sewage disposal impacts from the City, and to prevent any potential contamination of groundwater at the discharge site.

LOCAL

Victorville General Plan 2030

City policies and implementation measures pertaining to public services, utilities, and recreation are contained in the Land Use, Resource, and Safety Elements of the Victorville General Plan. These policies and implementation measures include the following:

Land Use Element

Policy 1.2.3: Ensure that new development is compatible with existing developments and public infrastructure.

Implementation Measure 1.2.3.4: Establish policies to promote drought resistant landscaping and water conservation irrigation systems to help preserve water supplies.

Policy 3.1.1: Provide mechanisms through which development can pay the cost of its infrastructure and services needs.

Implementation Measure 3.1.1.1: Collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan.

Implementation Measure 3.1.1.4: Continue to require new development to pay the capital costs of public facilities and services needed to serve those developments.

Implementation Measure 3.1.1.5: Continue to contact utility companies, school districts, and special districts as necessary when new projects are submitted to ensure their capability to serve the new projects.

Resource Element

Policy 1.1.1: Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.

Policy 1.2.1: Support VVWRA's development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes.

Policy 1.3.1: Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and nonstructural best management practices to minimize, control and filter



construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.

Implementation Measure 1.3.1.1: Assign properly qualified professionals to conduct plan checks and inspections to ensure proper design and implementation of water quality management plans for new development and major redevelopment projects.

Implementation Measure 1.3.1.2: Assess and mitigate impacts on surface and groundwater quality as a routine aspect of the City's CEQA implementation procedures.

Policy 2.1.2: Prohibit development on land identified for outdoor recreation purposes in a local or regional parks, trails, and/or open space plan.

Safety Element

Policy 2.1.1: Ensure that new private or public development has sufficient fire protection, police and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.

Implementation Measure 2.1.1.2: Provide appropriate performance standards for fire protection, police protection and emergency medical services to development applicants to assist in the review of new development plans and projects.

Implementation Measure 2.1.1.3: Require the review of development proposals to determine impacts on emergency services and ensure developments meet appropriate safety standards. Examples of these standards include fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times.

Implementation Measure 2.1.1.4: Ensure that new development is designed and constructed following the requirements of the California Fire Code and the fire safety measures of the Victorville Municipal Code, which includes safety measures such as smoke detector requirements and automatic fire extinguishing systems in certain types of construction.

Policy 2.3.1: Ensure that new development proposals (private or public) do not over-consume the City's water supplies to the extent that the minimum volume of water storage required to meet the City's peak load water supply standard could not be met.

Implementation Measure 2.3.1.1: Require a water assessment of all new major developments to ensure that sufficient peak load water supplies are available.

Implementation Measure 2.3.1.2: Prior to approval of any major development project, require water supply assessments in compliance with State law.

Implementation Measure 2.3.1.3: Require any project that will result in consumption of water in excess of available supplies to provide alternative water supply sources or to provide funding that will enable the City to secure adequate water supply prior to project development.



VICTORVILLE MUNICIPAL CODE

Section 16-5.01.080, Development Impact Fee

Victorville Municipal Code Section 16-5.01.080 establishes development impact fees necessary to supplement the City's existing capital facilities fee in order to finance public improvements and to pay for the development's fair share of the construction costs of these improvements. Pursuant to Victorville Municipal Code Section 16-5.01.080, a development impact fee is calculated at the time of building permit issuance and collected not later than the time of final inspection for development in the City to pay for roadways, parks, fire, and public safety facilities.

Chapter 6.36, Solid Waste Services

In compliance with the California Integrated Waste Management Act, Chapter 6.36 of the Victorville Municipal Code establishes programs to recover fifty percent of all solid waste generated within the City and establishes the City's recycling and solid waste handling and processing services.

Chapter 8.04, City of Victorville Fire Department

Victorville Municipal Code Chapter 8.04 establishes the City's fire department to provide or arrange for: fire prevention and suppression services; rescue and emergency medical services; emergency management and disaster preparedness; hazardous materials response; aircraft rescue and firefighting; urban search and rescue; fire safety education; community risk reduction; and any other programs or response deemed necessary for the protection of life, environmental preservation, and the protection of property within the jurisdiction of, and/or the legal obligations of the City.

Title 10, Water, Sewers, and Utilities

Victorville Municipal Code Title 10 establishes water, sewer, and utility service rates and rules, including utility connection fees.

5.13.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA SIGNIFICANCE CRITERIA

Appendix G of the CEQA includes questions relating to public services, recreation, and utilities. Accordingly, a project may create a significant adverse environmental impact if it would:

Public Services

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:

- Fire protection (refer to Impact Statement PSRU-1);
- Police protection (refer to Impact Statement PSRU-2);



- Schools (refer to Impact Statement PSRU-3);
- Parks (refer to Impact Statement PSRU-4); or
- Other public facilities (refer to Section 8.0, *Effects Found Not To Be Significant*).

Recreation

- 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 (refer to Impact Statement PSRU-4); or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PSRU-4).

Utilities and Service Systems

- 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 (refer to Impact Statement PSRU-5);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement PSRU-5);
- 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 (refer to Impact Statement PSRU-5);
- 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 (refer to Impact Statement PSRU-6); or
- Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement PSRU-6)?

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.



5.13.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION

PSRU-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 FIRE PROTECTION.

Impact Analysis: The SCLA Specific Plan Amendment does not include the provision of new or physically altered fire protection facilities. However, future development associated with implementation of the SCLA Specific Plan Amendment may result in the need for additional City of Victorville Fire Department resources (i.e., additional staffing, equipment, expanded/new facilities). It should be noted that feasible future development under the proposed project is assumed to occur over the next 25 years; thus, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the City. As concluded in [Section 5.12, *Population and Housing*](#), future development associated with the SCLA Specific Plan Amendment is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure that were not previously considered under the 2004 SCLA SPEIR.

It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). Similarly, it is the City's policy to ensure that new private or public development has sufficient fire protection services available and do not strain capabilities to a level where service standards could not be met (Safety Element Policy 2.1.1). In conformance with Land Use Element Policy 3.1.1 and Safety Element Policy 2.1.1, the City of Victorville Fire Department would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Future development associated with implementation of the SCLA Specific Plan Amendment would be required to comply with all applicable California Fire Code and Victorville Municipal Code requirements for construction, access, water mains, fire flows, and hydrants (Safety Element Implementation Measure 2.1.1.4). Site-specific development would be reviewed by the City of Victorville Fire Department to determine specific fire requirements (e.g., fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with these requirements (Safety Element Implementation Measure 2.1.1.3). Future development would also be subject to the City's fire prevention development impact fees for new development (established under Victorville Municipal Code Section 16-5.01.080), which would offset impacts of new development on the City of Victorville Fire Department resources. Impacts would be less than significant in this regard.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

POLICE PROTECTION

PSRU-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 POLICE PROTECTION.

Impact Analysis: Future development associated with implementation of the SCLA Specific Plan Amendment may result in the need for additional Victorville Police Department resources (i.e., additional staffing, equipment, expanded/new facilities). It should be noted that feasible future development under the proposed project is assumed to occur over the next 25 years; thus, any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the City. As concluded in [Section 5.12](#), future development associated with the SCLA Specific Plan Amendment is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure that were not previously considered under the 2004 SCLA SPEIR.

It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). Similarly, it is the City's policy to ensure that new private or public development has sufficient police protection services available and do not strain capabilities to a level where service standards could not be met (Safety Element Policy 2.1.1). In conformance with Land Use Element Policy 3.1.1 and Safety Element Policy 2.1.1, the Victorville Police Department would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Site-specific development would be reviewed by the Victorville Police Department to determine specific safety requirements (e.g., safe vehicular access for evacuation or response and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with these requirements (Safety Element Implementation Measure 2.1.1.3). Increased demands on Victorville Police Department resources would be offset through the proportional increase in the City's General Fund, which consists of property tax, sales tax, transient occupancy tax, and franchise tax. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SCHOOLS

PSRU-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 SCHOOLS.

Impact Analysis: Future development associated with implementation of the SCLA Specific Plan Amendment may result in the need for additional AESD, VVUHSD, and Excelsior A.M.E. Academy resources (i.e., additional staffing or expanded/new facilities). It should be noted that feasible future development under the proposed project is assumed to occur over the next 25 years; thus, any increase in demand for school services would occur gradually as additional development and associated population growth is added to the City. As concluded in [Section 5.12](#), future development associated with the SCLA Specific Plan Amendment is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure that were not previously considered under the 2004 SCLA SPEIR.

It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). In conformance with Land Use Element Policy 3.1.1, the City would continue to contact school districts as necessary when new projects are submitted to ensure their capability to serve the new projects (Land Use Element Implementation Measure 3.1.1.5). School districts assess development impact fees against development to mitigate impacts resulting from the increase in demand for school related services. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. Therefore, individual development projects occurring under the SCLA Specific Plan Amendment would be required to pay the required SB 50 statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



PARKS AND RECREATION FACILITIES

PSRU-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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 PARKS AND RECREATION.

Impact Analysis: Future development associated with implementation of the SCLA Specific Plan Amendment may result in the need for additional parks and recreation facilities. It should be noted that feasible future development under the proposed project is assumed to occur over the next 25 years; thus, any increase in demand for parks and recreation facilities would occur gradually as additional development and associated population growth is added to the City. As concluded in Section 5.12, future development associated with the SCLA Specific Plan Amendment is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure that were not previously considered under the 2004 SCLA SPEIR.

As elaborated in Section 3.0, Project Description, the proposed project would designate approximately 44 acres of the SCLA Specific Plan area as Public/Open Space (P/OS). Generally, permitted uses in the P/OS designation are limited to recreation centers, community centers, sports centers, parks, sports fields, recreation facilities, and open space. Existing parks and recreation facilities within the SCLA Specific Plan Area include the Norman Schmidt Memorial Park, Westwinds Sports Center, and Westwinds Activity Center. Pursuant to Resource Element Policy 2.1.2, the City would prohibit development on land identified for outdoor recreation purposes, including existing parks and recreation facilities within the SCLA Specific Plan Area. Further, it is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). Pursuant to Victorville Municipal Code Section 16-5.01.080, future development would be subject to the City's parks and recreation development impact fees for new development, which would offset impacts of new development on the City's parks and recreation facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



NEW OR EXPANDED UTILITIES

PSRU-5 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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.

Impact Analysis: Future development associated with implementation of the SCLA Specific Plan Amendment may require or result in the relocation or construction of new or expanded utilities (i.e., water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities). It should be noted that feasible future development under the Specific Plan is assumed to occur over the next 25 years; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the City. As concluded in [Section 5.12](#), future development associated with the SCLA Specific Plan Amendment is not anticipated to directly or indirectly induce substantial unplanned population growth in an area by proposing new businesses or through extension of roads or other infrastructure that were not previously considered under the 2004 SCLA SPEIR.

Water

In compliance with SB 610 requirements, a WSA was completed to assess whether VWD's total projected water supplies available during average, single dry, and multiple dry water years during a 20-year projection would meet the proposed project's water demands, in addition to the VWD's existing and planned commitments; refer to [Appendix 11.11](#). According to the WSA, the SCLA Specific Plan area's existing land use composition has a water demand of approximately 27 AFY.

As detailed in the WSA, the proposed land use changes associated with the SCLA Specific Plan Amendment would result in increased water demands compared to existing conditions; refer to [Table 5.13-5, *Existing and Proposed Water Demands*](#). The Net Project Demand identified in [Table 5.13-5](#) represents the project demands that are in excess of the demands included in the 2015 UWMP (i.e., project demand minus the 2015 UWMP SCLA customers demand). 2015 UWMP SCLA customer demands were determined by summing the consumption for customers in 2015 and adding an additional 7.4 percent to account for non-revenue water. Then, demand growth rates from the 2015 UWMP demand projections from 2015 through 2040 were applied to the 2015 UWMP SCLA customer demands.

As shown in [Table 5.13-5](#), the SCLA Specific Plan Amendment would increase SCLA water demands by approximately 504 AFY through 2040. Consistent with the 2015 UWMP, the SCLA Specific Plan Amendment demands were calculated based on gallons per capita per day (GPCD) targets per the requirements of Senate Bill X7-7. The GPCD metric provides a way to gauge water use per person historically in order to project expected future demand patterns based on population projections. The project's net water demand would increase the District-wide GPCD by about 2 GPCD. According to the WSA, VWD expects to meet or be below its required District-wide Senate Bill X7-7 GPCD targets with or without the project's net water demand. Therefore, water demands associated with the proposed project and existing and future VWD customers through year 2040 would be adequately met with VWD's existing supplies. Further, pursuant to SCLA Specific Plan Section 3.5.2, *Water*



System, new development within the Specific Plan area which could make use of recycled water for irrigation or other approved uses would be required to install recycled water lines (purple pipe) on-site that can be switched over to use with recycled water when such water is made available to the site. As a result, the project's net potable water demands would decrease over time as recycled water is made available to the Specific Plan area. Impacts in this regard would be less than significant.

**Table 5.13-5
Existing and Proposed Water Demands**

Totals	Acre-Feet Per Year (AFY)				
	2020	2025	2030	2035	2040
2015 UMWP Demand Totals	24,226	26,769	29,559	32,267	34,929
Existing SCLA Water Demand	27	29	32	35	37
SCLA Specific Plan Amendment Water Demand	87	198	322	430	541
Net Water Demands	60	169	290	395	504
Non-Revenue Water ¹	4	12	20	28	35
Total VWD Demands	24,290	26,950	29,869	32,689	35,468
Projected VWD Supply²	24,977	27,637	30,556	33,376	36,155
Notes:					
1. Non-revenue water refers to unmetered water use and losses from the distribution system due to leaks, unauthorized connections, agency use (e.g., system flushing), or theft.					
2. Recycled water projections for 2020 through 2040 reflect projections established in the 2019 Recycled Water Master Plan.					
Source: Water Systems Consulting, Inc., <i>Final Water Supply Assessment for the SCLA Specific Plan</i> , June 2, 2020; refer to Appendix 11.11, WSA .					

It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). In conformance with Land Use Element Policy 3.1.1, the City would continue to collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan, including future water conveyance facilities. Impacts would be less than significant in this regard.

Wastewater

According to the City of Victorville Sewer Master Plan, the SCLA Industrial Wastewater Treatment Plant has a total treatment capacity of 2.5 MGD and processed an average flow of 1.39 MGD in 2015.¹² Based on land uses included in the City's 2008 General Plan, the Sewer Master Plan determined that buildout of the SCLA Specific Plan would generate 0.73 MGD of wastewater in 2040. To accommodate this increase, the Sewer Master Plan recommends a capacity improvement for a sewer main identified as "Project No. C34 (Parallel Pipe Option)" under 2040 conditions. No improvements to the SCLA Industrial Wastewater Treatment Plant were determined to be necessary under existing or future (2040) conditions.

As previously discussed, implementation of the SCLA Specific Plan Amendment would result in a net reduction in acreage for all land use districts with the exception of the ASF designation, which was assigned to land designated as existing airfield property and is not anticipated to result in substantial

¹² David Evans & Associates, *City of Victorville Sewer Master Plan*, page 2-16, December 2016.



unplanned population growth that has not been previously considered as part of the 2004 SCLA SPEIR. Thus, it is not anticipated that future development accommodated by the SCLA Specific Plan Amendment would require construction of new or the expansion of existing wastewater treatment facilities and is not anticipated to result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). In conformance with Land Use Element Policy 3.1.1, the City would continue to collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan. Impacts would be less than significant in this regard.

Stormwater Drainage

New development projects accommodated under the SCLA Specific Plan Amendment would be required to provide stormwater drainage system improvements and/or connections to ensure the Citywide drainage system has adequate capacity to accommodate existing and future uses; refer to [Section 5.9](#). It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). In conformance with Land Use Element Policy 3.1.1, the City would continue to collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan, including future stormwater drainage facilities. The project's potential environmental effects for construction of future stormwater drainage improvements are analyzed in detail in [Section 5.9, *Hydrology and Water Quality*](#) this EIR. Construction of the new stormwater drainage improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this EIR. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts are less than significant.

Dry Utilities

The project would result in the construction of new private on-site dry utilities associated with electricity, natural gas, and telecommunication services. It is the City's policy to ensure development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) continue to contact utility companies as necessary when new projects are submitted to ensure their capability to serve the new projects (Land Use Element Implementation Measure 3.1.1.5). The project's potential environmental effects for construction of applicable dry utilities are analyzed throughout this EIR. Construction of the project's dry utilities would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this EIR. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SOLID WASTE GENERATION AND REGULATIONS

PSRU-6 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD 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.

Impact Analysis: Buildout of the SCLA Specific Plan Amendment would generate solid waste requiring disposal at the Victorville Landfill. Pursuant to the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), future construction activities associated with buildout of the SCLA Specific Plan Amendment would be required to recycle, reduce, or compost at least 50 percent of waste produced during construction activities. In furtherance of AB 939, future construction activities would be subject to compliance with all applicable solid waste handling, processing, and disposal requirements stipulated under Chapter 6.36 of the Victorville Municipal Code. Future construction activities would also be subject to compliance with the design and construction measures stipulated under the California Green Building Standards Code, which act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure construction-related solid waste impacts are less than significant.

According to the project's air quality modeling, buildout of the SCLA Specific Plan Amendment is expected to generate 9,000 tons of solid waste per year (24.66 tons per day); refer to Appendix 11.2, Air Quality, Energy, and Greenhouse Gas Data. As indicated in Section 5.13.1, Existing Setting, the Victorville Landfill has a remaining capacity of 81,510,000 cubic yards. Overall, the landfill has a maximum permitted throughput of 3,000 tons per day and is expected to remain operational until 2047.¹³ Thus, buildout of the SCLA Specific Plan Amendment would represent less than 0.82 percent of the Victorville Landfill's daily permitted throughput. Compliance with Chapter 6.36 of the Victorville Municipal Code, which establishes programs to recover fifty percent of all solid waste generated within the City and establishes the City's recycling and solid waste handling and processing services, would further reduce impacts to solid waste disposal. Operational impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.5 CUMULATIVE IMPACTS

Table 4-1, Cumulative Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

¹³ CalRecycle, *Solid Waste Information System, Victorville Sanitary Landfill (36-AA-0045)*, <https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0045/>, accessed April 1, 2020.



FIRE PROTECTION

- **PROJECT IMPLEMENTATION COULD 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 FIRE PROTECTION.**

Impact Analysis: Cumulative fire protection service impacts are analyzed in terms of impacts within City of Victorville Fire Department's service area. Cumulative development within the City of Victorville has the potential to result in the need for additional City of Victorville Fire Department resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. In conformance with Land Use Element Policy 3.1.1 and Safety Element Policy 2.1.1, the City of Victorville Fire Department would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve cumulative development. Development occurring within the City would be required to demonstrate compliance with all applicable California Fire Code and Victorville Municipal Code requirements for construction, access, water mains, fire flows, and hydrants (Safety Element Implementation Measure 2.1.1.4). Individual cumulative projects would be reviewed by the City of Victorville Fire Department to determine specific fire requirements (e.g., fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with these requirements (Safety Element Implementation Measure 2.1.1.3). Cumulative development would also be subject to the City's fire prevention development impact fees for new development (established under Victorville Municipal Code Section 16-5.01.080), which would offset impacts of new development on the City of Victorville Fire Department resources. Thus, overall cumulative impacts to fire protection services would be less than significant.

As concluded in Impact PSRU-1, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts to fire protection services following conformance with the applicable laws, ordinances, and regulations in place for fire protection and emergency services (i.e., existing California Fire Code and Victorville Municipal Code requirements, General Plan policies and implementation measures, and payment of the City's fire prevention development impact fees as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the City of Victorville Fire Department would effectively plan for increases in population and demands for fire protection services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to fire protection services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



POLICE PROTECTION

- **PROJECT IMPLEMENTATION COULD 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 POLICE PROTECTION.**

Impact Analysis: Cumulative police protection service impacts are analyzed in terms of impacts within Victorville Police Department's service area. Cumulative development within the City of Victorville has the potential to result in the need for additional Victorville Police Department resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for police services. In conformance with Land Use Element Policy 3.1.1 and Safety Element Policy 2.1.1, the Victorville Police Department would continue to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve cumulative development. Site-specific development would be reviewed by the Victorville Police Department to determine specific safety requirements applicable to the individual development proposals and to ensure compliance with these requirements (Safety Element Implementation Measure 2.1.1.3). Cumulative development would also contribute to the City's General Fund to offset increased demands on Victorville Police Department resources. Thus, overall cumulative impacts to police protection services would be less than significant.

As concluded in Impact PSRU-2, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts to police protection services following conformance with the applicable laws, ordinances, and regulations in place for police protection services (i.e., existing General Plan policies and implementation measures and contribution to the City's General Fund as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the Victorville Police Department and the City would effectively plan for increases in population and demands for police protection services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SCHOOLS

- **PROJECT IMPLEMENTATION COULD 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 SCHOOLS.**

Impact Analysis: Cumulative school services impacts are analyzed in terms of impacts within AESD and VVUHSD boundaries, and impacts to the Excelsior A.M.E. Academy. Cumulative development within the AESD and VVUHSD boundaries has the potential to result in the need for additional AESD and VVUHSD resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for school services. In conformance with Land Use Element Policy 3.1.1, the City would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). Additionally, individual development projects would be required to pay the AESD and VVUHSD developer fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts associated with the need to provide new or altered school facilities to serve new students generated by future development. Thus, overall cumulative impacts to school services would be less than significant.

As concluded in Impact PSRU-3, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts to school services following conformance with the applicable laws, ordinances, and regulations in place for school services (i.e., existing General Plan policies and implementation measures and payment of SB 50 fees as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the AESD, VVUHSD, and the City would effectively plan for increases in population and demands for school services as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to school services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



PARKS AND RECREATION

- **PROJECT IMPLEMENTATION COULD 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 PARKS AND RECREATION.**

Impact Analysis: Cumulative development within the City of Victorville would increase demands on existing parks and recreation facilities within the City. However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for parks and recreation facilities. In conformance with Land Use Element Policy 3.1.1, the City would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). Pursuant to Victorville Municipal Code Section 16-5.01.080, future cumulative development would be subject to the City's parks and recreation development impact fees for new development, which would offset impacts of new development on the City's parks and recreation facilities. Thus, overall cumulative impacts to parks and recreation facilities would be less than significant.

As concluded in Impact PSRU-4, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts to parks and recreation facilities following conformance with the applicable laws, ordinances, and regulations in place for school services (i.e., existing General Plan policies and implementation measures and payment of the City's parks and recreation development impact fees as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the City would effectively plan for increases in population and demands for parks and recreation facilities as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to parks and recreation facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



NEW OR EXPANDED UTILITIES

- **REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, OR WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.**

Impact Analysis:

Water

For purposes of water supply impacts, cumulative impacts are considered for projects also located within the VWD service area. Cumulative development would generate increased demands for water services. Similar to the proposed project, cumulative development that satisfies one or more of the criteria for a “water demand project,” as defined by Water Code Section 10912(a), would be required to prepare a Water Supply Assessment in conformance with SB 610. Future cumulative projects would be required to evaluate potential impacts on existing and planned VWD water supplies to determine whether sufficient water supply is available to serve anticipated demands in normal, single dry, and multiple dry year conditions. Thus, cumulative impacts to water supplies would be less than significant.

As discussed above, the project would result in a net water demands would be adequately met by VWD’s existing supplies through year 2040. Thus, as the project would result in less than significant impacts in regard to water supply and demand, the project’s incremental impact on VWD’s water supply would not be cumulatively considerable.

Wastewater

Cumulative development would result in increased wastewater generation within the project vicinity, which would require wastewater conveyance by the City and treatment at the SCLA Industrial Wastewater Treatment Plant. In conformance with Land Use Element Policy 3.1.1, the City would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). To this end, cumulative development would be subject to payment of sewer connection fees and ongoing user fees, on a project-by-project basis, which would be used in part to defray the costs of any necessary wastewater infrastructure upgrades. Thus, overall cumulative impacts to wastewater treatment would be less than significant.

As concluded in Impact PSRU-5, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts concerning wastewater generation, conveyance, or treatment following conformance with the applicable laws, ordinances, and regulations in place for wastewater treatment (i.e., existing General Plan policies and implementation measures and payment of sewer connection and ongoing user fees as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the City would effectively plan for increases in population and demands for wastewater treatment and conveyance as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to wastewater treatment.



Stormwater Drainage

The cumulative projects identified in Table 4-1, in addition to the project, could result in the construction of new stormwater drainage facilities or the expansion of existing facilities. In conformance with Land Use Element Policy 3.1.1, the City would ensure cumulative development pays the cost of its infrastructure and services needs and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). In conformance with Land Use Element Policy 3.1.1, the City would continue to collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan, including future stormwater drainage facilities. Thus, overall cumulative impacts to stormwater drainage would be less than significant.

As concluded in Impact PSRU-5 and within Section 5.9 of this EIR, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts concerning stormwater drainage following conformance with the applicable laws, ordinances, and regulations in place for stormwater drainage (i.e., existing General Plan policies and implementation measures and payment of development impact fees as detailed above). Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the City would effectively plan for increases in population and demands for stormwater drainage as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to stormwater drainage.

Dry Utilities

The cumulative projects identified in Table 4-1, in addition to the project, could result in the construction of new dry utilities or the expansion of existing dry utilities. Cumulative development would be evaluated on a case-by-case basis at the project level, as they are implemented, for their potential to result in environmental impacts. All projects would be subject to the review and approval of the City and applicable dry utility providers and would be subject to compliance with the relevant laws, ordinances, and regulations in place. Thus, cumulative impacts concerning the construction of dry utilities would be less than significant.

As concluded in Impact PSRU-5, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts concerning dry utilities conformance with the applicable laws, ordinances, and regulations in place for dry utilities (i.e., existing General Plan policies and implementation measures) and conformance with the mitigation measures specified in this EIR. Further, as buildout of the SCLA Specific Plan Amendment is anticipated to gradually occur over the next 25 years, the City and applicable utility providers would effectively plan for increases in population and demands for utilities as site-specific development occurs. Therefore, the proposed project would not result in cumulatively considerable impacts to dry utilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SOLID WASTE GENERATION AND REGULATIONS

- **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.**

Impact Analysis:

Cumulative development within the project area would increase demands for solid waste disposal services. However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for solid waste, including AB 939, the California Green Building Standards Code, and Victorville Municipal Code Chapter 6.36. As indicated in Section 5.13.1, the Victorville Landfill has a remaining capacity of 81,510,000 cubic yards. Thus, following conformance with existing regulations in place for solid waste disposal, cumulative impacts to solid waste would be less than significant.

As concluded in Impact PSRU-6, buildout of the SCLA Specific Plan Amendment is not anticipated to involve significant impacts concerning solid waste generation and regulations following conformance with the applicable laws, ordinances, and regulations in place for solid waste disposal (i.e., AB 939, the California Green Building Standards Code, and Victorville Municipal Code Chapter 6.36). Further, solid waste generated by full buildout of the SCLA Specific Plan Amendment would represent 0.82 percent of the daily disposal capacity of the Victorville Landfill. Therefore, the proposed project would not result in cumulatively considerable impacts to solid waste.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to public services, recreation, and utilities have been identified.



Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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5.14 TRANSPORTATION

This section is based primarily upon the *Southern California Logistics Airport Specific Plan Vehicle Miles Traveled (VMT) Assessment* (VMT Assessment), dated December 1, 2020, which is included as Appendix 11.12, VMT Assessment/Traffic Impact Analysis. Based on the *City of Victorville Vehicle Miles Traveled Analysis Guidelines* dated May 27, 2020 and Senate Bill (SB) 743 guidance, VMT is evaluated. The purpose of the VMT Assessment is to analyze existing travel demand and forecast travel demand associated with buildout of the Southern California Logistics Airport (SCLA) Specific Plan. Mitigation measures are recommended, as necessary, to avoid or reduce project impacts on transportation and circulation.

5.14.1 EXISTING SETTING

REGIONAL SETTING

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). The City and its' sphere of influence are accessible via I-15, US-395, SR-18, and Historic Route 66 (National Trails Highway). Cities surrounding the City of Victorville include the City of Adelanto to the northwest, Town of Apple Valley to the east, City of Hesperia to the south, and unincorporated San Bernardino County to the southwest and north.

PROJECT SETTING

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. 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.

DEVELOPMENT SITE

As a large 8,611-acre SCLA 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 SCLA Specific Plan Area. A description of existing conditions by development district is provided below.

- 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. Recent development within the Central Core is limited to the western portion of the area (the “West Core”), where a number of warehousing/distribution/business park uses have recently been constructed. Also located in the West Core are several recreational/institutional uses, including the Westwinds Sports Center, Westwinds Activities Center, Schmidt Park, and the Excelsior North Victorville Charter School. The eastern portion of this area (“East Core”) is primarily occupied by abandoned military housing associated with the former George Air Force Base (AFB). 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 642-acre solar project is currently in the construction/plan check process, and is anticipated to be functional within the next two years (PLAN18-00048). 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 (VWRA) that support operations at their existing treatment plant situated just outside of the SCLA Specific Plan boundary and the SCLA Industrial Wastewater Treatment Plant (IWTP).
- 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 (High Desert Power Plant) 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. Development within this area is limited to two warehousing/distribution facilities; one is located within the southwest quadrant of the intersection of Phantom West and Innovation Way (Mars/United); and the other is situated north of the intersection of Innovation Way and Gateway Drive (Dr. Pepper/Snapple). 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.

ANALYSIS METHODOLOGY

Analysis Guidelines

City of Victorville Vehicle Miles Traveled Analysis Guidelines dated May 27, 2020 has been utilized as the primary resource in the development of the VMT analysis. The City participated in a collaborative study and working sessions with San Bernardino County Transportation Authority (SBCTA), which



evaluated overall VMT methodologies such as thresholds, tools and mitigation options. Following participation in the study and working sessions, the City prepared their own guidelines. The guidelines follow state guidance with two exceptions that are backed by substantial evidence. The City VMT threshold is equal to or better than the General Plan buildout for low VMT areas (as opposed to OPR's 15 percent below existing conditions) and the small project threshold is 1,283 daily vehicle trips (as opposed to OPR's 110 trips).

Screening Criteria

As part of the City's guidelines, a project may be determined to have a less than significant impacts and may be screened out of requiring a detailed VMT analysis if either the daily vehicle trips generated by the project criteria or the land use type criteria are met. Table 5.14-1, Screening Criteria for Land Use Projects Exempt from VMT Calculation, identifies the trip generation threshold and the land use types that are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment.

Table 5.14-1
Screening Criteria for Land Use Projects Exempt from VMT Calculation

Screening	Screening Criteria	Project Evaluation	Result
Daily Vehicle Trip Thresholds	Project results in a net increase of 1,285 or less weekday daily trips.	Project is expected to generate 98,752 weekday daily trips.	Does Not Meet Criteria
Land Use Types	The following land use types will be used for screening: <ul style="list-style-type: none">• Single Family or Multifamily Residential – 136 dwelling units or less.• Office – 227,000 SF or less• Retail – 122,000 SF or less• Warehousing – 829,000 SF or less• Light Industrial – 296,000 SF or less• K-12 Public School• Daycare / Childcare / Pre-K• Affordable Housing• Student Housing• Community Institutions, Social Services and Public Buildings	Project includes: <ul style="list-style-type: none">• 4,551,770 SF of Manufacturing;• 15,612,680 SF of Light Warehouse;• 2,525,080 SF of Light Industrial;• 1,300 Employees for Airport Support Facility;• 36 Vehicle Fueling Positions for Service Station with Convenience Market;• 345,000 SF of General Office and• 57,500 SF of combined retail	Does Not Meet Criteria
Notes: SF = Square Feet. Source: Michael Baker International, <i>Southern California Logistics Airport Specific Plan Vehicle Miles Traveled (VMT) Assessment</i> , December 1, 2020.			

The project does not meet any of the Screening Criteria for land use projects which would allow a determination of a less than significant impact on VMT. Therefore, a project specific VMT assessment is required.



VTM Thresholds of Significance

According to the *City of Victorville Vehicle Miles Traveled Analysis Guidelines*, a project is considered to have a less than significant impact if the project VMT per service population is less than the City's VMT General Plan buildout per service population.

Methodology

In San Bernardino County, SBCTA is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. SBCTA provides VMT calculations for each of its member agencies and for the County of San Bernardino region. The VMT Assessment used the San Bernardino Transportation Analysis Model (SBTAM) to conduct the project specific travel demand modeling evaluation for the project. The model was updated to reflect the employment for the project traffic analysis zones (TAZs). Employee forecasts were based on the square feet per employee for each land use using information from the Southern California Association of Governments (SCAG) Employment Density Report conversion factors. This results in approximately 13,820 employees for the project. Table 5.14-2, *Employee Estimates*, summarizes the employee estimates.

**Table 5.14-2
Employee Estimates**

TAZ	Land Use	Size in KSF	Square Feet/ Employee ¹ OR Employee/KSF	Total Number of Employees
53912101	Manufacturing	4,551.77	1,538	2,960
53912202	Light Warehouse	15,612.68	2,111	7,396
53912101	Light Industrial	2,525.08	1,538	1,642
53912201	Fast Food without Drive Thru	6.50	5.2	34
53912201	High Turnover/Sit-down	18.00	5.3	95
53912205	Shopping Center	33.00	1,392	24
53912203	General Office	345.00	1,014	340
53912204	Airport Support Facility	1,300 Employees	1	1,300
53912201	Service Station with Conv. Market	36 VFP	0.84	30
Total Number of Employees				13,820
Notes: KSF = thousand square feet; VFP = vehicle fueling positions 1. The SCAG Employment Density Report was used for conversion factors. Source: Michael Baker International, <i>Southern California Logistics Airport Specific Plan Vehicle Miles Traveled (VMT) Assessment</i> , December 1, 2020.				

The SCLA Specific Plan includes a mix of land uses such as manufacturing, light warehouse, light industrial, airport support facilities, shopping center, restaurant, gas station, and general office. The warehouse and manufacturing components of the project would be a combination of employee trips and truck trips. Whereas the shopping center, restaurant, and gas station would be a combination of employee trips and patron trips. Given the mix of employee, patron and truck trips anticipated for



the site, VMT per service population is the appropriate VMT metric for the project and is consistent with the City's guidelines.

For modeling purposes, the Productions/Attractions (PA) method can isolate trip purpose and truck VMT but does not account for trips with one trip end outside the model boundary. Origin/Destination (OD) method cannot isolate trip purpose or truck VMT but does include all trips including those with one trip end outside the model boundary. The PA method can be used if the project is of a single land use type and OD method for a mixed-use project. The City guidelines recommend mixed-use projects evaluate VMT based on the OD method. For the SCLA project, both the PA and OD methods were evaluated in the VMT model to determine the projects VMT based on individual land uses and the mix of land uses.

EXISTING TRANSIT SERVICE

Bus Service

Based on the General Plan, bus service in the City of Victorville is provided by the Victor Valley Transit Authority (VVTA), a joint powers agency serving Victorville and adjacent areas. The VVTA service area is comprised of the cities of Adelanto, Hesperia, and Victorville, the Town of Apple Valley, and San Bernardino County. Within the joint powers area, the VVTA currently operates 13 fixed-routes with various transfer points to adjoining routes, with additional subscriber services for certified riders. There are ten fixed-routes providing service within or through Victorville. Transit service currently is offered from 6:00 a.m. to 9:00 p.m., Monday through Friday, and from 7:00 a.m. to 8:00 p.m. on Saturdays, with no service on Sundays and national holidays. For physically challenged patrons, Direct Access Transit is available by reservation only. Direct Access Transit is available the same dates and times as general transit service and observes the same holidays.

On-site, VVTA provides bus transportation (Route 32) and several bus stops along Air Expressway (at George Boulevard), Phantom West (stops at Innovation Drive, George Boulevard, and Nevada Avenue), and Nevada Avenue (at Ohio Street).

Passenger Rail

Passenger rail service to the City is provided by Amtrak. This train offers a morning and an evening commute to and from Los Angeles. Westbound travelers can connect to the Coast Starlight in Los Angeles and the Pacific Surfliner in Fullerton.

Victor Valley Transportation Center

Located on the north side of D Street, between 4th Street and 6th Street, in the northeastern section of the City, the Victor Valley Transportation Center provides multi-modal services and facilities. The transportation center is American's with Disabilities (ADA) compliant and is a transfer point for Amtrak national rail service and local bus routes. It contains 45 automobile parking spaces in a lighted parking lot and bicycle lockers.



Park-and-Ride Lots

Park-and-ride lots are located at the Victor Valley Transportation Center, off D Street, between 2nd Street and 4th Street (125 parking stalls), at the southwest corner of Amargosa Road and Bear Valley Road (70 parking stalls), and at the San Bernardino County Fairgrounds off 7th Street (Plaza Drive Entrance) (48 parking stalls)¹.

As shown on Figure Circ-4, Existing Public Transit Facilities, of the General Plan, bus routes, passenger rail service stations, Transportation Center, and park-and-ride lots are not currently provided within the SCLA Specific Plan area.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

As a former military facility, and given the relatively rural nature of the project area within the northerly extent of the City, existing pedestrian and bicycle facilities within SCLA Specific Plan boundaries are relatively limited. Improved publicly-accessible roadways within the project site are generally located within the Central Core and West Side development districts. Primary bicycle facilities within the project site are generally limited to Class II (striped) bicycle lanes along Phantom East and Phantom West; remaining existing roadways include Class III (shared with motorists) bicycle lanes.

Sidewalks within Specific Plan boundaries are focused within areas where recent development has occurred. The primary areas where sidewalk exists are generally limited to a segment of approximately 1,000 feet of sidewalk along Phantom West, east of George Boulevard. Sidewalk also occurs along both sides of George Boulevard; along Innovation Drive, west of Phantom West; along the northerly side of Sabre Boulevard; and along various portions of Nevada Avenue.

The *City of Victorville Non-Motorized Transportation Plan* (Non-Motorized Plan) does not identify any existing recreational trails or bicycle facilities on-site. The Non-Motorized Plan identifies a future Class II bicycle facility on-site along Nevada Avenue and Phantom East.

5.14.2 REGULATORY SETTING

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) developed guidance documents to implement vehicle miles traveled in projects on the State Highway System (SHS) and review of local development projects in accordance with SB 743, which came into effect of July 1, 2020 (additional detail regarding SB 743 is provided below). The *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 20, 2020, was prepared by Caltrans to provide guidance in determining when a lead agency should analyze possible impacts to the SHS, including its users (for land use projects or plan); guidance for land use review that supports State land use goals, State planning priorities, and GHG emission reduction goals; Statewide consistency in identifying land use projects' possible transportation impacts, to the SHS, and identify potential non-capacity increasing mitigation measures; and recommendations

¹ San Bernardino County Transportation Authority, Park and Ride Lots, <https://gosbcta.com/get-around/park-ride-lots.html>, accessed July 29, 2019.



for early coordination during the planning phase of the land use project to reduce the time, cost, and/or frequency of preparing a Transportation Impact Study or other indicated analysis.. The TISG replaces the Caltrans *Guide for the Preparation of Traffic Impact Studies*.

Caltrans references the Office of Planning and Research's (OPR's) December 2018 SB 743 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) as a basis for the TISG, which identifies projects and areas presumed to have a less than significant transportation impact. For residential and office projects, OPR's Technical Advisory recommends VMT per capita or employee thresholds 15 percent below existing city or regional VMT per capita. As each lead agency develops and adopts its own VMT thresholds for land use projects, Caltrans will review them for consistency with OPR's recommendations, which are consistent with the State's GHG emissions reduction targets and California Air Resources Board's (CARB's) Scoping Plan.

Senate Bill 743 (Steinberg)

SB 743 requires the California Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to level of service (LOS) as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020 to adopt and begin implementing VMT thresholds for traffic analysis. Prior to July 1, 2020, jurisdictions had the option to continue using LOS analysis or converting to VMT analysis once such thresholds were adopted.

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's OPR released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

Caltrans California Manual on Uniform Traffic Control Devices

The California Manual on Uniform Traffic Control Devices (CA MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code. Effective March 27, 2020, Caltrans prepared Revision 5 of the CA MUTCD. The updated CA MUTCD includes the Federal Highway Administration's MUTCD 2009 edition (revised in May 2012), as amended for use in California. The updated CA MUTCD also includes policies on traffic control devices issued by Caltrans since March 29, 2019 and other corrections and format changes.

REGIONAL

Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the Federal and State governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted



by SCAG is the 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), which was adopted on September 3, 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State greenhouse gas emissions reduction goals, such as SB 375. The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by eight percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specifically, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

San Bernardino County Congestion Management Program

The updated version of the *San Bernardino County Congestion Management Program* (CMP) was prepared by the San Bernardino Associated Governments (SANBAG) (now the San Bernardino County Transportation Authority, or SBCTA) in June 2016.

The goals of the CMP are to:

- Maintain or enhance the performance of the multimodal transportation system and minimize travel delay;
- Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs;
- Provide for technical consistency in multimodal transportation system analysis;
- Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries;
- Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations; and
- Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.



All State highways and principal arterial roadways in the County are designated elements of the CMP system.

SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment

In February 2020, the SBCTA released the *SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (SBCTA Guidelines) that address both traditional automobile delay-based LOS and new VMT analysis requirements per SB 743. The SBCTA Guidelines provide local jurisdictions with sufficient information to adopt VMT baselines and thresholds of significance prior to the July 2020 implementation deadline.

San Bernardino County Non-Motorized Transportation Plan

The *San Bernardino County Non-Motorized Transportation Plan* (NMTP), prepared by San Bernardino County Transportation Authority, revised June 2018, provides regional goals, objectives, and policies, bicycle and pedestrian planning, local jurisdiction bicycle plans, design guidelines, and plan implementation. The NMTP serves as a response to the initiatives to reduce vehicle travel and greenhouse gas emissions embedded in California Senate Bill 375 (SB 375) and satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

LOCAL

City of Victorville General Plan

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 of the planning area. Furthermore, Circulation Element is intended to specify the City's policies for coordination of transportation infrastructure planning with planning of public utilities and facilities, where joint benefits can be achieved.

Circulation Element policies that pertain to the proposed project include, but are not limited to, the following:

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

Implementation Measure 1.1.3.1: Typically, developers will construct necessary traffic system improvements. Alternately, in lieu of developer-provided improvements, the City will impose exactions, dedications and/or fees on new development and redevelopment projects to fund improvements that mitigate significant safety and/or congestion impacts on the roadway network. These shall be based on a clear and proportional nexus between the level of project impact and the estimated cost of providing the improvements required to mitigate the impact.



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

Implementation Measure 2.2.1.1: Consult with the VVTa during planning/design of major new development and redevelopment projects and public facilities, to incorporate appropriate public transit improvements, in optimal locations.

Implementation Measure 2.2.1.2: Consult with VVTa regarding regular assessments of special transit needs for low-income, elderly, handicapped and other residents who do not have access to private automobiles or the public bus system.

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.

Implementation Measure 3.3.1.1: Require private and public development projects to be responsible for constructing roads, traffic control devices, wet and dry utility improvements necessary to meet the needs of the project, and to properly integrate into the established and planned infrastructure systems. Such improvements shall be constructed concurrently with and completed prior to opening of the project.

City of Victorville Code of Ordinance

The intent of Section 16-5.01.080, *Development Impact Fee*, of the City Code of Ordinance is to facilitate implementation of the goals and objectives of the City's General Plan and to mitigate the overburdening of existing capital facilities such as the City's roadway, park, and fire, and public safety facilities which are caused by new development in the City. Development impact fees are imposed on the issuance of building permits and collected at the time of final inspection for development within the City. The City Council, in a council resolution, sets forth the specific amount of the fee, describes the benefit and impact area on which the development impact fee is imposed, identifies the specific public improvements to be financed, provides the estimated cost of these facilities, and defines the reasonable relationship between the fee and the various types of new developments and sets forth the time for payment. The revenues raised by payment of this fee is placed in a separate and special account and such revenues, along with any interest earnings on that account, is used solely to:

- Pay for the City's future construction of facilities, or to reimburse the City for those described or listed facilities constructed by the City with funds advanced by the City from other sources; or
- Reimburse developers who have been required or permitted to install such listed facilities which are oversized with supplemental size, length, or capacity.



City of Victorville Vehicle Miles Traveled Analysis Guidelines

The *City of Victorville Vehicle Miles Traveled Analysis Guidelines* dated May 27, 2020 provides methodology and thresholds for VMT analyses with regard to CEQA for projects in the City. The guidelines also provide screening thresholds to determine if VMT analysis for CEQA is required.

City of Victorville Non-Motorized Transportation Plan

As part of the *San Bernardino County Non-Motorized Transportation Plan*, the *City of Victorville Non-Motorized Transportation Plan* was developed and approved by City Council in 2011, which designates various corridors, thoroughfares, and facilities to encourage bicycle and pedestrian use. The plan helps in meeting the goals and objectives of the General Plan and guides the future, orderly development of trails and bikeways, by requiring developers to install the segments adjoining their projects. Supplemental to coordinating and guiding the San Bernardino County's bicycle and pedestrian plans, programs, and projects, the non-motorized transportation plan for the Victor Valley area includes regional and intra-jurisdictional bicycle connections and pedestrian facilities.

5.14.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

DEFINITION OF DEFICIENCY AND SIGNIFICANT IMPACT

Definition of Deficiency

According to the *City of Victorville Vehicle Miles Traveled Analysis Guidelines* (VMT Guidelines), a project is considered to have a less than significant impact if the project VMT per service population is less than the City's VMT General Plan buildout per service population.

Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act (CEQA). In accordance with the City's VMT Guidelines, a traffic impact is considered significant and inmitigable if the project increases VMT per service population over the City's VMT General Plan buildout per service population.



SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines includes questions relating to transportation. Accordingly, a project may create a significant adverse environmental impact if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statements TRA-1, TRA-2, and TRA-3);
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (refer to Impact Statements TRA-2, and TRA-3);²
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-4); and
- Result in inadequate emergency access (refer to Impact Statement TRA-5).

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.14.4 IMPACTS AND MITIGATION MEASURES

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

TRA-1 PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE NON-MOTORIZED CIRCULATION SYSTEM INCLUDING TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES.

Impact Analysis:

Transit Services

VVTA provides bus transportation services (Route 32) and several bus stops on-site along Air Expressway (at George Boulevard), Phantom West (stops at Innovation Drive, George Boulevard, and Nevada Avenue), and Nevada Avenue (at Ohio Street). It is anticipated that this bus route and associated bus stops would be maintained as buildout of the Specific Plan occurs. Each new development proposed within the Specific Plan area would be required to analyze construction and

² While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with *CEQA Guidelines* Section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City’s adopted traffic analysis methodology, which requires use of level of service to evaluate traffic impacts of a project.



operational impacts to transit services on-site and within the project area to ensure that adequate service is maintained.

As noted above, the Victor Valley Transportation Center (supporting bus and Amtrak service) and several park-and-ride lots also exist in various locations of the City. The project would not result in impacts to any of these facilities. Impacts in regard to transit services would be less than significant.

Pedestrian and Bicycle Facilities

As noted above, the Non-Motorized Plan of the General Plan does not identify any existing pedestrian or bicycle facilities on-site. A future Class II bicycle facility is shown within the Non-Motorized Plan along Nevada Avenue and Phantom East. On-site roadways that would be constructed and/or improved as buildout of the Specific Plan occurs would be consistent with the City's pedestrian and bicycle standards. Based on the General Plan Circulation Element, roadways classified as super arterials, major arterials, and arterials shall have two bicycle lanes with traffic buffers; secondary arterials and local streets shall have sidewalks for pedestrian use; and collectors shall have two bicycle lanes with a 68-foot right-of-way.

The project would not result in impacts to any existing pedestrian or bicycle facilities. Each new proposed development within the SCLA Specific Plan area would be required to analyze construction and operational impacts to pedestrian and bicycle facilities on-site and within the project area. Additionally, roadway and pedestrian and bicycle facility improvements associated with the project would meet the goals and objectives of the General Plan and Non-Motorized Plan. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VEHICLE MILES TRAVELED

TRA-2 THE PROJECT WOULD NOT CONFLICT WITH CEQA GUIDELINES SECTION 105064.3, SUBDIVISION (B).

Impact Analysis: As noted above, the impact threshold for the VMT analysis is based on VMT per service population. According to the *City of Victorville Vehicle Miles Traveled Analysis Guidelines* (VMT Guidelines), a project is considered to have a less than significant impact if the project VMT per service population is less than the City's VMT General Plan buildout per service population. As shown in Table 5.14-3, *VMT Summary*, the project is estimated to generate a daily total PA VMT of 328,593 and a daily total OD VMT of 496,940. The resulting total PA VMT/service population is 23.8 (328,593 VMT/13,820 service population) and total OD VMT/service population is 36.0 (496,940 VMT/13,820).

A comparison of the project PA VMT/service population (23.8 total VMT/service population) to the Citywide VMT/Service Population (25.0 total VMT/service population) shows that the project VMT/service population is anticipated to be 95 percent of the City VMT/service population. The project OD VMT/service population (36.0 total VMT/service population) compared to the Citywide VMT/service population (36.2 total VMT/service population) is anticipated to be 99 percent of the City VMT/service population. Therefore, since the proposed project's VMT per service population



is lower than that of the City's VMT General Plan buildout per service population, the project is not anticipated to result in a significant transportation impact and a less than significant impact would occur in this regard.

**Table 5.14-3
VMT Summary**

	Year 2040	
	City of Victorville* (General Plan Buildout)	SCLA (Project)
Total Daily Project PA VMT	--	328,593
Total Daily Project OD VMT	--	496,940
Total Project Employees	--	13,820
PA VMT Per Service Population	25.0	23.8
OD VMT Per Service Population	36.2	36.0
Percent of City Average	95%	99%
Notes: PA = Productions/Attractions; OD = Origin/Destination; VMT = vehicle miles traveled Source: Michael Baker International, <i>Southern California Logistics Airport Specific Plan Vehicle Miles Traveled (VMT) Assessment</i> , December 1, 2020.		

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONSTRUCTION TRAFFIC

TRA-3 PROJECT CONSTRUCTION WOULD NOT CAUSE A SUBSTANTIAL INCREASE IN TRAFFIC FOR EXISTING CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.

Development within the SCLA Specific Plan Priority Development Area is anticipated to occur over a total of five phases, in five-year increments over the next 25 years. Although temporary, construction activities associated with the future build out of the SCLA Specific Plan would generate traffic as a result of vehicular traffic related to construction workers and delivery of materials to the project site.

Construction-related trips associated with trucks and employees traveling to and from the project site may result in minor traffic delays within the project area. In order to reduce the potential impact of construction-related vehicles interacting with pedestrians and local traffic, preparation of a Construction Management Plan would be required for future on-site development (Mitigation Measure TRA-1). The Construction Management Plan would implement a variety of measures to minimize traffic and parking impacts upon the local circulation system. The Construction Management Plan would include, but not be limited to the: prohibition of construction worker parking along local streets, identification of appropriate haul routes to avoid traffic disruptions, and limitation of hauling activities to off-peak hours. Overall, construction-related traffic impacts would be short-term and temporary, and implementation of Mitigation Measure TRA-1 would ensure construction-related project impacts are less than significant.



Mitigation Measures:

TRA-1 Prior to issuance of any Grading or Building Permits, a Construction Management Plan shall be submitted for review and approval by the City of Victorville. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the project applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City of Victorville City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads shall be subject to the requirements of the City and/or the adjacent jurisdictions.
- Haul trucks entering or exiting public streets shall at all times yield to the public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City of Victorville City Engineer.
- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or within the identified construction staging areas.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Victorville requirements. The traffic control plans (TCP) shall be prepared by the contractor and submitted to the City Engineer for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary curb lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrian and traffic.



- Should the project utilize State facilities for hauling of construction materials, the Construction Management Plan shall be submitted to the California Department of Transportation (Caltrans) for review and comment.
- Should project construction activities require temporary vehicle lane, bicycle lane, and/or sidewalk closures, the Applicant shall coordinate with the City Engineer regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

HAZARDOUS TRAFFIC CONDITIONS

TRA-4 THE PROJECT WOULD NOT INCREASE HAZARDS DUE TO GEOMETRIC DESIGN FEATURES OR INCOMPATIBLE USES.

Impact Analysis: Future development would involve land uses that could require site-specific traffic/circulation improvements with potential to increase hazards due to a design feature. There are no site-specific project plans at this time, and site-specific details (e.g., site layouts, ingress/egress locations, land use types, and intensities) are presently unknown. However, future development would be evaluated to verify that the site plan is designed according to minimum local, State, and Federal standards, once details such as site layouts, ingress and egress locations, land use types, and intensities become known. Therefore, following compliance with local, State, and Federal standards, impacts concerning site-specific traffic/circulation improvements with potential to increase hazards due to a design feature would be reduced to less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-6 THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis: Access to the site is provided by a number of local roadways including Perimeter Road, Innovation Way, Gateway Drive, Air Expressway, Phantom West, Phantom East, Nevada Avenue, and more. These roadways may be interrupted during the construction phase. However, as concluded under Impact Statement TRA-3, traffic impacts related to temporary construction activities would be less than significant with the implementation of Mitigation Measure TRA-1. Mitigation Measure TRA-1 would ensure continued public safety and minimize potential effects of construction activities on study area roadways/intersections. Mitigation Measure TRA-1 requires that the applicant of each new development prepare and implement a Construction Management Plan for approval by the City of Victorville for the purposes of ensuring traffic control and public safety during all stages of construction. Implementation of the Construction Management Plan would identify construction vehicle haul routes, specify hours for hauling or transport activities, and establish traffic control measures for any street closure, detour, or circulation disruptions, to name a few. Additionally, should any temporary lane closures be required as part of project construction activities, Mitigation Measure



TRA-1 would require the applicant coordinate with the City Engineer regarding timing and duration of proposed temporary lane closures to ensure the closures do not impact operations of adjacent uses or emergency access. Overall, the Construction Management Plan would ensure adequate emergency access in the site vicinity and minimize construction-related impacts related to traffic delay and circulation safety. Construction impacts in this regard would be less than significant.

Further, as discussed under Impact Statement TRA-4, future development would be evaluated to verify that the site plan is designed according to minimum local, State, and Federal standards, once details such as site layouts, ingress and egress locations, land use types, and intensities become known. Therefore, the site would provide adequate emergency access into and out of each proposed development. Internal roadways would also be designed to comply with all applicable regulations for emergency vehicle access, and all appropriate fire and emergency access conditions would be incorporated into future project design. Therefore, operations of each new development would result in adequate emergency access and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.14.5 CUMULATIVE IMPACTS

Table 4-1, Cumulative Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE NON-MOTORIZED CIRCULATION SYSTEM INCLUDING TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES.**

Impact Analysis: As analyzed under Impact Statement TRA-1, the project would not conflict with any plans related to transit, bicycle, or pedestrian facilities. Each new proposed development within the SCLA Specific Plan area would be required to analyze construction and operational impacts to pedestrian and bicycle facilities on-site and within the project area. Additionally, pedestrian and bicycle facility improvements associated with the project would meet the goals and objectives of the General Plan and Non-Motorized Plan. Similar to the proposed project, future cumulative projects would be analyzed under CEQA to determine any potential conflicts with existing transit, bicycle, or pedestrian facilities plans, ordinances, or policies. Given that the project would facilitate the objectives General Plan and Non-Motorized Plan by improving the local roadway network, including sidewalk and bike lanes, and would not impact existing transit, bicycle, and pedestrian facilities, the project would not cumulatively contribute to impacts in this regard. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



VEHICLE MILES TRAVELED

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT CONFLICT WITH CEQA GUIDELINES SECTION 105064.3, SUBDIVISION (B).**

Impact Analysis: As analyzed under Impact Statement TRA-2, the project would not conflict with CEQA Guidelines Section 105064.3, Subdivision (b). According to the City's VMT Guidelines, a project is considered to have a less than significant impact if the project VMT per service population is less than the City's VMT General Plan buildout per service population. Based on the VMT Assessment prepared for the project, the projects PA VMT/service population and OD VMT/service population is below the Citywide VMT/service population. Therefore, the project is not anticipated to result in a significant transportation impact and a less than significant impact would occur in this regard. Additionally, since the project utilizes the City's VMT General Plan buildout per service population as the threshold of significance (and since the General Plan considers long-range planned development occurring throughout the City), the project would similarly result in a less than significant cumulative impact.

Similar to the proposed project, future cumulative projects would be analyzed under CEQA to determine potential VMT impacts and mitigate as necessary and feasible to meet the City's VMT thresholds.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONSTRUCTION TRAFFIC

- **CONSTRUCTION OF THE PROPOSED PROJECT, AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT CAUSE A SUBSTANTIAL INCREASE IN TRAFFIC FOR EXISTING CONDITIONS WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in traffic impacts to local roadways. However, as stated under Impact Statement TRA-3, construction of the proposed project would not result in significant traffic impacts to study intersections. Further, the project would be required to prepare a Construction Management Plan in order to reduce the impact of construction-related traffic upon the local circulation system within the project area (Mitigation Measure TRA-1). The cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the project's contribution to cumulative construction traffic impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



HAZARDOUS TRAFFIC CONDITIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT INCREASE HAZARDS DUE TO GEOMETRIC DESIGN FEATURES OR INCOMPATIBLE USES.**

Impact Analysis: The SCLA Specific Plan does not include site-specific project plans at this time, and site-specific details (e.g., site layouts, ingress/egress locations, land use types, and intensities) are presently unknown. However, future development within the SCLA Specific Plan area, the recommended circulation system improvements, and cumulative projects would be evaluated to verify that each site plan is designed according to minimum local, State, and Federal standards. The City would continue to implement its adopted roadway standards, as well as the State of California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code standards. Therefore, following compliance with local, State, and Federal standards, the project's contribution to cumulative impacts concerning site-specific traffic/circulation improvements with potential to increase hazards due to a design feature would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: Access to the project site and cumulative project sites may be interrupted during the construction phase. However, as concluded under Impact Statement TRA-3 and the Construction Traffic section under 5.14-6, Cumulative Impacts, traffic impacts related to temporary construction activities would be less than significant with the implementation of Mitigation Measure TRA-1 (preparation of a Construction Management Plan). The Construction Management Plan would ensure adequate emergency access in the project site vicinity as well as within the vicinity of the cumulative projects and would minimize construction-related impacts related to traffic delay and circulation safety. Project and cumulative projects construction impacts would be less than significant with implementation of Mitigation Measure TRA-1.

Further, as discussed under Impact Statement TRA-4 and the Hazardous Traffic Conditions section under 5.14-6, Cumulative Impacts, future development within the SCLA Specific Plan area and the cumulative projects would be evaluated to verify that each site plan is designed according to minimum local, State, and Federal standards. Therefore, the sites would provide adequate emergency access into and out of each proposed development, and all appropriate fire and emergency access conditions would be incorporated into future project design. Therefore, operations of each new development within the SCLA Specific Plan area and the cumulative projects would result in adequate emergency access and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to transportation have been identified.



6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, the following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed project is approved and constructed, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses would be temporarily impacted by dust and noise. Short-term soil erosion would occur during grading. There would also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with Federal, State, and local regulations; refer to Section 5.0, *Environmental Analysis*.

Future development associated with implementation of the SCLA Specific Plan Amendment would create long-term environmental consequences associated with implementation of the project. Development of the proposed project and the subsequent long-term effects could impact the physical, aesthetic, and human environments. Long-term physical consequences of the project include hydrology and water quality impacts and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur as a result of stationary source emissions generated from the consumption of natural gas and electricity.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Future development associated with implementation of the SCLA Specific Plan Amendment would consume limited, slowly renewable, and nonrenewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. Although site-specific development proposals are not available at this time, it can be assumed that future development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Construction activities would require the consumption of resources that are not renewable, or which may renew so slowly as to be considered non-renewable. These resources would include construction supplies, such as aggregate materials used in concrete and asphalt, metals, and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during future operational activities associated with buildout of the SCLA Specific Plan Amendment would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the



project and the existing, finite supplies of these natural resources would be incrementally reduced. Site-specific development proposals accommodated by implementation of the SCLA Specific Plan Amendment would occur in accordance with California Code of Regulations Title 24, Part 6, which sets forth conservation practices that would limit the amount of energy consumed by the project. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

In summary, future construction and operation activities associated with buildout of the SCLA Specific Plan Amendment would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. The project would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the project. Additionally, increasingly efficient building fixtures, construction practices/materials, and vehicular engines are expected to offset this demand to some degree. Thus, although irreversible environmental changes would result from the project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

Section 15126 of the CEQA Guidelines requires that an EIR discuss the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing. The potential growth-inducing impacts of the proposed project are evaluated below. Note that the CEQA Guidelines require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the



environment.” However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; refer to CEQA Guidelines Section 15145.

In accordance with the CEQA Guidelines and based on the above-listed criteria, the project’s potential growth-inducing impacts are evaluated below.

REMOVAL OF AN IMPEDIMENT TO GROWTH

Construction or Extension of Major Infrastructure Facilities

The SCLA Specific Plan Amendment proposes revisions to the circulation and infrastructure planning components of the Specific Plan which could indirectly induce population growth through extension of roads or other infrastructure. Generally, the backbone circulation infrastructure established through former operation of George Air Force Base (Phantom East, Phantom West, Nevada Avenue) has been established and would be maintained. Roadway infrastructure would be incrementally enhanced to serve future development (primarily within and surrounding the Priority Development Area), as noted within Section 3.0, *Project Description*. This extension of roadway infrastructure into the expansion area is not considered growth inducing inasmuch as it would not represent a significant extension of infrastructure such that additional growth would be encouraged as a result.

Concerning other infrastructure, large portions of the Specific Plan area’s infrastructure were developed during its previous use as a military installation. Substantial infrastructure in the Central Core and Airport Districts of the Specific Plan already exist, are operational, and currently serves existing facilities. New storm drain, water, and sewer service master plans will continue to be assessed, planned and constructed to address service to the existing and undeveloped areas of the Specific Plan as new development occurs; refer to Section 5.13, *Public Services, Recreation, and Utilities*. Coordination would occur with utility providers, as future development is proposed, to ensure adequate capacity is provided for all new and existing development.

The proposed project would not amend the boundaries of the Specific Plan to include new areas or otherwise facilitate unplanned development. Rather, the proposed Specific Plan Amendment would modernize the Specific Plan to reflect current development trends and economic/market conditions, and substantially reduce the amount of acreage available for industrial development. Thus, these proposed infrastructure improvements would not remove obstacles to growth since the site is already served by existing utility providers and would mostly serve as connection lines to existing connections in adjacent roadways.

Changes in Existing Land Use Regulations

As detailed in Section 3.0, *Project Description*, the project requires several discretionary approvals related to land use regulations, including a Specific Plan Amendment and General Plan Amendment. The project proposes to amend the Specific Plan to: 1) decrease the development 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. No new land use districts would be introduced with



implementation of the SCLA Specific Plan Amendment. Rather, the project would result in a net reduction in acreage for all land use districts with the exception of Airport and Support Facilities (ASF), which would increase by 405 acres. As noted in [Section 5.12](#), this designation was assigned to land designated as existing airfield property and is not anticipated to result in substantial unplanned population growth that has not been previously considered as part of the 2004 SCLA SPEIR. As a result, the proposed project would not remove obstacles to growth based on its proposed discretionary approvals.

Foster Economic Expansion or Growth

Construction activities associated with future site-specific development proposals would generate a number of design, engineering, and construction jobs. Construction employees would likely be absorbed from the regional labor force, and individual development proposals would not attract new workers to the region.

As concluded in [Section 5.12](#), based on the amount of feasible development in the foreseeable future (i.e., development associated with the Priority Development Area) and the non-intensive land use characteristics of the ASF designation, future operational activities associated with the SCLA Specific Plan Amendment are not anticipated to directly induce substantial unplanned population growth in an area by proposing new businesses that were not previously considered under the 2004 SCLA SPEIR. Thus, although economic growth could occur within the project area due to project implementation, future economic effects are not expected to significantly affect the environment.

Foster Population Growth

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. As noted in the “Removal of an Impediment to Growth” section above, the project would not indirectly induce substantial population growth through extension of roads or other infrastructure.

According to the 2004 SCLA SPEIR, full buildout of the SCLA Specific Plan would generate approximately 20,460 employees. The 2004 SCLA SPEIR determined that employment generated by the SCLA Specific Plan could result in direct growth in the City’s population since the potential exists that future employees and their families may choose to relocate to the City. However, estimating the number of employees who would relocate to the City would be highly speculative, since many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). There is also the potential that existing residents may fill some of the new positions. Thus, for analysis purposes, the 2004 SCLA SPEIR estimated that 25 percent (5,115) of the Specific Plan’s new employees would relocate to the City, resulting in a potential population increase of 16,061 persons. The 2004 SCLA SPEIR concluded that the Specific Plan would be growth-inducing as it would represent a significant proportion (approximately 30 percent) of the City’s anticipated population growth between 2003 and 2020.

As analyzed in [Section 5.12](#), based on the project’s proposed reduction of the development footprint and the non-intensive land use characteristics of the ASF designation, future development associated with the SCLA Specific Plan Amendment is not anticipated to directly induce substantial unplanned population growth in an area by proposing new businesses that were not previously considered under



the 2004 SCLA SPEIR. Thus, growth inducing impacts related to population growth would be less than significant in this regard.

Establishment of A Precedent-Setting Action

As stated above, the proposed project would require a Specific Plan Amendment and a General Plan Amendment. The approval of these discretionary actions would not set a precedent that would make it more likely for other projects in the City to gain approval of similar applications. For example, a future project requesting to redesignate or rezone a site would need to undergo the same environmental review as the proposed project and mitigate potentially significant environmental impacts on a project-level. The proposed approvals would only regulate future land development within the SCLA Specific Plan area by limiting permitted uses and requiring future development on-site to comply with regulations included in the Specific Plan. The SCLA Specific Plan area is already developed with ASF, business park (BP), industrial (I), public/open space (P/OS), runway protection zone (RPZ), and public institutional (PI) uses. The proposed changes to the existing SCLA Specific Plan would reflect current development trends and economic and market conditions. Further, future projects with similar required discretionary actions would also be subject to applicable environmental review on a project-by-project basis. Implementation of the SCLA Specific Plan Amendment would not establish a procedure that would make future re-designations and/or rezones easier and would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

Development or Encroachment of Open Space

Overall, the SCLA Specific Plan Amendment is considered an infill development and would redevelop the former George Air Force Base (AFB) into ASF, BP, I, P/OS, RPZ, and PI uses. The site has been contemplated for development of the SCLA Specific Plan since 1993. Although open space uses are present within the SCLA Specific Plan area and nearby (i.e., Mojave River), these uses are designated as such and the project would not result in the development or encroachment into any areas of existing open space. The proposed project would not amend the boundaries of the Specific Plan to include new areas or otherwise facilitate unplanned development. Rather, the proposed Specific Plan Amendment would modernize the Specific Plan to reflect current development trends and economic/market conditions, and substantially reduce the amount of acreage available for industrial development. Therefore, the proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of an existing open space.



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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with CEQA Guidelines Section 15126.6, this section describes a range of reasonable alternatives to the project, or to the location of the project. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives, or would be more costly. The range of required alternatives is governed by the "rule of reason" that requires the analysis to set forth only those alternatives necessary to permit a reasoned choice. The alternatives are limited to ones that would avoid or substantially lessen any of the project's significant effects. Of those alternatives, only the ones that the lead agency has determined could feasibly attain most of the basic project objectives are examined in detail.

PROJECT GOALS AND OBJECTIVES

As stated above, an EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Thus, a summary of the goals and objectives is provided below:

- Create an economically viable employment center for the City of Victorville and surrounding Victor Valley area, including enhancing the tax base;
- Enhance the SCLA Specific Plan to optimize the use of the area for economic development and job creation and to provide synergy with airport services, future development and business uses;
- Provide adequate infrastructure and site amenities to create an efficient and attractive location for businesses, and to promote future airport and industrial development;
- Modernize the SCLA Specific Plan to reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines; and
- Enhance the format and framework of the Specific Plan to more efficiently guide development at SCLA.

SUMMARY OF SIGNIFICANT IMPACTS

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent).



Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As such, a description of significant impacts associated with the proposed project is provided below. This information is based on the analysis provided within Section 5, *Environmental Analysis* of this EIR.

- Air Quality
 - Operational emissions
 - Air Quality Management Plan consistency
 - Cumulative emissions
- Noise
 - Operational (mobile) noise
 - Cumulative (mobile) noise
- Land Use
 - Land Use Plan consistency

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. The end of this section provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Section 7.3, *Environmentally Superior Alternative*, references the "environmentally superior" alternative, as required by the CEQA Guidelines.

7.1 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts.

7.1.1 "ALTERNATIVE SITE" ALTERNATIVE

One alternative that has been considered and rejected as infeasible is the "Alternative Site" Alternative. The project site is available and optimal for development because portions of the site are non-operational, underutilized, and is within proximity to existing airport uses within the City of Victorville. The "Alternative Site" Alternative would require adequate land, access, and infrastructure capable of



supporting the development proposed under the Southern California Logistics Airport Specific Plan (SCLA Specific Plan). The availability of similar properties of an adequate size and with similar infrastructure, access, and land use characteristics within the City is limited. In addition, the project site's location (near SCLA) is advantageous for a project supporting future airport, business, and industrial development. No other available properties with suitable development characteristics exist within the project area. Thus, it is not considered feasible to implement the proposed project on another property within the City that could support a project of similar size and scale to that currently proposed.

In addition, this Alternative would not accomplish the key project objectives of enhancing and modernize the SCLA Specific Plan to optimize the use of the area for economic development and job creation, provide synergy with airport services, future development, and business uses, and reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines. Portions of the project site have not been regularly maintained and many buildings and other remnants of the former George Air Force Base are in disrepair. Moreover, implementation of the proposed improvements on an alternative site would likely result in many of the same significant and unavoidable air quality and noise impacts identified under the proposed project. As such, this alternative has been rejected from further consideration by the City.

7.1.2 “ALTERNATIVE USE” ALTERNATIVE

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). According to the *SCLA Land Use Plan*, the 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). Based on the existing land use designations and proximity to the SCLA land use planning area, alternative uses such as residential would not be allowed. However, agricultural and commercial uses would be an acceptable “Alternative Use” Alternative on-site. An “All Agricultural” Alternative or “All Commercial” Alternative would not deliver a mix of uses that are proposed to create synergy among the existing airport uses, future development, and business uses, and support current development trends, economic and market conditions within the Specific Plan Area as identified as key project objectives. Consequently, both an “All Residential” Alternative and an “All Commercial” Alternative have been rejected from further consideration by the City.

7.1.3 “2004 RAIL SERVICE PROJECT” ALTERNATIVE

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. Development forecasts for the 2004 SCLA Specific Plan Amendment area included an intermodal/multimodal rail facility and estimated a total of 60 million square feet of industrial development (with a maximum buildout of approximately 250 million square feet), much of which was proposed to be constructed by 2015. Based on current market conditions and development trends in the region, the intermodal/multimodal rail facility and supporting industrial development are no longer proposed. Implementation of the “2004 Rail Service Project” Alternative would not support the project objective to modernize the SCLA Specific Plan to reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines, as well as more efficiently guide development at SCLA. Thus, the “2004 Rail Service Project” Alternative has been rejected from further consideration by the City.



7.2 ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

Potential environmental impacts associated with the following alternatives are compared to impacts from the proposed project since they could potentially reduce and/or eliminate one or more significant impacts associated with the project:

- “No Project/No Development” Alternative;
- “No Project/Existing Specific Plan” Alternative;
- “Warehousing” Alternative; and
- “Reduced Density” Alternative.

Throughout the following analysis, the alternatives’ impacts are analyzed for each environmental issue area, as examined in [Sections 5.1](#) through [5.14](#). In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. [Table 7-4, *Comparison of Alternatives*](#), which is included at the end of this Section, provides an overview of the alternatives analyzed and a comparison of each alternative’s impacts in relation to the proposed Project. [Section 7.3, *Environmentally Superior Alternative*](#), references the “environmentally superior” alternative, as required by the *CEQA Guidelines*.

Similar to the project analysis presented in [Sections 5.1](#) through [5.14](#), the alternatives analysis focuses on the Priority Development Area, which includes that Central Core [West Core and East Core], Airport, and West Side development districts. The remaining development districts (particularly within the North Industrial and East Side development districts) are undeveloped and lack any infrastructure required to support development. 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. Accordingly, the City established a Priority Development Area for development feasibly occurring within the next 25 years, and the alternatives analysis provided below focuses on this area of the SCLA Specific Plan.

7.2.1 “NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The “No Project/No Development” Alternative assumes the SCLA Specific Plan Amendment would not be adopted and the existing on-site uses would remain in their current condition (specifically, the priority development area, which includes that Central Core [West Core and East Core], Airport, and West Side development districts). No development or infrastructure improvements beyond what currently exists would be constructed on-site. The uses, improvements, and design guidelines under the currently proposed SCLA Specific Plan Amendment would not be implemented.

Further, design standards and guidelines that address site planning, landscaping, architectural, and lighting would not be adopted. Existing streets and vacant buildings would remain in their current condition and would not be improved with additional lighting, landscaping, infrastructure, and transportation amenities.



IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics/Light and Glare

The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would not occur with the “No Project/No Development” Alternative. Development of a varied mix of airport support facilities, commercial, and industrial uses within the project area would not occur and the changes in the visual character of the project site and its surroundings would not result. The project generally proposes to modify the existing land use district boundaries, remove the Airport Support Facilities (ASF) overlay, create a new land use district (Public Institutional [PI]), revise the circulation and infrastructure plans, update the design guidelines, reduce the development footprint, and increase the acreages in ASF. The site would remain in its current condition with the existing airport facilities, commercial, industrial, and institutional uses, abandoned military facilities associated with the former George Air Force Base, warehousing/distribution uses, and undeveloped and graded land. Further, the project’s introduction of new light sources in the area would not occur.

The “No Project/No Development” Alternative would not provide an aesthetic benefit to the community by demolishing dilapidated former AFB facilities and vacant military housing and constructing a business center that reflects current market trends and economic conditions within the project area as the project proposes. As such, the “No Project/No Development” Alternative would be neither environmental superior nor inferior to the proposed project in this regard.

Air Quality

Demolition, grading, and construction activities associated with the proposed project would not occur with this Alternative. The significant and unavoidable impacts identified under the proposed project for regional operational emissions, AQMP consistency, and cumulative air quality impacts would no longer occur since construction and long-term operation of the project would no longer occur. The “No Project/No Development” Alternative is considered environmentally superior to the proposed project since the significant and unavoidable air quality impacts associated with development would not occur.

Biological Resources

Although not observed, the proposed project has the potential to impact special-status plant species within the Priority Development Area including Mojave monkeyflower, crowned muilla, and Beaver Dam breadroot. Similarly, no special-status animal species were observed during the field survey for the Priority Development Area; however, special-status wildlife species including desert tortoise, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte’s thrasher, pallid bat, Townsend’s big-eared bat, and Mohave ground squirrel have a moderate or high potential for occurring within the Priority Development Area based on suitable habitat.

Approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) within the Priority Development Area would be subject to the jurisdiction of the USACE and Lahontan RWQCB pursuant to CWA Sections 404 and 401, respectively. Approximately 2.90 acres of non-vegetated streambed/banks within the Priority Development Area would be subject to jurisdiction of the CDFW pursuant to California Fish and Game Code Sections 1600 et seq.



The Priority Development Area provides suitable nesting habitat for a limited number of ground-nesting bird species. Mature trees and vegetation present on-site also have the potential to provide suitable nesting opportunities for other avian species.

Thirty (30) Joshua trees were identified within the Priority Development Area as part of the Biological Resources Assessment, which is a protected tree under the Victorville Municipal Code and California Fish and Game Code. It should be noted that, on September 22, 2020, the California Fish and Game Commission listed the western Joshua tree under the California Endangered Species Act to protect the species for at least a year.

Under this Alternative, potential impacts to these special-status plant and wildlife species, migratory birds, and locally protected trees would be avoided. The “No Project/No Development” Alternative would be environmentally superior to the proposed project regarding biological resources, given it would avoid construction activities that could impact special-status plant and wildlife, migratory birds, and locally protected trees.

Cultural and Tribal Cultural Resources

Future development within the Priority Development Area could impact known and unknown historic resources (Resource 36-025787 [George AFB]), archaeological (prehistoric archaeological resources 36-061265 [Isolated quartzite mano], 36-061280 [Isolated quartzite chopper], and newly identified historic archaeological sites Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H), and tribal cultural resources, or human remains. Under this Alternative, these potential construction-related impacts would be avoided. Thus, the “No Project/No Development” Alternative would be environmentally superior to the proposed project regarding cultural and tribal cultural resources, given it would not result in construction activities potentially resulting in impacts to known and unknown resources.

Energy

Fuel energy consumption and energy inputs for construction materials during construction activities associated with the proposed project would not occur with this Alternative. Additionally, operational fuel and building energy consumption associated with the proposed project would not occur with this Alternative. Thus, the “No Project/No Development” Alternative is considered environmentally superior to the proposed project regarding energy consumption.

Geology and Soils

The City of Victorville, including the project site, is located within a seismically active region of southern California and is subject to strong seismic ground shaking. Future development associated with implementation of the proposed project could expose persons, structures, roadways, and other infrastructure within the project area to the effects of strong seismic ground shaking as well as potential unidentified areas of unstable soils (i.e., liquefaction). Construction-related activities associated with future development would also have the potential for subjecting the project site to the effects of erosion or loss of topsoil. Lastly, future development within the Priority Development Area could impact unknown paleontological resources.

Under this Alternative, no impacts associated with geology and soils would occur, as no future development would result. Exposure of people or structures to seismic ground shaking, unstable soils,



and soil erosion would not result and construction-related impacts to unknown paleontological resources would be avoided. Thus, the “No Project/No Development” Alternative would be environmentally superior to the proposed project regarding geology and soils.

Greenhouse Gas Emissions

As stated above, demolition, grading, and construction activities associated with the proposed project would not occur with this Alternative. No additional land uses would be developed within the project area. Greenhouse gases impacts associated with the proposed project were determined to be less than significant. However, since greenhouse gas emissions would be completely eliminated under this Alternative, the “No Project/No Development” Alternative is considered environmental superior in comparison to the proposed project.

Hazards and Hazardous Materials

The project site is located within the former George AFB, where known hazardous materials/waste are present and is listed pursuant to Government Code Section 65962.5. Accordingly, development could result in a safety risk to the public or environment during site disturbance/construction. Operationally, the proposed project would result in an increase in use/generation, transport, and/or disposal of hazardous materials as part of future airport, manufacturing, warehousing, and distribution uses, as well as the potential for accidental conditions during construction and operations of the proposed project.

Under the “No Project/No Development” Alternative, no future development would occur and no construction or operational activities with the potential for accidental conditions would occur. Thus, the “No Project/No Development” Alternative would be environmentally superior to the proposed project.

Hydrology and Water Quality

Implementation of the proposed project would facilitate the continued urbanization of the area, and would involve increased development, including infrastructure and hardscapes, which could result in hydrology and water quality impacts associated with construction activities and long-term impacts associated with a reduction of permeable surface within the project site and surrounding area. Development of the SCLA Specific Plan area would increase impervious surfaces at SCLA, and associated storm water runoff from the project site. The proposed project would be required to construct drainage facilities and water quality features to convey and retain runoff within the project site.

Under the “No Project/No Development” Alternative, potential impacts to water quality associated with project construction would not occur, as no development would occur under this Alternative. Similarly, no new drainage facilities would be constructed within the project site and drainage/runoff would continue consistent with existing conditions. Under the proposed project, impermeable surfaces would increase as buildout of the Specific Plan occurs; however, under existing conditions, large portions of the Specific Plan area are unpaved and subject to erosion.

Although long-term operational impacts are expected to be relatively balanced between this Alternative and the proposed project, the “No Project/No Development” Alternative would be



environmentally superior to the proposed project regarding hydrology and water quality since short-term construction impacts would not occur.

Land Use and Relevant Planning

The “No Project/No Development” Alternative would not involve any new development within the Plan area. The significant and unavoidable impacts related to consistency with the Victorville General Plan (Noise Element Policy 1.2.1) and Southern California Association of Governments (SCAG), *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) would no longer occur under this scenario, since no construction or operations of new development associated with buildout of the SCLA Specific Plan would occur.

This alternative would not implement many of the plans and policies associated with the SCLA Specific Plan that would accomplish goals and objectives of the City’s General Plan, such as: 1) orderly development of Airport and Support Facilities, Business Park, Industrial, Public/Open Space, Runway Protection Zone, and Public Institutional land use districts, 2) encourage new high quality development compatible with existing developments and public infrastructure 3) maintain airport compatible uses around SCLA, and 4) support current market conditions and development trends in the region. Additionally, this alternative would not improve regional economic prosperity to the same extent as the proposed project, in accordance with the goals of the SCAG RTP/SCS. Although proposed land use benefits would not be furthered under this Alternative, it is considered environmentally superior to the proposed project since the significant impacts related to Victorville General Plan (Noise Element Policy 1.2.1) and SCAG RTP/SCS (RTP/SCS Goal 5) consistency would no longer occur.

Noise

Under the “No Project/No Development” Alternative, no additional land uses would be developed within the project area. Nearby sensitive receptors would not be subjected to noise associated with construction activities or additional operational and vehicular activity. The significant and unavoidable impacts identified under the proposed project for operational and cumulative (mobile) noise would no longer occur since long-term operation of the project would no longer occur. The “No Project/No Development” Alternative is considered environmentally superior to the proposed project since noise impacts would not occur.

Population and Housing

Future development associated with the proposed projects is not anticipated to induce substantial unplanned population growth, either directly or indirectly. Under the “No Project/No Development” Alternative, no development would occur and there is no potential for population growth. As such, the “No Project/No Development” Alternative is considered neither environmentally superior nor inferior.

Public Services, Recreation, and Utilities

Under the “No Project/No Development” Alternative, no additional demand for fire protection, police protection, schools, parks/recreation, libraries, water, wastewater, solid waste, or electricity/natural gas would occur since no new development would occur. New and expanded



service facilities and infrastructure would not be required. Thus, this Alternative is considered environmentally superior to the proposed project in regard to public services, recreation, and utilities.

Transportation

Under this Alternative, no development would occur, and therefore no additional vehicle miles traveled would occur. This Alternative would not result in any changes or impacts to pedestrian, bicycle, and transit facilities. Similarly, no impacts related to construction traffic, hazardous traffic conditions, or emergency access would occur, since no development is proposed. Thus, this Alternative is considered environmentally superior to the proposed project in this regard.

ABILITY TO MEET PROJECT OBJECTIVES

The “No Project/No Development” Alternative would not implement the objectives of the proposed project. Under this Alternative, development of new airport support facilities, commercial, and industrial uses under the SCLA Specific Plan Amendment would not occur. This Alternative would not meet the proposed project’s objectives which include, but are not limited to enhancing and modernize the SCLA Specific Plan to optimize the use of the area for economic development and job creation, provide synergy with airport services, future development, and business uses, and reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines. As stated above, this Alternative would not accomplish several of the long-term General Plan goals for development within the City. Updated design standards and guidelines for the SCLA Specific Plan area would not be adopted. Therefore, none of the project objectives identified in Section 3.4, *Project Objectives*, would be met under the “No Project/No Development” Alternative.

7.2.2 “NO PROJECT/EXISTING SPECIFIC PLAN” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The “No Project/Existing Specific Plan” Alternative assumes development within the project site would occur consistent with the existing land use designations, development footprint, and design guidelines provided in the currently approved SCLA Specific Plan. Refer to Section 3.0, *Project Description*, and Section 5.10, *Land Use and Relevant Planning*, for a detailed description of the existing SCLA Specific Plan and land use designations of areas proposed to be adjusted as part of the SCLA Specific Plan Amendment. Table 7-1, *No Project/Existing Specific Plan and Proposed Project Comparison*, identifies the development potential associated with this Alternative when compared to the proposed project.

When compared to the proposed project, the “No Project/Existing Specific Plan” Alternative would allow for an increased amount of development. Specifically, the “No Project/Existing Specific Plan” Alternative would result in an additional allowable 88,688,160 square feet of development.



Table 7-1
No Project/Existing Specific Plan Alternative and Proposed Project Comparison

Land Use District	Existing Specific Plan Buildout (SF)	Proposed Amended Specific Plan Buildout ¹ (SF)	Difference (SF)
Airport and Support Facilities (ASF)	73,877,760 ²	87,991,200	14,113,440
Business Park (BP)	50,529,600	10,977,120	-39,552,480
Industrial (I)	249,494,256	196,908,624	-52,585,632
Public/Open Space (P/OS)	12,196,800	1,533,312	-10,663,488
Runway Protection Zone (RPZ) ³	--	--	--
Public Institutional (PI) ⁴	--	--	--
Total	386,098,416	297,410,256	-88,688,160

Notes: SF=Square feet.

1 These calculations are solely for the purposes of comparing maximum buildout of the existing and proposed SCLA Specific Plan. Per Section 3.0, *Project Description*, of this EIR, the proposed project only includes approximately 29,723,000 SF of foreseeable development.

2 For comparison purposes and since the existing Specific Plan does not include limitations/boundaries on development within the ASF land use district in terms of density or locations, this analysis assumes a Floor Area Ratio (FAR) of 0.8 to calculate maximum buildout, similar to the proposed SCLA Specific Plan Amendment development regulations for the ASF land use.

3 No development is permitted within the RPZ development district.

4 No development is included for the proposed PI land use district as the land is Federally owned and managed.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics/Light and Glare

Under this Alternative, development would be increased in comparison to the proposed SCLA Specific Plan Amendment. Thus, construction-related impacts to the visual character/ quality of the project site and its surroundings would increase, given that this Alternative would intensify development in the project area. Moreover, the increase in development intensity within the SCLA Specific Plan area would result in associated increases in long-term operational impacts to aesthetics/light and glare.

Development associated with this Alternative would include an increase in industrial (more than 1,000 acres), business, and public/open space land uses and increase the development of airport facilities, compared to the proposed project. Additionally, this Alternative would not provide an update to the SCLA Specific Plan design guidelines and land use district boundaries to more appropriately guide development at SCLA.

The “No Project/Existing Specific Plan” Alternative would be environmentally inferior to the proposed project regarding aesthetics/light and glare, given that this Alternative would intensify development in the project area.

Air Quality

Under this Alternative, development would be increased in comparison to the proposed SCLA Specific Plan Amendment. Thus, short-term construction impacts would increase, given that this Alternative would intensify building and construction activities in the project area. Moreover, the increase in development intensity within the SCLA Specific Plan area would result in associated increases in long-term operational emissions. The significant and unavoidable impacts identified under the proposed project for regional operational emissions, AQMP consistency, and cumulative



air quality impacts would remain. Thus, this Alternative is considered environmentally inferior in comparison to the proposed project. The significant and unavoidable impacts related to air quality emissions would remain under the “No Project/No Development” Alternative.

Biological Resources

Although not observed, the proposed project has the potential to impact special-status plant and animal species within the Priority Development Area including Mojave monkeyflower, crowned muilla, Beaver Dam breadroot, desert tortoise, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte’s thrasher, pallid bat, Townsend’s big-eared bat, and Mohave ground squirrel. The site provides suitable nesting habitat for a limited number of ground-nesting bird species. Mature trees and vegetation present on-site also has the potential to provide suitable nesting opportunities for other avian species. Thirty (30) Joshua trees were identified within the Priority Development Area. Approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) and 2.90 acres of non-vegetated streambed/banks occur within the Priority Development Area and would be subject to jurisdiction of the USACE, Lahontan RWQCB, and CDFW.

Under this Alternative, industrial and business development would be increased in comparison to the proposed SCLA Specific Plan Amendment. Thus, construction-related impacts would increase, given that this Alternative would intensify development in the project area. Moreover, the increase in development intensity within the SCLA Specific Plan area would result in increased long-term indirect operational impacts (lighting, noise, human interaction, etc.). Thus, this Alternative is considered environmentally inferior in comparison to the proposed project.

Cultural and Tribal Cultural Resources

Future development within the Priority Development Area could impact known and unknown historic resources (Resource 36-025787 [George AFB]), archaeological (prehistoric archaeological resources 36-061265 [Isolated quartzite mano], 36-061280 [Isolated quartzite chopper], and newly identified historic archaeological sites Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H), and tribal cultural resources, or human remains.

The “No Project/Existing Specific Plan” Alternative would result in more allowable development than the proposed project. This increased development intensity would increase the potential to impact cultural resources during short-term construction. Thus, the “No Project/Existing Specific Plan” Alternative is considered environmentally inferior to the proposed project regarding cultural and tribal cultural resources, given it would increase construction activities potentially resulting in impacts to known and unknown resources.

Energy

Due to the additional development that would occur as a result of this Alternative, fuel energy consumption and energy inputs for construction materials during construction activities would increase. Additionally, operational fuel and building energy consumption associated with the Alternative would increase. Thus, the “No Project/Existing Specific Plan” Alternative is considered environmentally inferior to the proposed project regarding energy consumption.



Geology and Soils

The City of Victorville, including the project site, is located within a seismically active region of southern California and is subject to strong seismic ground shaking. Future development associated with implementation of the proposed project could expose persons, structures, roadways, and other infrastructure within the project area to the effects of strong seismic ground shaking as well as potential unidentified areas of unstable soils (i.e., liquefaction). Construction-related activities associated with future development would also have the potential for subjecting the project site to the effects of erosion or loss of topsoil. Lastly, future development within the Priority Development Area could impact unknown paleontological resources.

Under this Alternative, development would be increased in comparison to the proposed SCLA Specific Plan Amendment and potential impacts associated with geology and soils would increase. An increased exposure of people or structures to seismic ground shaking, unstable soils, and soil erosion would occur. Additionally, potential construction-related impacts to unknown paleontological resources would increase. Thus, the “No Project/Existing Specific Plan” Alternative would be environmentally inferior to the proposed project regarding geology and soils.

Greenhouse Gas Emissions

Under this Alternative, development would be increased in comparison to the proposed SCLA Specific Plan Amendment. Thus, short-term construction impacts would increase, given that this Alternative would intensify building and construction activities in the project area. Moreover, the increase in development intensity within the SCLA Specific Plan area would result in associated increases in long-term operational emissions. Thus, this Alternative is considered environmentally inferior in comparison to the proposed project.

Hazards and Hazardous Materials

The project site is located within the former George AFB, where known hazardous materials/waste are present and is listed pursuant to Government Code Section 65962.5. Accordingly, development could result in a safety risk to the public or environment during site disturbance/construction. Operationally, development of the SCLA Specific Plan (airport, manufacturing, warehousing, and distribution uses) could expose employees to hazards as a result of the use, transport, and storage of hazardous materials.

Under the “No Project/Existing Specific Plan” Alternative, development would increase in comparison to the proposed SCLA Specific Plan Amendment. Thus, potential construction-related impacts and operational impacts (the use, transport, and storage of hazardous materials) would increase. Thus, the “No Project/Existing Specific Plan” Alternative would be environmentally inferior to the proposed project.

Hydrology and Water Quality

Under the “No Project/Existing Specific Plan” Alternative, development, including infrastructure and hardscapes, would increase in comparison to the proposed SCLA Specific Plan Amendment. Thus, this Alternative, could result in increased hydrology and water quality impacts associated with construction activities. Increased long-term operational impacts associated with an increased reduction of permeable surface within the project site and surrounding area would also occur. The



“No Project/Existing Specific Plan” Alternative would increase storm water runoff from the project site resulting in construction of additional drainage facilities to convey and retain the increased runoff within the project site. Thus, the “No Project/Existing Specific Plan” Alternative would be environmentally inferior to the proposed project regarding hydrology and water quality.

Land Use and Relevant Planning

As shown within Table 7-1, above, this Alternative would result in an increase in allowable development on-site. Due to the increase in allowable development, the unavoidable significant impact related to Victorville General Plan (Noise Element Policy 1.2.1) and SCAG RTP/SCS (Goal 5) consistency would remain. Thus, this Alternative is considered environmentally inferior in comparison to the proposed project. It would result in a greater amount of overall development, and would not update the design standards and guidelines for the SCLA Specific Plan to meet the City’s current vision for the area. This Alternative would not eliminate the significant land use/planning impact related to General Plan and RTP/SCS consistency.

Noise

The “No Project/Existing Specific Plan” Alternative would generate more development than the proposed project. The existing SCLA Specific Plan would result in significant and unavoidable impacts during short-term construction activities and long-term operations. This increased development intensity would further increase noise impacts during both short-term construction and long-term operations. Thus, the “No Project/Existing Specific Plan” Alternative is considered environmentally inferior to the proposed project due to the increased amount of development that would occur.

Population and Housing

Future development associated with the proposed projects is not anticipated to induce substantial unplanned population growth, either directly or indirectly. The “No Project/Existing Specific Plan” Alternative would result in a greater amount of development in comparison to the proposed project; however, similar to the proposed project, this Alternative would not likely induce substantial unplanned population growth. As such, this Alternative could result in an indirect increase in population due to additional employment created by the Alternative. Accordingly, the “No Project/Existing Specific Plan” Alternative is considered environmentally inferior.

Public Services, Recreation, and Utilities

Since the “No Project/Existing Specific Plan” Alternative would result in a greater amount of development in comparison to the proposed project, it would also result in an increased demand for fire protection, police protection, schools, parks/recreation, libraries, water, wastewater, solid waste, or electricity/natural gas. This Alternative could result in an indirect increase in population due to additional employment created by the Alternative. Although the increase in impacts could likely be mitigated through the payment of applicable development impact fees, connection fees, and taxes for future development, it is considered environmentally inferior when compared to the proposed project since overall demand for public services and utilities would be increased.



Transportation

The “No Project/Existing Specific Plan” Alternative would result in an additional 88,688,160 square feet of allowable development, as compared with the proposed project. When compared to the proposed project, this Alternative would have greater VMT impacts associated with the substantially greater amount of development and employment generation. This Alternative would not result in substantive changes with regard to impacts to pedestrian/bicycle/transit facilities, hazardous traffic conditions, or emergency access as compared with the proposed project. However, the increased amount of development associated with this Alternative would result in increased impacts related to construction traffic due to increased construction activities, construction employee trips, and truck hauling. Thus, the “No Project/Existing Specific Plan” Alternative is considered environmentally inferior to the proposed project with regard to transportation.

ABILITY TO MEET PROJECT OBJECTIVES

The “No Project/Existing Specific Plan” Alternative would not implement the overall objectives of the proposed project, which include but are not limited to enhancing and modernize the SCLA Specific Plan to optimize the use of the area for economic development and job creation, provide synergy with airport services, future development, and business uses, and reflect current development trends, economic and market conditions, infrastructure requirements, and design guidelines. As stated above, this Alternative would not accomplish several of the long-term General Plan goals for development within the City. Updated design standards and guidelines for the SCLA Specific Plan area would not be adopted. Therefore, none of the project objectives identified in Section 3.4, *Project Objectives*, would be met under the “No Project/Existing Specific Plan” Alternative.

7.2.3 “WAREHOUSING” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The “Warehousing” Alternative assumes that Manufacturing and Light Industrial land uses associated with the project would be replaced entirely by the Warehousing land use. This Alternative has been formulated since of the Warehousing, Manufacturing, and Light Industrial land uses, Warehousing has the lowest trip generation rate. This lower trip generation rate could potentially reduce the significant and unavoidable impacts related to air quality, land use consistency, and noise for the proposed project. The project boundaries would remain unchanged. As shown in Table 7.2, *“Warehousing” Alternative - Land Use Intensities*, converting the Manufacturing and Light Industrial land uses to a Warehousing land use would decrease the project average daily trips (ADT) from 98,752 to 71,888; a difference of 26,864 ADT. This alternative would result in an approximate 28 percent reduction in ADT.



Table 7.2
“Warehousing” Alternative - Land Use Intensities

Land Use	Proposed Project		“Warehousing” Alternative		Difference	
	Intensities	ADT	Intensities	ADT	Intensity	ADT
Manufacturing	4,551.77 KSF	26,169	--	--	--	- 26,169
Light Warehouse	15,612.68 KSF	40,133	22,689.52 KSF	57,761	7,076.84 KSF	17,628
Light Industrial	2,525.08 KSF	18,323	--	--	--	- 18,323
Airport Support Facility	1,300 EMP	5,071	1,300 EMP	5,071	1,300 EMP	0
Fast Food without Drive Thru	6.50 KSF	2,251	6.50 KSF	2,251	6.50 KSF	0
High Turnover/ Sit Down Restaurant	18.00 KSF	2,019	18.00 KSF	2,019	18.00 KSF	0
Service Station with Convenient Market	36 VFP	7,393	36 VFP	7,393	36 VFP	0
Shopping Center	33.00 KSF	1,246	33.00 KSF	1,246	33.00 KSF	0
General Office	345.00 KSF	3,360	345.00 KSF	3,360	345.00 KSF	0
Reductions ¹		-7,213	--	-7,213	--	0
SCLA Net New Trips		98,752	--	71,888	--	- 26,864
Source: Michael Baker International, <i>Traffic Impact Analysis</i> , June 27, 2019. Notes: EMP=Employee; KSF=1,000 square feet; VFP = vehicle fueling position						

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics/Light and Glare

The boundaries of the Specific Plan and footprint of the Priority Development Area would not change under this Alternative. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the “Warehousing” Alternative. Comparatively, the construction-related impacts to the visual character/quality of the project site and its surroundings associated with this Alternative would be similar to the proposed project, given this Alternative would involve similar overall construction. Long-term visual/character quality impacts would also be similar to the proposed project. Potential light and glare impacts would be reduced with the “Warehousing” Alternative, as less daily traffic trips would occur, however, the reduction in daily traffic is not anticipated to substantially reduce light and glare impacts as compared to the project. Thus, this Alternative is considered neither environmentally superior nor inferior superior to the proposed project in this regard.

Air Quality

Demolition, grading, and construction activities associated with this Alternative would be similar in comparison to the proposed project, as the same amount of development would occur. Analysis within Section 5.2, *Air Quality* concluded that construction-related impacts associated with the proposed project would be less than significant. Thus, construction-related impacts associated with this Alternative would remain less than significant.

Operational emissions would be reduced under this Alternative relative to the proposed project; however, the impacts would remain significant and unavoidable. As shown in Table 5.2-7 in Section 5.2, *Air Quality*, the proposed project operational mobile source emissions would be a major contributors of ROG, NO_x, CO, PM₁₀, and PM_{2.5} emissions and cause the exceedance of MDAQMD regional thresholds for these pollutants. The “Warehousing” Alternative proposes an approximately



28 percent reduction in ADT as compared to the proposed project. However, this reduction in ADT would likely not reduce emissions to below MDAQMD thresholds. Based on Table 5.2-7, of ROG, NO_x, CO, PM₁₀, and PM_{2.5}, the minimum exceedance was for CO, where the threshold was exceeded by 80 percent. Thus, it is not likely that a 28 percent reduction in ADT would reduce CO emissions (or ROG, NO_x, PM₁₀, and PM_{2.5}), to an acceptable level. Accordingly, although development associated with this Alternative would be substantially reduced, the significant and unavoidable impacts associated with regional operational emission, AQMP consistency, and cumulative impacts is assumed to remain. As stated within Section 5.2, although Mitigation Measures AQ-1 (recommends the use of low VOC cleaning products), AQ-2 (recommends the use of electric landscaping equipment), AQ-3 (requires a Health Risk Assessment be conducted during the environmental review process for proposed distribution centers), and AQ-4 (requires electrical outlets at truck dock bays) and Transportation Demand Management (TDM) measures would apply (promoting carpooling and alternative transit and reducing development trips made during critical peak hours), their effectiveness cannot be quantified. Since precise development plans and timing for future development within the SCLA Specific Plan area cannot be determined, the significant impact is expected to remain under this Alternative. However, since the “Warehousing” Alternative would generally result in reduced air quality emissions, it is considered environmentally superior in comparison to the proposed project.

Biological Resources

Although not observed, the proposed project has the potential to impact special-status plant and animal species within the Priority Development Area including Mojave monkeyflower, crowned muilla, Beaver Dam breadroot, desert tortoise, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte’s thrasher, pallid bat, Townsend’s big-eared bat, and Mohave ground squirrel. The site provides suitable nesting habitat for a limited number of ground-nesting bird species. Mature trees and vegetation present on-site also has the potential to provide suitable nesting opportunities for other avian species. Thirty (30) Joshua trees were identified within the Priority Development Area. Approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) and 2.90 acres of non-vegetated streambed/banks occur within the Priority Development Area and would be subject to jurisdiction of the USACE, Lahontan RWQCB, and CDFW.

Under this Alternative, development would be similar to the proposed project. Accordingly, construction-related impacts to biological resources is anticipated to be similar to the proposed project. Although, the “Warehousing” Alternative would decrease long-term indirect operational impacts (lighting, noise, human interaction, etc.) to biological resources by reducing trips on-site, the decrease would be nominal compared to the proposed project. Thus, this Alternative is considered neither environmentally superior nor inferior.

Cultural and Tribal Cultural Resources

Future development within the Priority Development Area could impact known and unknown historic resources (Resource 36-025787 [George AFB]), archaeological (prehistoric archaeological resources 36-061265 [Isolated quartzite mano], 36-061280 [Isolated quartzite chopper], and newly identified historic archaeological sites Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H), and tribal cultural resources, or human remains.

Potential short-term construction impacts to cultural and tribal cultural resources associated with the “Warehousing” Alternative would be similar to the proposed project since development is anticipated



to be the same. Thus, the “Warehousing” Alternative is considered neither environmentally superior nor inferior.

Energy

Construction (fuel and material) and operational building energy consumption would be similar to the proposed project. However, due to the reduced trip generation that would occur as a result of this Alternative, operational fuel consumption associated with the Alternative would decrease. Thus, the “Warehousing” Alternative is considered environmentally superior to the proposed project regarding energy consumption.

Geology and Soils

The City of Victorville, including the project site, is located within a seismically active region of southern California and is subject to strong seismic ground shaking. Future development associated with implementation of the proposed project could expose persons, structures, roadways, and other infrastructure within the project area to the effects of strong seismic ground shaking as well as potential unidentified areas of unstable soils (i.e., liquefaction). Construction-related activities associated with future development would also have the potential for subjecting the project site to the effects of erosion or loss of topsoil. Lastly, future development within the Priority Development Area could impact unknown paleontological resources.

Under this Alternative, development would be similar in comparison to the proposed SCLA Specific Plan Amendment and potential impacts associated with geology and soils would be the same. Additionally, potential construction-related impacts to unknown paleontological resources would be similar. Thus, the “Warehousing” Alternative would be neither environmentally superior nor inferior.

Greenhouse Gas Emissions

As stated above, construction activities would be similar to the proposed project, but long-term operations associated with the reduction of daily trips would be reduced under this Alternative. As described within [Section 5.7, *Greenhouse Gas Emissions*](#), greenhouse gas impacts associated with the proposed project were determined to be less than significant. Mitigation Measure GHG-1 has been incorporated, which would require on-site renewable energy generation (i.e. photovoltaic [PV] solar panels) for all commercial and industrial development associated with the Specific Plan. However, since greenhouse gas emissions would be reduced under this Alternative, the “Warehousing” Alternative is considered environmentally superior in comparison to the proposed project.

Hazards and Hazardous Materials

The project site is located within the former George AFB, where known hazardous materials/waste are present and is listed pursuant to Government Code Section 65962.5. Accordingly, development could result in a safety risk to the public or environment during site disturbance/construction as well as operations.

Under the “Warehousing” Alternative, development would be similar in comparison to the proposed SCLA Specific Plan Amendment. Thus, potential construction-related impacts and operational impacts are anticipated to be the same. Thus, the “Warehousing” Alternative would be neither environmentally superior nor inferior.



Hydrology and Water Quality

Under the “Warehousing” Alternative, development, including infrastructure and hardscapes, would be similar in comparison to the proposed SCLA Specific Plan Amendment. Thus, this Alternative, would result in similar hydrology and water quality impacts associated with construction activities. Similar long-term operational impacts also would occur as permeable surface would be the same. The “Warehousing” Alternative would not increase storm water runoff or require additional drainage facilities as compared to the proposed project. Thus, the “Warehousing” Alternative would be neither environmentally superior nor inferior.

Land Use and Relevant Planning

Under the “Warehousing” Alternative, the proposed land use districts would be similar in comparison to the proposed SCLA Specific Plan Amendment and would result in an identical site boundary. As stated within other topical analysis sections for this Alternative (Air Quality and Noise subsections), the “Warehousing” Alternative would continue to result in significant and unavoidable operational and cumulative impacts pertaining to air pollutant emissions and mobile source noise. Accordingly, the unavoidable significant impacts related to Victorville General Plan (Noise Element Policy 1.2.1) and SCAG RTP/SCS (RTP/SCS Goal 5) consistency would remain. Additionally, the goals and objectives of the General Plan to maintain airport compatible uses around SCLA and support current economic and market conditions and development trends in the region would not occur. Lastly, the “Warehousing” Alternative would not update the design standards and guidelines for the SCLA Specific Plan to meet the City’s current vision for the area. Thus, this Alternative is considered environmentally inferior in comparison to the proposed project.

Noise

The proposed project would have a less than significant impact associated with short-term construction activities; however, the proposed project would result in significant and unavoidable impacts during long-term operations. This Alternative would result in similar short-term noise impacts as compared to the proposed project, since the footprint of construction would remain the same.

In regard to long-term operations, Section 5.11, Noise, of this EIR identifies that a 3.0 dBA increase as a result of the project is used as the threshold of significance for the project. Thus, the project would result in a significant noise impact when a permanent increase in ambient noise levels of 3.0 dBA occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use. It is generally accepted that a doubling of traffic volumes results in a perceptible increase in traffic noise levels of 3.0 dBA. As such, even though the “Warehousing” Alternative would reduce vehicle trips on-site, 71,888 new trips would still result in a doubling of traffic volumes in several locations within the noise study area, and a significant and unavoidable impact related to mobile noise sources would remain. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the proposed project. Although implementation of the “Warehousing” Alternative would result in a significant and unavoidable impact, the Alternative would reduce ADT and associated mobile noise in the area as compared to the proposed project and therefore is considered environmentally superior to the proposed project in this regard.



Population and Housing

Future development associated with the proposed project is not anticipated to induce substantial unplanned population growth, either directly or indirectly. The “Warehousing” Alternative would result in the same amount of development as the proposed project. Both the “Warehousing” Alternative and proposed project would result in a less than significant impact regarding population and housing. Accordingly, the “Warehousing” Alternative would be neither environmentally superior nor inferior.

Public Services, Recreation, and Utilities

Under the “Warehousing” Alternative, the demand for fire protection, police protection, schools, parks/recreation, libraries, water, wastewater, solid waste, and electricity/natural gas would be similar in comparison to the proposed project. New and/or expanded public services and utilities facilities would still be required under this Alternative. As such, the “Warehousing” Alternative would be neither environmentally superior nor inferior.

Transportation

The “Warehousing” Alternative would generate less trips when compared to the proposed project (approximately 28 percent reduction in ADT). While a reduction in ADT is not necessarily indicative of a corresponding reduction of VMT, when combined with the lower employee generation that warehousing uses have in comparison to manufacturing and light industrial uses, it can be reasonably inferred that VMT would be reduced under this Alternative, as compared with the proposed project.

This Alternative would not result in substantive changes with regard to impacts to pedestrian/bicycle/transit facilities, construction traffic, hazardous traffic conditions, or emergency access as compared with the proposed project, since the range of different land uses and total amount of development would generally be consistent with the proposed project. Thus, due to the anticipated reduction in VMT, the “Warehousing” Alternative is considered environmentally superior to the proposed project in regard to transportation.

ABILITY TO MEET PROJECT OBJECTIVES

The “Warehousing” Alternative would generally be environmentally superior to the proposed project, but would only partially meet the project objectives. It would modernize the SCLA Specific Plan and enhance the Plan to more efficiently guide development at SCLA. However, it is not anticipated that this Alternative would provide the synergy required between various warehousing, manufacturing and light industrial uses to create an economically viable employment center, or optimize the site for economic development/job creation since only warehousing uses would be developed.

7.2.4 “REDUCED DENSITY” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The “Reduced Density” Alternative would have the same project boundary of the proposed project; however, this Alternative would feature reduced development intensity for all proposed land use districts. For the purposes of this discussion, this Alternative is assumed to consist of a reduction in density by approximately 25 percent. This Alternative would feature the same development districts



and associated boundaries within the project site. Given the substantial reduction in development intensity, many parcels may either be underutilized and/or remain in their current condition. Table 7-3, *Reduced Density Alternative – Development Potential*, summarizes the development potential associated with the “Reduced Density” Alternative. Based on Table 7-3, this Alternative would result in 19,479,750 square feet of new development (as compared to the 25,973,000 square feet of new development under the proposed project).

Table 7-3
Reduced Density Alternative – Development Assumptions

Phases	Proposed Project (SF)	Reduced Density Alternative (SF)
Phase 1 – 1 to 5 years	2,654,000	1,990,500
Phase 2 – 5 to 10 years	5,115,000	3,836,250
Phase 3 – 10 to 15 years	5,570,000	4,177,500
Phase 4 – 15 to 20 years	5,297,000	3,972,750
Phase 5 – 20 to 25 years	7,337,000	5,502,750
Total New Building Area	25,973,000	19,479,750

A 25 percent reduction in development could lessen the significant impacts identified for the proposed project related to operational air quality, land use consistency, noise, and transportation. The reduced project density would generate fewer vehicle trips, which could result in a decrease in impacts to air quality, noise, and local roadways, I-15, and US-395.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics/Light and Glare

The boundaries of the Specific Plan and footprint of the Priority Development Area would not change under this Alternative. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the “Reduced Density” Alternative. Comparatively, the construction-related impacts to the visual character/quality of the project site and its surroundings associated with this Alternative would be similar to the proposed project. Although the density of the project would be reduced by 25 percent, development of the site would still occur and long-term visual/character quality impacts would be similar to the proposed project. Potential light and glare impacts would be reduced with the “Reduced Density” Alternative, as less building square footage would occur; however, the reduction in density on-site is not anticipated to substantially reduce light and glare impacts as compared to the project. Thus, this Alternative is considered neither environmentally superior nor inferior superior to the proposed project in this regard.

Air Quality

Demolition, grading, and construction activities associated with this Alternative would be reduced in comparison to the proposed project, as substantially less development over existing conditions would occur. Analysis within Section 5.2, *Air Quality* concluded that construction-related impacts associated with the proposed project would be less than significant; similarly, construction-related impacts associated with this Alternative would remain less than significant.



Operational emissions would be reduced under this Alternative relative to the proposed project; however, the impacts would remain significant and unavoidable. As shown in Table 5.2-7 in Section 5.2, Air Quality, the proposed project operational mobile source emissions would be a major contributors of ROG, NO_x, CO, PM₁₀, and PM_{2.5} emissions and cause the exceedance of MDAQMD regional thresholds for these pollutants. The “Warehousing” Alternative proposes an approximately 25 percent reduction in ADT as compared to the proposed project. However, this reduction in ADT would likely not reduce emissions to below MDAQMD thresholds. Based on Table 5.2-7, of ROG, NO_x, CO, PM₁₀, and PM_{2.5}, the minimum exceedance was for CO, where the threshold was exceeded by 80 percent. Thus, it is not likely that a 25 percent reduction in ADT would reduce CO emissions (or ROG, NO_x, PM₁₀, and PM_{2.5}), to an acceptable level. Accordingly, although development associated with this Alternative would be substantially reduced, the significant and unavoidable impacts associated with regional operational emission, AQMP consistency, and cumulative impacts is assumed to remain. As stated within Section 5.2, although Mitigation Measures AQ-1 (recommends the use of low VOC cleaning products), AQ-2 (recommends the use of electric landscaping equipment), AQ-3 (requires a Health Risk Assessment be conducted during the environmental review process for proposed distribution centers), and AQ-4 (requires electrical outlets at truck dock bays) and Transportation Demand Management (TDM) measures would apply (promoting carpooling and alternative transit and reducing development trips made during critical peak hours), their effectiveness cannot be quantified. Since precise development plans and timing for future development within the SCLA Specific Plan area cannot be determined, the significant impact is expected to remain under this Alternative. However, since the “Reduced Density” Alternative would generally result in reduced air quality emissions, it is considered environmentally superior in comparison to the proposed project.

Biological Resources

Although not observed, the proposed project has the potential to impact special-status plant and animal species within the Priority Development Area including Mojave monkeyflower, crowned muilla, Beaver Dam breadroot, desert tortoise, coast horned lizard, burrowing owl, loggerhead shrike, Le Conte’s thrasher, pallid bat, Townsend’s big-eared bat, and Mohave ground squirrel. The site provides suitable nesting habitat for a limited number of ground-nesting bird species. Mature trees and vegetation present on-site also has the potential to provide suitable nesting opportunities for other avian species. Thirty (30) Joshua trees were identified within the Priority Development Area. Approximately 1.71 acres of non-wetland waters of the United States (a total of 18,654 linear feet) and 2.90 acres of non-vegetated streambed/banks occur within the Priority Development Area and would be subject to jurisdiction of the USACE, Lahontan RWQCB, and CDFW.

Under this Alternative, the biological impact area would be the same as the proposed project. Thus, construction-related impacts would be similar to the proposed project. Although, the “Reduced Density” Alternative would decrease long-term indirect operational impacts (lighting, noise, human interaction, etc.) to biological resources by reducing development intensities on-site, the decrease would be nominal compared to the proposed project. Thus, this Alternative is considered neither environmentally superior nor inferior in comparison to the propose project.

Cultural and Tribal Cultural Resources

Future development within the Priority Development Area could impact known and unknown historic resources (Resource 36-025787 [George AFB]), archaeological (prehistoric archaeological resources 36-061265 [Isolated quartzite mano], 36-061280 [Isolated quartzite chopper], and newly identified



historic archaeological sites Æ-3995-01H, Æ-3995-02H, Æ-3995-03H, and Æ-3995-04H), and tribal cultural resources, or human remains.

The “Reduced Density” Alternative would generate less development than the proposed project. This decreased development intensity would decrease the potential to impact cultural resources during short-term construction. Thus, the “Reduced Density” Alternative is considered environmentally superior to the proposed project regarding cultural and tribal cultural resources, given it would decrease construction activities potentially resulting in reduced impacts to known and unknown resources.

Energy

Due to the reduced development that would occur as a result of this Alternative, fuel energy consumption and energy inputs for construction materials during construction activities would decrease. Additionally, operational fuel and building energy consumption associated with the Alternative would decrease. Thus, the “Reduced Density” Alternative is considered environmentally superior to the proposed project regarding energy consumption.

Geology and Soils

The City of Victorville, including the project site, is located within a seismically active region of southern California and is subject to strong seismic ground shaking. Future development associated with implementation of the proposed project could expose persons, structures, roadways, and other infrastructure within the project area to the effects of strong seismic ground shaking as well as potential unidentified areas of unstable soils (i.e., liquefaction). Construction-related activities associated with future development would also have the potential for subjecting the project site to the effects of erosion or loss of topsoil. Lastly, future development within the Priority Development Area could impact unknown paleontological resources.

Under this Alternative, development would be decreased in comparison to the proposed SCLA Specific Plan Amendment and potential impacts associated with geology and soils would decrease. A decrease in exposure of people or structures to seismic ground shaking, unstable soils, and soil erosion would occur. Additionally, potential construction-related impacts to unknown paleontological resources would decrease. Thus, the “Reduced Density” Alternative would be environmentally superior to the proposed project regarding geology and soils.

Greenhouse Gas Emissions

As stated above, construction activities and long-term operations associated with the proposed project would be reduced under this Alternative. As described within [Section 5.7, *Greenhouse Gas Emissions*](#), greenhouse gases impacts associated with the proposed project were determined to be less than significant. Mitigation Measure GHG-1 has been incorporated, which would require on-site renewable energy generation (i.e. PV solar panels) for all commercial and industrial development associated with the Specific Plan. However, since greenhouse gas emissions would be substantially reduced under this Alternative, the “Reduced Density” Alternative is considered environmentally superior in comparison to the proposed project.



Hazards and Hazardous Materials

The project site is located within the former George AFB, where known hazardous materials/waste are present and is listed pursuant to Government Code Section 65962.5. Accordingly, development could result in a safety risk to the public or environment during site disturbance/construction as well as operations.

Under the “Reduced Density” Alternative, development would decrease in comparison to the proposed SCLA Specific Plan Amendment. Thus, potential construction-related impacts and operational impacts would decrease. Thus, the “Reduced Density” Alternative would be environmentally superior to the proposed project.

Hydrology and Water Quality

Under the “Reduced Density” Alternative, development, including infrastructure and hardscapes, would decrease in comparison to the proposed SCLA Specific Plan Amendment. Thus, this Alternative, could result in decreased hydrology and water quality impacts associated with construction activities. Decreased long-term operational impacts also would occur as a result of the reduction of permeable surface within the project site. The “Reduced Density” Alternative would decrease storm water runoff from the project site resulting in a decrease in construction of drainage facilities required to convey and retain runoff within the project site. Thus, the “Reduced Density” Alternative would be environmentally superior to the proposed project regarding hydrology and water quality.

Land Use and Relevant Planning

Under the “Reduced Density” Alternative, the proposed land use districts would be similar in comparison to the proposed SCLA Specific Plan Amendment and would result in an identical site boundary. As stated within other topical analysis sections for this Alternative (Air Quality and Noise), the “Reduced Density” Alternative would continue to result in significant and unavoidable operational and cumulative impacts pertaining to air pollutant emissions and mobile source noise. Accordingly, the unavoidable significant impacts related to Victorville General Plan (Noise Element Policy 1.2.1) and SCAG RTP/SCS (RTP/SCS Goal 5) consistency would remain. Additionally, the goals and objectives of the General Plan to maintain airport compatible uses around SCLA and support current economic and market conditions and development trends in the region would not occur to the same extent as the proposed project. Thus, this Alternative is considered environmentally inferior in comparison to the proposed project.

Noise

The proposed project would have a less than significant impact associated with short-term construction activities; however, the proposed project would result in significant and unavoidable impacts during long-term operations. This Alternative would result in similar short-term noise impacts as compared to the proposed project, since the footprint of construction would remain the same.

In regard to long-term operations, Section 5.11, Noise, of this EIR identifies that a 3.0 dBA increase as a result of the project is used as the threshold of significance for the project. Thus, the project would result in a significant noise impact when a permanent increase in ambient noise levels of 3.0 dBA occurs upon project implementation and the resulting noise level exceeds the applicable exterior



standard at a noise sensitive use. It is generally accepted that a doubling of traffic volumes results in a perceptible increase in traffic noise levels of 3.0 dBA. As such, even though the “Reduced Density” Alternative would reduce vehicle trips on-site, 74,064 new trips would still result in a doubling of traffic volumes in several locations within the noise study area, and a significant and unavoidable impact related to mobile noise sources would remain. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the proposed project. Although implementation of the “Reduced Density” Alternative would result in a significant and unavoidable impact, the Alternative would reduce ADT and associated mobile noise in the area as compared to the proposed project and therefore is considered environmentally superior to the proposed project in this regard.

Population and Housing

Future development associated with the proposed projects is not anticipated to induce substantial unplanned population growth, either directly or indirectly. The “Reduced Density” Alternative would result in a decreased amount of development in comparison to the proposed project. Although the proposed project would result in a less than significant impact regarding population and housing, this Alternative could result in a decrease in population growth due to decreased employment created by the Alternative. Accordingly, the “Reduced Density” Alternative is considered environmentally superior.

Public Services, Recreation, and Utilities

Under the “Reduced Density” Alternative, the demand for fire protection, police protection, schools, parks/recreation, libraries, water, wastewater, solid waste, and electricity/natural gas would be reduced in comparison to the proposed project. Although new and/or expanded public services and utilities facilities would still be required under this Alternative, impacts related to these improvements would be decreased in comparison to the SCLA Specific Plan Amendment. Although impacts under either scenario (“Reduced Density” Alternative or the proposed project) would be mitigated through the payment of development impact fees, connection fees, and taxes, the reduced demand for public services, recreation, and utilities makes this Alternative environmentally superior to the proposed project.

Transportation

With a 25 percent reduction in overall development, the “Reduced Density” Alternative would generate less VMT when compared to the proposed project. This Alternative would also result in slightly reduced impacts in regards to construction traffic, due to the reduced construction employees, truck haul trips, and construction deliveries. This Alternative would not result in substantive changes with regard to impacts to pedestrian/bicycle/transit facilities, hazardous traffic conditions, or emergency access as compared with the proposed project, since the range of different land uses would generally be consistent with the proposed project. Thus, the “Reduced Density” Alternative is considered environmentally superior to the proposed project in regard to transportation.

ABILITY TO MEET PROJECT OBJECTIVES

The “Reduced Density” Alternative would generally be environmentally superior to the proposed project, but would only partially meet the project objectives. It would modernize the SCLA Specific Plan and enhance the Plan to more efficiently guide development at SCLA. However, it is not anticipated that this Alternative would provide the synergy required between various warehousing,



manufacturing and light industrial uses to create an economically viable employment center, given that it is not anticipated that the reduced amount of development would be economically viable over the long term. Portions of the site would remain unutilized or underutilized, and would not be consistent with the City's long term vision for development at SCLA. Moreover, this Alternative would not optimize the site for economic development/job creation since a substantial reduction in development intensity would occur.

7.3 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 7-4, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-4 and the analysis presented above indicates the “Reduced Density” Alternative is the environmentally superior alternative, as this alternative would avoid or lessen impacts associated with development of the proposed project. However, this alternative would not achieve all of the project objectives.

**Table 7-4
Comparison of Alternatives**

Section	No Project/ No Development	No Project/ Existing Specific Plan	Warehousing	Reduced Density
Aesthetics/Light and Glare	=	▲	=	=
Air Quality*	▼	▲	▼	▼
Biological Resources	▼	▲	=	=
Cultural and Tribal Cultural Resources	▼	▲	=	▼
Energy	▼	▲	▼	▼
Geology and Soils	▼	▲	▼	▼
Greenhouse Gas Emissions	▼	▲	▼	▼
Hazards and Hazardous Materials	▼	▲	=	▼
Hydrology and Water Quality	▼	▲	=	▼
Land Use and Relevant Planning*	▼	▲	▲	▲
Noise*	▼	▲	▼	▼
Population and Housing	=	▲	=	▼
Public Services, Recreation, and Utilities	▼	▲	=	▼
Transportation	▼	▲	▼	▼
▲ Indicates an impact that is greater than the proposed project (environmentally inferior). ▼ Indicates an impact that is less than the proposed project (environmentally superior). = Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.				

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As discussed throughout Section 5.0, *Environmental Analysis*, the proposed project would result in air quality (operational emissions, AQMP consistency, and cumulative emissions), noise (operational and cumulative mobile source noise), and land use (land use plan consistency) significant and unavoidable



impacts. All other potential impacts were concluded to be less than significant or reduced to a less than significant levels with implementation of the City's standards and regulations and/or the recommended Mitigation Measures.

Based on Table 7-4, the "Reduced Density" Alternative would generally result in the greatest reduction in impacts, as compared to the proposed project; thus, it has been identified as the environmentally superior alternative. However, this Alternative would not eliminate any significant and unavoidable environmental impacts that have been identified for the proposed project. Additionally, it is not anticipated that the "Reduced Density" Alternative would provide the synergy required between various warehousing, manufacturing and light industrial uses to create an economically viable employment center, given that it is not expected that the reduced amount of development would be economically viable over the long term. Portions of the site would remain unutilized or underutilized, and would not be consistent with the City's long term vision for development at SCLA. Moreover, this Alternative would not optimize the site for economic development/job creation since a substantial reduction in development intensity would occur.



8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of Victorville prepared and circulated a Notice of Preparation (NOP) in 2019. In the course of preparing the NOP, certain project impacts were found to be less than significant. The effects determined not to be significant are not required to be included in the primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be less than significant. The majority of these impacts are the same as those previously identified in the NOP, a copy of which is located in [Appendix 11.1, *Notice of Preparation and Comment Letters*](#). The environmental impacts described in the sections below, as well as any applicable thresholds of significance relating to these impacts, can be found in Appendix G of the CEQA Guidelines.

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

No Impact. Per the California Department of Conservation, *San Bernardino County Important Farmland 2016* map, the project site is situated within "Urban and Build-Up Land" and "Grazing Land."¹ Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance does not occur within or adjacent to the project site. Therefore, future development within the SCLA Specific Plan area would not result in any impacts to agricultural operations and would not convert any farmland to non-agricultural use. Thus, no impacts would result in this regard.

- 5.2.b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The proposed project site is zoned as SCLA Specific Plan with land use designations of Airport and Support Facilities, Runway Protection Zone, Business Park, Industrial, Public/Open Space, and Public Institutional. Additionally, there are no Williamson Act contracts that apply to the

¹ California Department of Conservation, *San Bernardino County Important Farmland 2016*, July 2019.



Specific Plan Area.² Thus, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impacts would occur in this regard.

- 5.2.c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact. As discussed in 5.2.b above, the project site is zoned as SCLA Specific Plan. The project site is not used for forest land or forest production nor is the site zoned for forest land uses. The SCLA Specific Plan Amendment would not affect any existing lands zoned for or cause a rezoning of forest land, timberland, or timberland production. No impacts would result in this regard.

- 5.2.d. Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. Refer to Response 5.2.c.

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

No Impact. Refer to response 5.2.a and 5.2.c.

BIOLOGICAL RESOURCES

Would the project:

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

No Impact. The Specific Plan area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.³ Thus, project implementation would not conflict with the provisions of any such plans. No impact would occur in this regard.

CULTURAL RESOURCES

Would the project:

- 5.5.d. Disturb any human remains, including those interred outside of formal cemeteries?**

Less Than Significant Impact. Large portions of the Specific Plan area have been previously disturbed, and no evidence of human remains was noted during site reconnaissance performed as part of the Cultural Resources Assessment prepared for the project. However, in the event human remains are found, those remains would require proper treatment, in accordance with applicable laws. State

² California Department of Conservation, San Bernardino County Williamson Act FY 2015/2016, 2019.

³ California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, April 2019.



of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the actions that must be taken if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find, as well as any area that is reasonably suspected to overlay adjacent remains, until the County coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, which detail the appropriate actions in the event human remains are encountered, impacts in this regard would be considered less than significant.

GEOLOGY AND SOILS

Would the project:

- 5.6.a.1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?**

No Impact. The City of Victorville is not located within a State-designated Alquist-Priolo Earthquake Fault Zone. As a result, implementation of the SCLA Specific Plan would not expose people or structures to potentially substantial adverse effects involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. No impact would occur in this regard.

- 5.6.a.4. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic landslides?**

Less Than Significant Impact. Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. However, the SCLA Specific Plan area and surrounding areas are generally flat, and void of topographical features capable of producing a landslide capable of substantial adverse effects. Less than significant impacts would result in this regard.

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

Less Than Significant Impact. Although the SCLA Specific Plan area exhibits low potential for unstable geologic/soils units, numerous controls would be implemented on future development projects through the City’s development review process. It is the City’s policy that preliminary geotechnical investigations and reports are conducted for all new public and private development and major redevelopment projects, to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level (Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1). Compliance with the 2019 California Building Code (CBC), as



adopted by reference in Municipal Code 16-5.01.020, and Victorville General Plan Policy 3.2.2, Implementation Measure 3.2.2.1 would reduce impacts related to unstable geologic/soils units to less than significant levels.

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

Less Than Significant Impact. According to the 2004 SCLA SPEIR, the Mojave River Alluvium, Undifferentiated Alluvium and Older Alluvium present within the SCLA Specific Plan area all exhibit low expansion potential due to their relatively high permeability. Based upon the nature of soil deposits underlying the SCLA Specific Plan area, the expansion potential of soils is low to very low. Impacts would be less than significant in this regard.

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

No Impact. No septic tanks or alternative wastewater disposal systems are proposed within the SCLA Specific Plan. All new development would be required to connect to existing sewer mainlines and service lines. Therefore, no impact would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. The proposed project would not obstruct implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As noted in Section 5.8, *Hazards and Hazardous Materials*, the City does not identify evacuation routes for the SCLA area, rather, evacuation routes would be determined on a case-by-case basis in the event of a major disaster. The project would comply with all local regulations related to emergency access/evacuation, and is not anticipated to result in significant impacts in this regard.

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

No Impact. A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). Based on the California Fire Hazard Severity Zone Viewer, the project site is not located within a Fire Hazard Severity Zone.⁴ No impacts would occur in this regard.

⁴ California Fire Hazard Severity Zone Viewer, <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed August 6, 2020.



HYDROLOGY AND WATER QUALITY

Would the project:

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

No Impact. Based on the Drainage Master Plan prepared for the project, there are no mapped flood hazard zones on-site; refer to Section 5.9.4, *Impacts and Mitigation Measures*, for additional analysis regarding potential flood hazards. The project site is not located near any large water bodies, including reservoirs, that could result in potential indirect impacts associated with a seiche. Due to the project's distance from the ocean (approximately 70 miles), it would not be subject to a tsunami. Therefore, the project would not be subject to inundation by tsunami or seiches and no impact would occur in this regard.

LAND USE AND PLANNING

Would the project:

5.11.a. Physically divide an established community?

Less Than Significant Impact. As stated in Section 3.0, the SCLA Specific Plan became effective in 1993; the only major amendment to the Specific Plan occurred in 2004. As a result, the Specific Plan area has been considered for development for over 25 years. It should be noted that the proposed Specific Plan Amendment would involve 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 and reduced to reflect a more realistic expectation for buildout of the Specific Plan area. Given that the SCLA Specific Plan area has been considered for development for over 25 years and based on the project's reduction in planned development, the project would not physically divide any established communities. All future development in the Specific Plan area would be evaluated at a project-specific level for consistency with the proposed land use plan to ensure the development is consistent with the Specific Plan and does not physically divide an established community. As such, impacts would be less than significant in this regard.

MINERAL RESOURCES

Would the project:

5.12.a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the Victorville General Plan, the SCLA Specific Plan area is within State Mineral Resource Zone 3a (MRZ), which includes "areas containing known mineral occurrences of undetermined mineral resource significance." The Victorville General Plan and SCLA Specific Plan does not designate mineral resource recovery on-site, and no mineral resource recovery activities occur



within the SCLA Specific Plan area or surrounding vicinity. Thus, no impacts would result in this regard.

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

No Impact. Refer to Response 5.12.a.

NOISE

Would the project:

- 5.11.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, expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The Southern California Logistics Airport (SCLA) is situated adjacent to the proposed Priority Development Area site to the north and west. Considering the land uses associated with the proposed project (industrial and commercial uses consisting of warehousing, goods movement, etc.), impacts in this regard are not anticipated to be significant. The project would comply with applicable City and SCLA Specific Plan noise requirements, including maximum permissible interior noise levels. Thus, impacts would be less than significant in this regard.

POPULATION AND HOUSING

Would the project:

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

No Impact. Currently, the area immediately east of the airport referred to as the “Central Core” of SCLA Specific Plan area includes abandoned military housing associated with the former George Air Force Base. As these homes are not occupied, project implementation would not displace existing people or housing or necessitate the construction of replacement housing elsewhere. No impact would occur in this regard.

PUBLIC SERVICES

Would the project:

- 5.13.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 other public facilities?

Less Than Significant Impact. The Victorville City Library is located 3.45 miles southeast of the SCLA Specific Plan area at 15011 Circle Drive. The City does not have adopted performance



standards for library services. Nonetheless, the City would ensure cumulative development pays the cost of its infrastructure and services needs (Land Use Element Policy 3.1.1) and require new development to pay the capital costs of public facilities and services needed to serve those development (Land Use Element Implementation Measure 3.1.1.4). The project would not have the capacity to adversely affect any other public facilities. Impacts would be less than significant in this regard.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

5.20.a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As noted in Section 5.8, *Hazards and Hazardous Materials*, the City does not identify evacuation routes for the SCLA area, rather, evacuation routes would be determined on a case-by-case basis in the event of a major disaster. The project site is not located in or near a State responsibility area nor is the site designated as a very high fire hazard severity zone and would comply with all local regulations related to emergency access/evacuation.⁵ No impacts would occur in this regard.

5.20.b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). Based on the California Fire Hazard Severity Zone Viewer, the project site is not located within a Fire Hazard Severity Zone.⁶ No impacts would occur in this regard.

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

No Impact. Refer to Response 5.20.b.

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

No Impact. Refer to Response 5.20.b.

⁵ California State Geportal, *California Department of Forestry and Fire Hazard Severity Zones Viewer*, <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed July 29, 2020.

⁶ California Fire Hazard Severity Zone Viewer, <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed August 6, 2020.



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Southern California Logistics Airport (SCLA)
Specific Plan Amendment (PLAN19-00004)
Subsequent Program Environmental Impact Report

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