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# INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

# HIGHWAY 395 & DOS PALMAS RD. COMMERCIAL CENTER VICTORVILLE, CALIFORNIA APN 3096-381-01 & 3096-381-09

**LEAD AGENCY:**

**CITY OF VICTORVILLE**
**DEVELOPMENT DEPARTMENT, PLANNING DIVISION**
**14343 CIVIC DRIVE**
**VICTORVILLE, CALIFORNIA 92393**

**REPORT PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**
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## JULY 28, 2022

**VICT 001**

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# MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Highway 395 & Dos Palmas Road Commercial Development City of Victorville Case No. Plan 21-00019.

**PROJECT APPLICANT:** The Applicant for the proposed project is Mr. Sumit Brahmbhatt, President, AIA, LEED, Brahmbatt Architects, 980 Corporate Center Drive Pomona, California, 91768

**PROJECT LOCATION:** The proposed project site is located at the southeast corner of U. S. 395 and Dos Palmas Road in the City of Victorville, California 92301. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09.

**CITY AND COUNTY:** City of Victorville, San Bernardino County.

**PROJECT:** The City of Victorville is reviewing an application submitted by Sumit Brahmbhatt to develop an 8-acre property (382,892 square-foot) located within the southwestern portion of the City. The proposed project would involve the construction of a new commercial development that would occur on four lots (referred to as Lots A, B, C, and D) that would be developed in a single phase. In addition, 222 parking spaces, including 11 ADA compliant parking stalls, would be provided. A Tentative Parcel Map is also proposed that would allow for the creation of five commercial lots and a remainder parcel.

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable impacts. For this reason, the City of Victorville determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.

- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

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# SECTION 1. INTRODUCTION

## 1.1 OVERVIEW OF THE PROPOSED PROJECT

This Initial Study analyzes the environmental impacts associated with the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D).[1] The proposed project would total 82,677 square feet of floor area and would consist of the following elements:

- *Fuel Dispensing Station (Lot A).* A fuel dispensing area would be located near the property's northwest corner. This use would include eight fuel dispensers with sixteen fueling positions. The sales area would be located inside the retail portion of Building 2. This use would be located on Lot A.[2]
- *Convenience Retail/Commercial (Lot A).* A retail building (referred to as Building 1) would be located east of the fueling area and would include three tenant spaces. The larger portion of this building would include a retail convenience store totaling 6,234 square feet of floor area. The smaller portion of this building, totaling 2,305 square feet of floor area would include a dry cleaner. Finally, a third tenant space consisting of 2,094 square feet would consist of retail space. Along the east side of this building would be an automated carwash tunnel consisting of 1,820 square feet with vacuum and detailing stations located along the north side. The carwash would be fully automated. These uses would be located on Lot A. Lot A consists of 2.39-acres or 104,278 square feet per site plan provided.[3]
- *Restaurant (Lot B).* A new 3,536 square foot fast-food restaurant and drive-through would be located further south, south of the fueling area, convenience store, and retail center. Lot B consists of 1-acres or 43,131 square feet.[4]
- *Restaurant (Lot C).* A new 2,200 square foot fast-food restaurant with a drive-through lane, would be located in the southernmost portion of the site. This building would include a drive-through lane along its north and west-facing elevations. Lot C consists of 0.79-acres or 34,621 square feet.[5]
- *Hotel (Lot D).* A four-story, 64,488 square foot hotel would be located on the southeast corner of the project site. This new building would consist of four levels with a total of 112 guest rooms. Lot D consists of 2.19-acres or 95,198 square feet.[6]
- *Access and Parking*. Access to the new commercial development would be provided by new driveway connections with both U.S. Hwy. 395 and Dos Palmas Road. 222 standard parking spaces, including 11 ADA compliant parking stalls will be provided.[7] The total number of parking spaces would be 230.

[1] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0.* No Date.

[2] Ibid.

[3] Ibid.

[4] Ibid.

[5] Ibid.

[6] Ibid.

[7] Ibid.

- *Tentative Parcel Map*. A Tentative Parcel Map is also proposed that would allow for the creation of five commercial lots and a remainder parcel.

A three-story 32,300 square foot office building, shown as Phase II on the site plan, would be located along the Dos Palmas Road frontage. This building is not part of the proposed project though is considered as a "related project" for purposes of the analysis of cumulative impacts.[8]

## 1.2 PURPOSE OF THIS INITIAL STUDY

The City of Victorville is the designated *Lead Agency,* and as such, the City will be responsible for the project's environmental review. Section 21067 of California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.[9] As part of the proposed project's environmental review, the City of Victorville has authorized the preparation of this Initial Study.[10] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Victorville with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Victorville, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review.

Certain projects or actions may also require oversight approvals or permits from other public agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines.[11] This Initial Study and the *Notice of Intent to Adopt (NOIA) a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment.

This Initial Study and Mitigated Negative Declaration will be forwarded to the State of California Office of Planning Research (the State Clearinghouse). A 30-day public review period will be provided to allow these

[8] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0.* No Date.

[9] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[10] Ibid. (CEQA Guidelines) §15050.

[11] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[12] Questions and/or comments should be submitted to the following contact person:

City of Victorville Development Department, Planning Division
14343 Civic Drive
Victorville, California 92323

## 1.3 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

- *Section 2 Project Description* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.

- *Section 4 Conclusions* summarizes the findings of the analysis.

- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

[12] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.6, Section 2109(b).* 2000.

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# SECTION 2. PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

The proposed project site is located in the southwest portion of the City of Victorville. The City of Victorville is located in the southwestern portion of San Bernardino County in the southwestern Mojave Desert physiographic subregion. This physiographic subregion is more commonly referred to as either the "Victor Valley" or the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from the more populated areas of coastal Southern California by the San Bernardino and San Gabriel mountains. The City of Victorville is bounded on the north by unincorporated San Bernardino County (Oro Grande); on the east by Apple Valley and unincorporated San Bernardino County (Bell Mountain); the south by the City of Hesperia and unincorporated San Bernardino County (Oak Hills); and on the west by Adelanto and unincorporated San Bernardino County (Baldy Mesa).[13]

Regional access to the City of Victorville is provided by three area highways: the Mojave Freeway (Interstate 15), extending in a southwest to northeast orientation through the center of the City; U.S. Highway 395, traversing the western portion of the City in a northwest to southeast orientation; and Palmdale Road (State Route 18), which traverses the southern portion of the City in an east to west orientation.[14] The location of Victorville, in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2.

The proposed project site is located at the southeastern corner of U. S. Highway 395 Dos Palmas Road. No street address has been assigned to the project site at this time. The corresponding Assessor Parcel Numbers (APNs) include 3096-381-01 and 3096-381-09. The proposed project site is located in west-central portion of the City next to the intersection of U.S. 395 and Dos Palmas Road. Dos Palmas Road extends along the project site's north side while U.S. 395 extends along the site's west side. Both parcels are currently zoned C-1 (Neighborhood Service Commercial). The site's latitude and longitude include 34°49'88.61"N; -117°39'84.68"W. A local vicinity map is provided in Exhibit 3. An aerial photograph of the site and the surrounding area is provided in Exhibit 4.

## 2.2 ENVIRONMENTAL SETTING

The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undeveloped. The property currently has a Zoning and General Plan land use designation of Neighborhood Service Commercial and Commercial, respectively. The proposed Tentative Parcel Map also includes a R-1 Single-Family Residential/Low Density Residential area located to the east of the project site. (see Parcel 6). Land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* Dos Palmas Road extends along the proposed project site's north side. Further north on the north side of this roadway is vacant undeveloped land. This land is zoned as Neighborhood Service Commercial (C-1) and Planned Unit Development.[15]
- *East of the project site:* Abutting the project site to the east is vacant land and a residential tract. The residential tract is located to the east of Cantina Drive. This area is zoned as Single-Family Residential (R-1).[16]

[13] Blodgett Baylosis Environmental Planning. 2021.

[14] Google Earth. Website accessed November 17, 2021.

[15] Google Maps and City of Victorville Zoning Map. Website accessed on November 27, 2021.

[16] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0*. No Date.

- *South of the project site:* Vacant undeveloped land is located to the south of the project site. This area is zoned Neighborhood Service Commercial (C-1).[17]
- *West of the project site:* U.S. Highway 395 extends along the site's west side. A residential subdivision is located west of this roadway. This area is zoned Specific Plan (SP2-91).[18]

## 2.3 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

This Initial Study analyzes the environmental impacts associated with the development of an 8-acre property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The proposed Tentative Parcel Map will subdivide the proposed project site into five commercial lots and a remainder parcel. The proposed project would consist of three lots that would be developed in a single phase.[19] The proposed project's site plan is illustrated in Exhibit 5.

The proposed project would total 82,677 square feet of floor area and would consist of the following elements:

- *Fuel Dispensing Station (Lot A).* A fuel dispensing area would be located near the property's northwest corner. This use will include eight fuel dispensers with sixteen fueling positions. An 18-foot canopy would cover the fuel dispensing area. The underground fuel storage tanks would be located in the northwest corner of the site. The sales area would be located inside the retail portion of the main convenience store.[20]

- *Convenience Retail/Commercial (Lot A).* A retail building (referred to as Building 1) would be located east of the fueling area and would include three tenant spaces. The larger portion of this building would include a retail convenience store totaling 6,234 square feet of floor area. A smaller portion of this building, totaling 2,305 square feet of floor area, would include a dry cleaner and retail store. Finally, a tenant space consisting of 2,094 square feet would consist of retail space. Along the east side of this building would be an automated carwash tunnel consisting of 1,820 square feet. Vacuum and detailing stations would be located along the north side. The carwash would be fully automated. A total of 53 parking spaces including 3 ADA spaces would be provided on this lot.[21]
- *Restaurant (Lot B).* A new 3,536 square foot fast-foot restaurant and drive-through would be located further south, south of the fueling area, convenience store, and retail center. A total of 40 parking spaces including 2 ADA spaces would be provided. Lot B consists of 1-acre or 43,131 square feet.[22]
- *Restaurant (Lot C).* A new 2,202 square foot fast-food restaurant with a drive-through lane would be located in the southernmost portion of the site. This building would include a drive-through lane along its north and west-facing elevations. A total of 20 parking spaces including 1 ADA space would be provided. Lot C consists of 0.79-acres or 34,621 square feet.[23]

[17] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0.* No Date.

[18] Ibid.

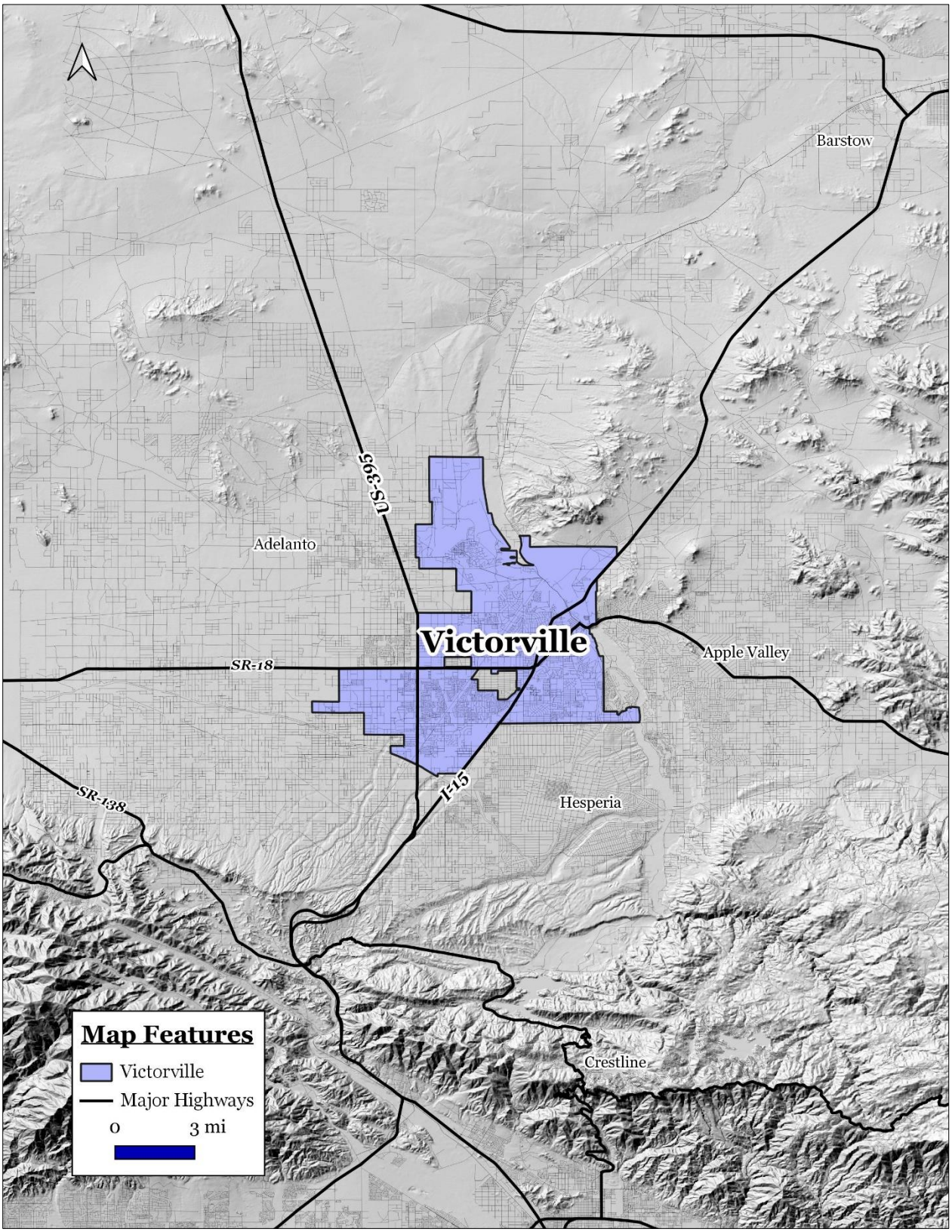
[19] Ibid.

[20] Ibid.

[21] Ibid.

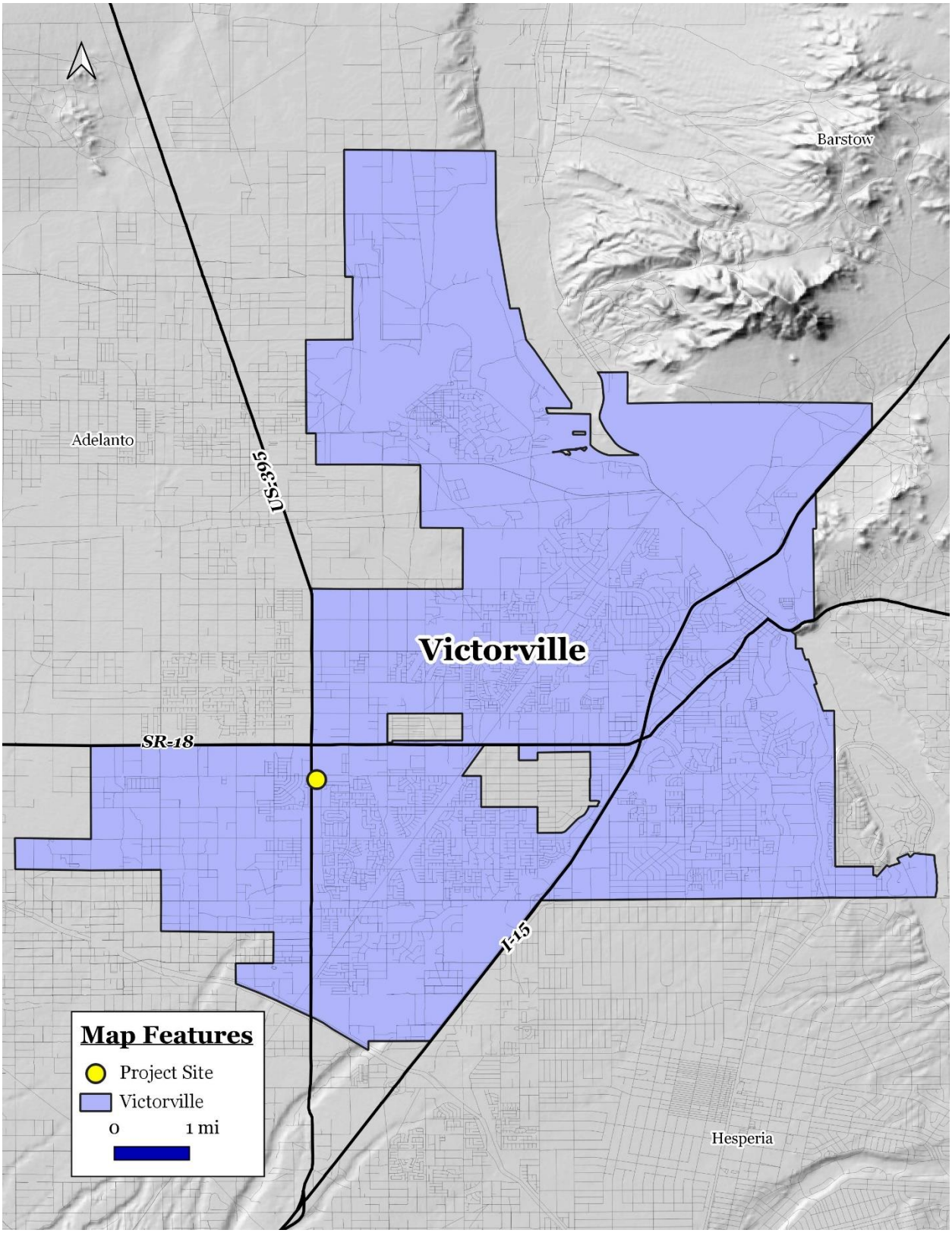
[22] Ibid.

[23] Ibid.




# EXHIBIT 1
# REGIONAL MAP

**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

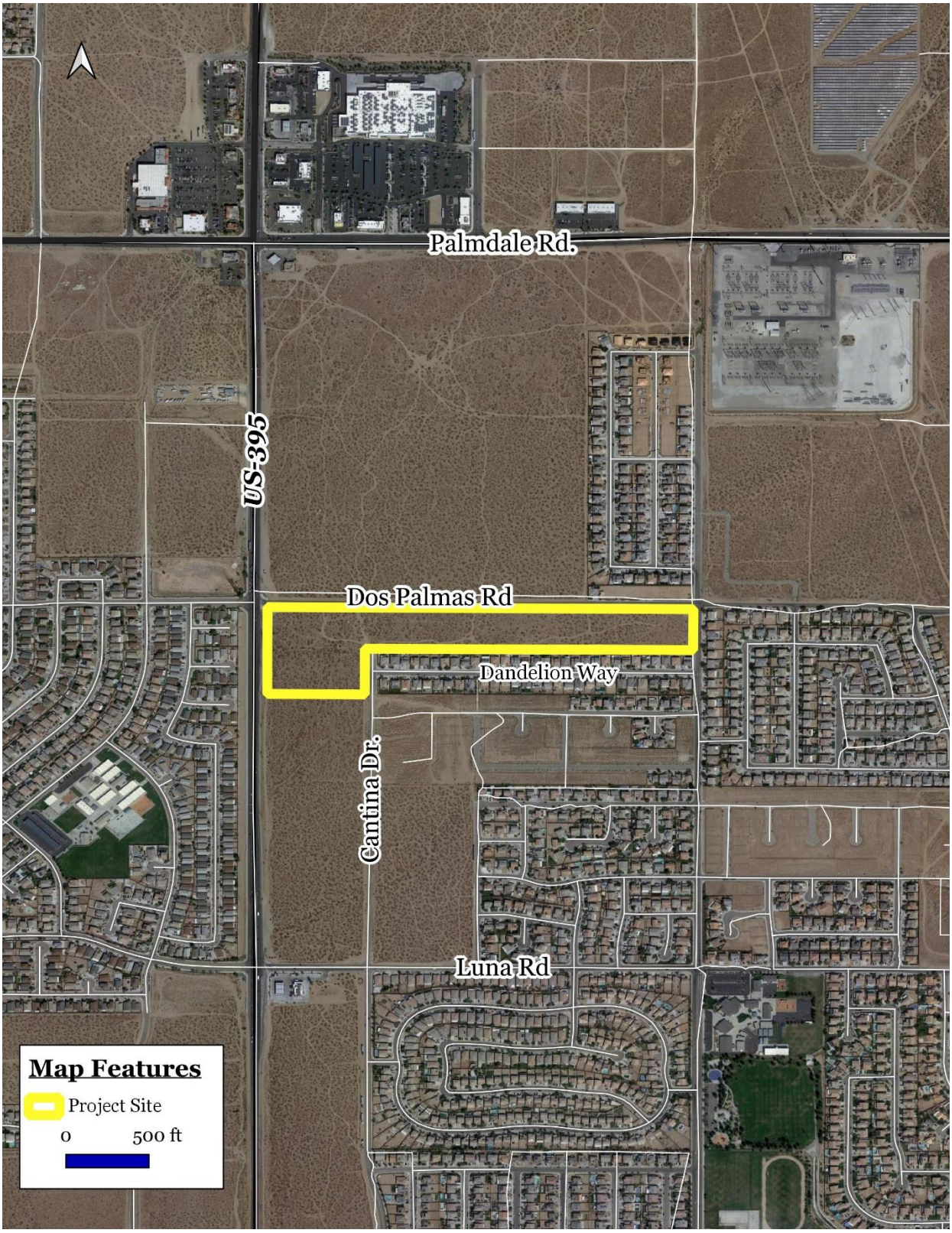



# EXHIBIT 2
# CITYWIDE MAP

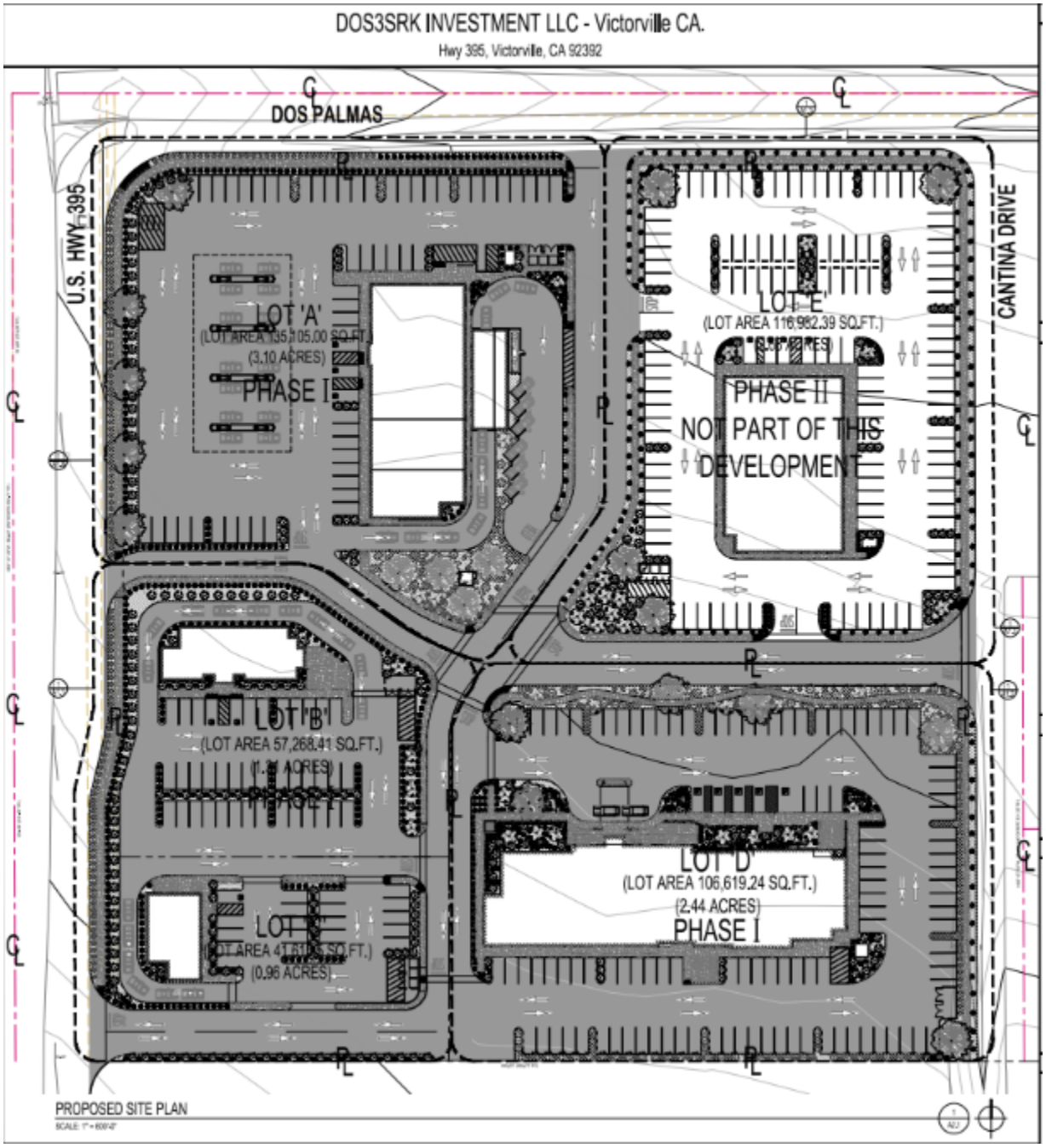
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**


# EXHIBIT 3
# LOCAL MAP

**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**




# EXHIBIT 4
# AERIAL IMAGE OF PROJECT SITE
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**




# EXHIBIT5
# SITE PLAN OF PROJECT SITE
**SOURCE: DORADO DESIGN & CONSTRUCTION INC.**

- *Hotel (Lot D).* A four-story, 64,488 square foot hotel would be located on the southeast corner of the project site. This new building would consist of four levels with a total of 112 guest rooms. A total of 117 parking spaces including 5 ADA spaces, would be provided on this lot. Lot D consists of 2.19-acres or 95,198 square feet.[24]
- *Access and Parking*. Access to the new commercial development would be provided by new driveway connections with both U.S. Hwy. 395 and Dos Palmas Road. A total of 222 standard parking spaces would be provided, including 11 ADA compliant parking stalls will be provided.[25]

A three-story, 32,300 square foot office building, shown as Phase II on the site plan, would be located along the Dos Palmas Road frontage. This building is not part of the proposed project though is considered as a "related project" for purposes of the analysis of cumulative impacts.[26]

## 2.4 OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed hotel is anticipated to employ between 70 and 80 persons including a hotel manager, a housekeeping manager, a maintenance engineer, custodians, a concierge, front desk receptionists, food service workers, night auditors, and room attendants/housekeepers. The proposed restaurants are anticipated to employ between 50 to 70 persons including managers, food servers, cooks, and maintenance personnel. The hours of operation for the proposed hotel would be seven days a week, 24-hours a day. The hour of operation for the proposed restaurant would be 11:00 AM to 10:00 PM, seven days a week.

## 2.5 CONSTRUCTION CHARACTERISTICS

The new commercial development would occur on four lots (referred to as Lots A, B, C and D) and would be developed in one phase. The proposed project would total 82,677 square feet of floor area. The construction for the current proposed project is assumed to commence in January 2023 and would take approximately twelve months to complete.[27] The key construction phases are outlined in the paragraphs that follow.

- *Phase 1*. This phase would involve the development of Lot A, B, C, and D which would include a fuel dispenser area, two retail stores, a dry cleaner, a car wash, two drive-through restaurants, and a hotel.[28]
- *Phase 1*. Lot A. This 2.39-acre lot will involve the construction of the 1,820 square foot car wash. Building 2 will also include 6 vacuum stations.[29]
- *Phase 1*. Lot B. This 1-acre lot will include a 3,528 square foot drive-thru restaurant. This lot will also include 40 parking spaces [30]

[24] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0*. No Date.

[25] Ibid.

[26]Ibid.

[27] Ibid.

[28] Ibid.

[29] Ibid.

[30] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0*. No Date.

- *Phase 1*. Lot C. This 0.79-acres site will involve the construction of a 2,200-square-foot drive-through restaurant. This lot will also include 20 parking spaces.[31]
- *Phase 1*. Lot D. This 2.19-acre lot will involve the construction of a 4-story 112-room hotel building. This lot will also include 117 parking spaces and 5 ADA spaces as well.[32]

A three-story, 32,300 square foot building that would be located northeast corner of the project site would be constructed during a future phase under a separate scope of work. This new building is referred to as Building 5.

During each individual construction phase of development, the following construction activities will occur:

- *Grading Construction Phase*. The project site would be graded and readied for the construction. This phase would require two to three months to complete.
- *Site Preparation Construction Phase*. During this phase, the building footings, utility lines, and other underground infrastructure would be installed. This phase would require three to four months to complete.
- *Building Construction Phase*. The new buildings would be constructed during this phase. This phase will take approximately five to twelve months to complete.
- *Paving, Landscaping, and Finishing Construction Phase*. The individual development sites will be paved during this phase. This phase will take approximately one to four months to complete.

## 2.6 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Victorville) that calls for an exercise of judgment in deciding whether to approve a project. The following discretionary approvals are required:

- The approval of a Conditional Use Permit for the operation of the fueling station;
- The approval of a Conditional Use Permit for the sales of alcohol for off-site consumption;
- The approval of a Conditional Use Permit for the operation of an automated carwash;
- The approval of a Conditional Use Permit for the operation of a hotel;
- The approval of an encroachment permit (s) by Caltrans; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

[30] Ibid.

[31] Ibid.

[32] Ibid.

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# SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);
Agricultural &Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6)
Geology & Soils (Section 3.7);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology & Water Quality (Section 2.39);
Land Use & Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14).
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Victorville in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions followed by corresponding detailed responses. For the evaluation of potential impacts, questions are stated, and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

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

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Victorville or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of Victorville in deciding as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

# 3.1 AESTHETICS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? | | | | ✕ |
| **B.** Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | | | | ✕ |
| **C.** Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | | ✕ |
| **D.** Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | ✕ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? ● No Impact*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial).[33] The dominant scenic views from the project site include the views of the San Bernardino and San Gabriel Mountains, located 20 miles south, southwest, and southeast of the site. In addition, local views are already dominated by neighboring development and telecommunication poles and lines. Views from the mountains will not be obstructed. Once operational, views of the aforementioned mountains will continue to be visible from the public right-of-way. As a result, no impacts will occur.

**B.** *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.*

According to the California Department of Transportation, none of the streets located adjacent to the proposed project site are designated scenic highways and there are no state or county designated scenic

[33] Brahmbhatt Architecture. *Gas Station and Hotel Site Plan, Project Information and Key Plan. Sheet T1.0.* No Date.

highways in the vicinity of the project site.[34] There are no officially designated highways located near the City. The nearest highways that are eligible for designation as a scenic highways include SR-2 (from SR-210 to SR-138), located 11 miles southwest of the City; SR-58 (from SR-14 to I-15), located 20 miles north of the City; SR-138 (from SR-2 to SR-18), located 13 miles south of the City; SR-173 (from SR-138 to SR-18), located 15 miles southeast of the City; and, SR-247 (from SR-62 to I-15), located 23 miles east of the City. The City of Victorville 2035 Sustainable Plan identifies prominent viewsheds within the City. These viewsheds are comprised primarily of undeveloped desert land, the Mojave River, and distant views of the mountains.[35] The site would not qualify as undeveloped desert land since the site is currently zoned as C-1 (Neighborhood Service Commercial) with adjacent land parcels disturbed by the presence of existing development. The proposed site does not contain any sensitive habitats. Lastly, the project site does not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.

**C.** *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact*

There are no protected views in the vicinity of the project site and the City does not contain any scenic vistas. In addition, the City does not have any zoning regulations or other regulations governing scenic quality other than the development standards to which the new building will conform to. As a result, no impacts will occur.

**D.** *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● No Impact*

The proposed project would expose single-family residential land use adjacent to the property to daytime or nighttime light trespass. Project-related sources of nighttime light would include parking area exterior lights, security lighting, and vehicular headlights. The project will be in conformance with Section 16-3.11.060-Design Guidelines (E) Lighting (1. Light Design). As a result, no light-related impacts are anticipated.

## MITIGATION MEASURES

The analysis of aesthetics indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[34] California Department of Transportation. *Official Designated Scenic Highways.*

[35] MIG Hogle-Ireland. *Victorville North 2035 Comprehensive Sustainable Plan*. August 27, 2014.

# 3.2 AGRICULTURE & FORESTRY RESOURCES

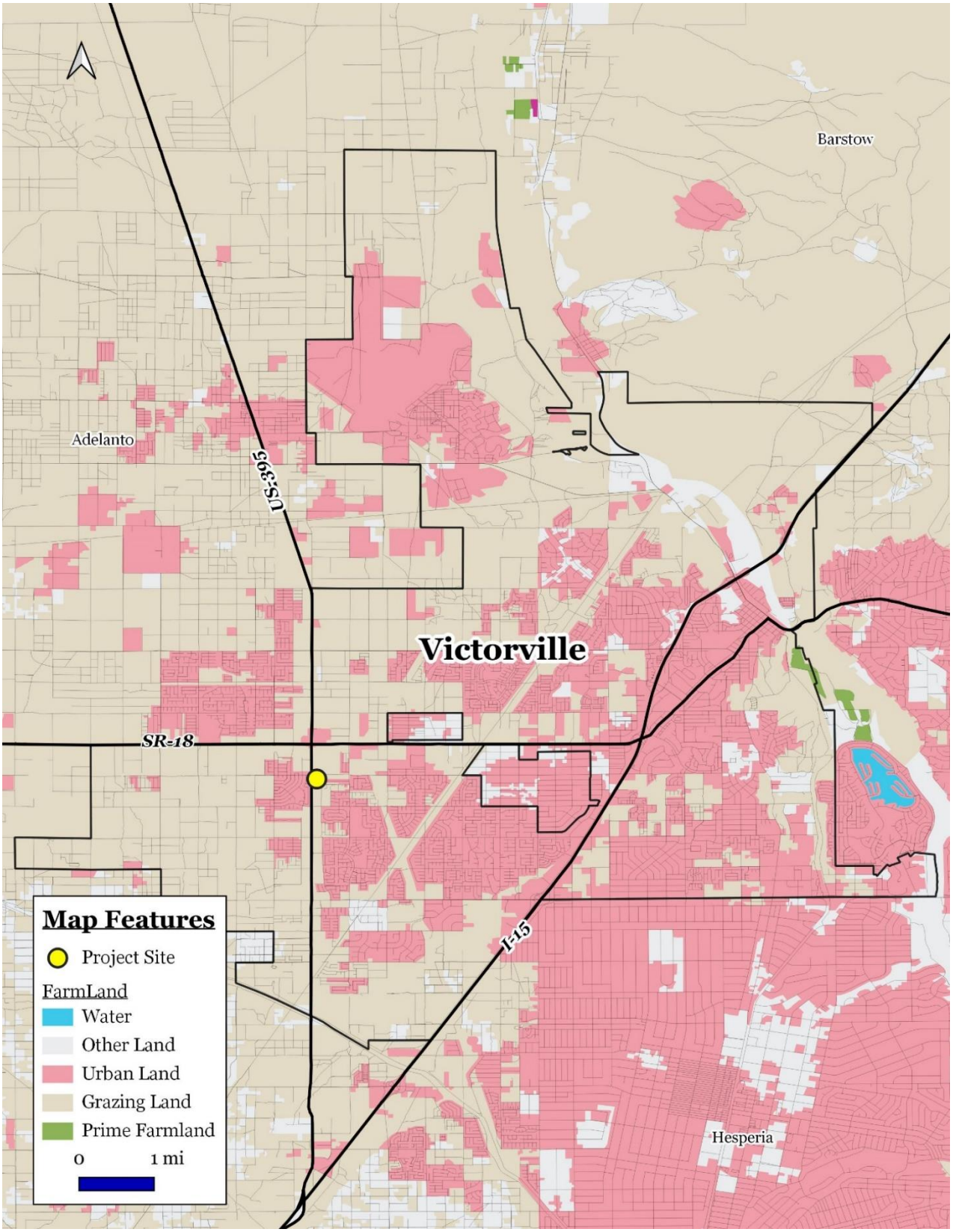
| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? | | | | ✖ |
| **B.** Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? | | | | ✖ |
| **C.** Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | | | | ✖ |
| **D.** Would the project result in the loss of forest land or conversion of forest land to a non-forest use? | | | | ✖ |
| **E.** Would the project 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 a non-forest use? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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 uses? ● No Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). According to the California Department of Conservation, the project site does not contain any areas of Farmland of Statewide Importance, and no agricultural uses are located onsite or adjacent to the property as shown in Exhibit 3-1. The implementation of the proposed project would not involve the conversion of any prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.[36]

[36] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.




# EXHIBIT 3-1
## AGRICULTURAL MAP
**SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION**

**B.** *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No Impact.*

The project site is currently zoned as C-1 (Neighborhood Service Commercial). The property is vacant and undeveloped and there are no agricultural uses located within the site that would be affected by the project's implementation. According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[37] As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

**C.** *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ● No Impact.*

The proposed project involves the development of an 8-acre (382,892.15 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The existing project parcel is vacant and undisturbed. The new development will consist of 382,892 square feet (7.8-acres) of total site area. There are no forest lands or timberlands located within or adjacent to the site. An adjacent property located to the north is disturbed and contains built-up structures. Furthermore, the site's existing zoning designation does not contemplate forest land or timberland uses. As a result, no impacts will occur.

**D.** *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

No forest lands are located within the project site. The proposed use will be restricted to the site and will not affect any land under the jurisdiction of the BLM. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project's implementation.

**E.** *Would the project 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 a non-forest use? ● No Impact.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is currently vacant and does not contain any significant vegetation. As a result, no farmland conversion impacts will occur with the implementation of the proposed project.

## MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[37] California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf.

# 3.3 AIR QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with or obstruct implementation of the applicable air quality plan? | | | | ✖ |
| **B.** Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard? | | ✖ | | |
| **C.** Would the project expose sensitive receptors to substantial pollutant concentrations? | | | | ✖ |
| **D.** Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | ✖ | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

Air quality impacts may occur during the construction or operation of a project, and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The city is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The district covers the majority of the MDAB. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet). The Antelope Valley is bordered in the northwest by the Tehachapi Mountains and in the south by the San Gabriel Mountains. The adjacent Mojave Desert is bordered in the southwest by the San Bernardino Mountains.[38] The Mojave Desert Air Quality Management District (MDAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants listed below. Projects in the Mojave Desert Air Basin (MDAB) generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone ($O_3$)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed a by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 548 pounds per day of carbon monoxide (CO).

[38] Mojave Desert Air Quality Management District (MDAQMD). *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. Report dated August 2016.

- *Nitrogen Oxide ($NO_x$)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. $NO_x$ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 137 pounds per day of nitrogen oxide ($NO_x$).

- *Sulfur Dioxide* ($SO_2$) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 137 pounds per day of sulfur oxides ($SO_x$).

- *$PM_{10}$ and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation. The daily threshold is 82 pounds per day of $PM_{10}$ and 65 pounds per day of $PM_{2.5}$.

- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 137 pounds per day of ROG.

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the MDAQMP growth projections since the RTP/SCS forms the basis of the land use and transportation control portions of the MDAQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2045 RTP/SCS, the City of Victorville employment will increase from 41,200 in 2016 to 61,200 in 2045, an increase of 20,000 new employees through the year 2045.[39] The proposed project's employment will be significantly less than this figure (200 to 250 new employees). Therefore, the proposed project is not in conflict with the growth projections established for the City by SCAG. The project's construction emissions would be below the thresholds of significance established by the MDAQMD (the project's daily construction emissions are summarized in Table 3-1). In addition, the proposed project's long-term (operational) airborne emissions will be below levels that the MDAQMD considers to be a significant impact (refer to Table 3-2). As a result, no conformity impacts will occur.

**B.** *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less than Significant Impact with Mitigation.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). According to the MDAQMD, any project is significant if it triggers or exceeds the daily emissions threshold identified previously and noted at the bottom of Tables 3-1 and 3-2. In general, a project will have the potential for a significant air quality impact if any of the following are met:

[39] Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

- Generates total emissions (direct and indirect) that exceeds the MDAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3-1 and 3-2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is in conformance with the City's Zoning and General Plan); and,
- 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 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). As shown in Table 3-1, daily construction emissions will not exceed the MDAQMD significance thresholds.

**Table 3-1**
**Estimated Daily Construction Emissions**

| Construction Phase | ROG | NOx | CO | SO2 | PM10 | PM2.5 |
|---|---|---|---|---|---|---|
| Site Preparation (on-site) | 2.66 | 27.52 | 18.24 | 0.04 | 19.40 | 11.10 |
| Site Preparation (off-site) | 0.06 | 0.04 | 0.53 | -- | 0.15 | 0.04 |
| **Total Site Preparation** | **2.72** | **27.56** | **18.77** | **0.04** | **19.55** | **11.14** |
| Grading (on-site) | 1.71 | 17.93 | 14.75 | 0.03 | 6.89 | 4.03 |
| Grading (off-site) | 0.05 | 0.03 | 0.44 | -- | 0.12 | 0.03 |
| **Total Grading** | **1.76** | **18.06** | **15.19** | **0.03** | **7.01** | **4.06** |
| Building Construction (on-site) | 1.57 | 14.38 | 16.24 | 0.03 | 0.70 | 0.66 |
| Building Construction (off-site) | 0.34 | 1.35 | 2.92 | 0.01 | 0.89 | 0.25 |
| **Total Building Construction** | **1.91** | **15.73** | **19.16** | **0.04** | **1.59** | **0.91** |
| Paving (on-site) | 0.88 | 8.27 | 12.22 | 0.02 | 0.40 | 0.37 |
| Paving (off-site) | 0.07 | 0.03 | 0.54 | -- | 0.16 | 0.04 |
| **Total Paving** | **0.95** | **8.30** | **12.76** | **0.02** | **0.56** | **0.41** |
| Architectural Coating (on-site) | 51.89 | 1.22 | 1.81 | -- | 0.06 | 0.06 |
| Architectural Coating (off-site) | 0.05 | 0.03 | 0.43 | -- | 0.13 | 0.03 |
| **Total Architectural Coating** | **51.94** | **1.25** | **2.24** | **--** | **0.19** | **0.09** |
| **Maximum Daily Emissions** | **54.68** | **61.26** | **53.13** | **0.11** | **28.16** | **16.12** |
| **Daily Thresholds** | **137** | **137** | **548** | **137** | **82** | **65** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod V.2020.4.0

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3-2 also used the

CalEEMod V.2020.4.0 computer model. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions will be below the MDAQMD daily emissions thresholds.

**Table 3-2**
**Estimated Operational Emissions in lbs./day**

| Emission Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 |
|---|---|---|---|---|---|---|
| Area-wide (lbs./day) | 5.57 | -- | 0.02 | 0.00 | -- | -- |
| Energy (lbs./day) | 0.33 | 3.01 | 2.53 | 0.02 | 0.23 | 0.23 |
| Mobile (lbs./day) | 27.82 | 21.03 | 129.11 | 0.20 | 17.63 | 4.83 |
| **Total (lbs./day)** | **33.73** | **24.04** | **131.66** | **0.22** | **17.86** | **5.06** |
| **Daily Thresholds** | **137** | **137** | **548** | **137** | **82** | **65** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod V.2020.4.0

The analysis presented in Tables 3-1 and 3-2 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 3-1 and 3-2, the impacts are considered to be less than significant. In addition, the MDAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Among these regulations is Rule 403.2 – Fugitive Dust Control which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken within the district. All internal roadways and parking areas will be paved. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[3] Mitigation measures have been incorporated herein to further reduce the potential air quality impacts to levels that are less than significant.

**C.** *Would the project expose sensitive receptors to substantial pollutant concentrations? ● No Impact.*

According to the MDAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Sensitive receptors in the vicinity of the project are shown in Exhibit 3-2. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated: any industrial project within 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a major transportation project within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; and a gasoline dispensing facility within 300 feet. The nearest sensitive receptor is Vista Verde Elementary School which is located approximately 0.32 miles southwest of the project site and Mesa Linda Middle School located approximately 0.86 miles southeast of the project site. As a result, no impacts will occur.

**D.** *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● Less than Significant Impact.*

The proposed project is expected to emit odors commonly found within commercial land use. The future uses will be required to adhere to the rules governing nuisance odors. As a result, no additional mitigation would be required and the impacts would be less than significant.

## MITIGATION MEASURES

The following mitigation measures have been incorporated herein to further reduce the potential air quality impacts to levels that are less than significant.

*Air Quality Mitigation Measure No. 1*. The Applicant shall prepare and submit to the MDAQMD, prior to commencing earth-moving activity, a dust control plan that describes all applicable dust control measures that will be implemented at the project;

*Air Quality Mitigation Measure No. 2*. The Applicant shall ensure that signage, compliant with Rule 403 Attachment B, is erected at each project site entrance not later than the commencement of construction.

*Air Quality Mitigation Measure No. 3*. The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

*Air Quality Mitigation Measure No. 4*. All perimeter fencing shall be wind fencing or the equivalent, to a minimum of four feet of height or the top of all perimeter fencing. The owner/operator shall maintain the wind fencing as needed to keep it intact and remove windblown dropout. This wind fencing requirement may be superseded by local ordinance, rule or project-specific biological mitigation prohibiting wind fencing.

*Air Quality Mitigation Measure No. 5*. All maintenance and access vehicular roads and parking areas shall be stabilized with chemical, gravel or asphaltic pavement sufficient to eliminate visible fugitive dust from vehicular travel and wind erosion. Take actions to prevent project-related trackout onto paved surfaces and clean any project-related trackout within 24 hours. All other earthen surfaces within the project area shall be stabilized by natural or irrigated vegetation, compaction, chemical or other means sufficient to prohibit visible fugitive dust from wind erosion.

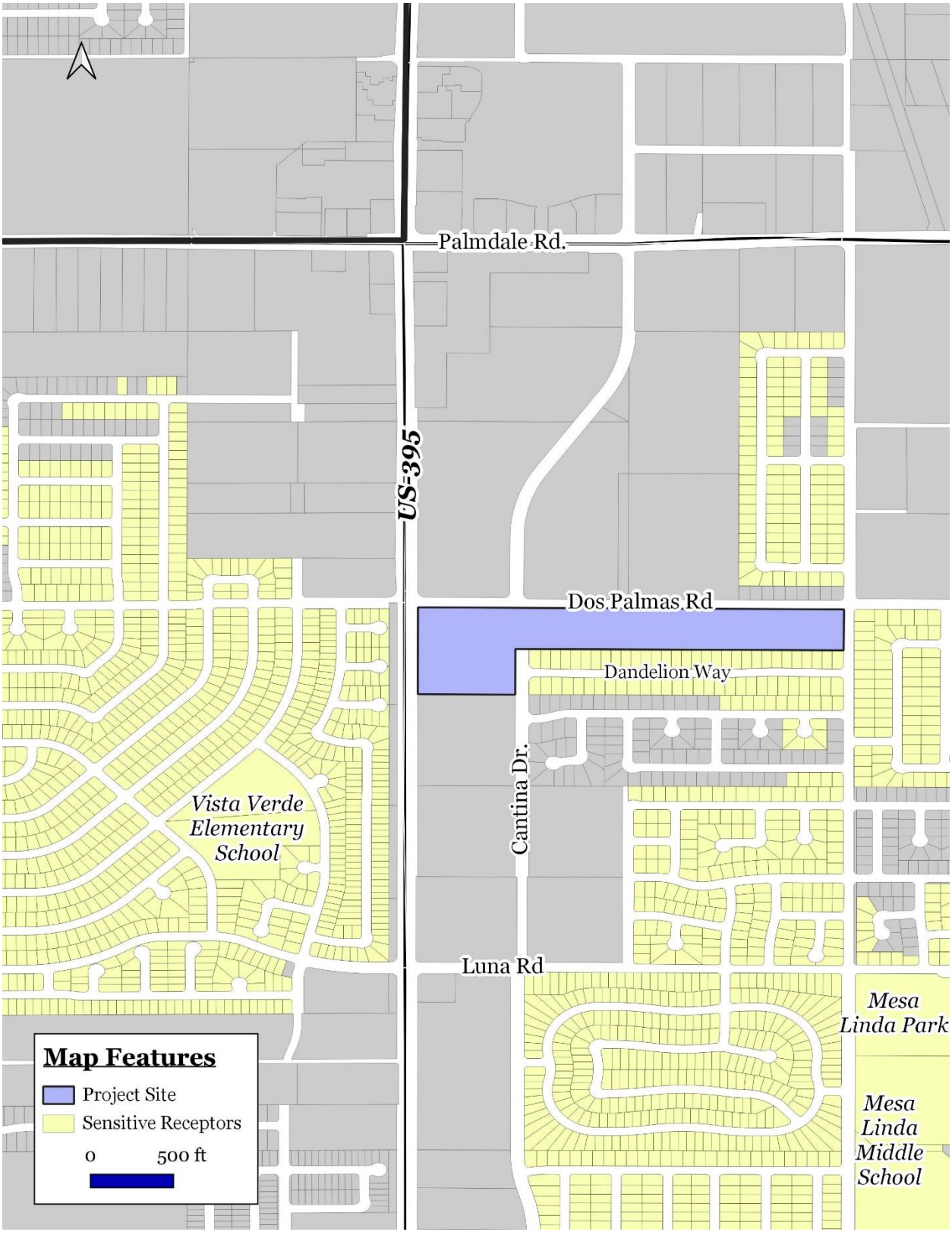



**EXHIBIT 3-2**
**AIR QUALITY SENSITIVE RECEPTORS MAP**
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

# 3.4 BIOLOGICAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project 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? | | ✖ | | |
| **B.** Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | ✖ |
| **C.** Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✖ |
| **D.** Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? | | | | ✖ |
| **E.** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | ✖ | | |
| **F.** Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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? ● Less than Significant Impact with Mitigation.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial).

A literature search was performed on the CDFW's California Natural Diversity Data Base (CNDDB) for the Victorville, California USGS 7.5-minute quadrangle to determine the special-status species recorded in the area. Currently, there are five wildlife species considered special status in the Victorville USGS quadrangle. These species include burrowing owl, Swainson's hawk, desert tortoise, Le Conte's thrasher, and Mohave ground squirrel. The site has a flat topography, which is relatively undisturbed and supports a creosote bush desert scrub community. The creosote bush community supports vegetation such as creosote bush, Nevada joint fir, kelch grass, tumbleweed, red brome, and Asian mustard. On September 22, 2020, CDFW has listed

the western Joshua Tree as a temporary endangered candidate for one year until a final decision is made and is therefore illegal to remove or transplant a tree without an approved Incidental Take Permit (ITP) provided by CDFW. The Joshua Tree is also a protected plant in the County of San Bernardino under the Native Desert Plant Protection Plan (Ordinance Chapter 88.01.060). The Western Joshua tree (*Yucca brevifolia*), a candidate threatened species under the California Endangered Species Act (CESA), was observed on site. Construction activities, including grading, vehicle access, equipment staging area, development of access roads and construction-related activities have the potential to result in temporary impacts to desert flora within the project. No Mojave ground squirrels were detected on the site, although there are suitable burrows, the most recent sighting occurred three miles northwest in 2001, the species is not expected to occur on-site due to urbanization expansion. Mitigation Measures 1 through 7 would reduce the impact to species as a candidate sensitive, or special status to less than significant.

**B.** *Would the project 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? ● No Impact.*

According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site.[40] The site in its entirety is undeveloped. In addition, there is no riparian habitat located on-site or in the surrounding areas.[18] No offsite wetland or migratory bird nesting areas will be affected by the proposed development since all development will be confined to the project site. As a result, no impacts are anticipated.

**C.** *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations.[41] The site in its entirety is undeveloped and undisturbed. As a result, no impacts are anticipated.

**D.** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The proposed project involves the development of an 8-acre (382,892.15 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). The site's utility as a habitat and a migration corridor is constrained by the presence of an adjacent roadway and the development that is present in the neighboring areas. As a result, no impacts are anticipated.

[40] United States Fish and Wildlife Service. *National Wetlands Inventory*.

[41] RCA Associates, Inc. *General Biological Resources Assessments*. Report dated January 6, 2021.

**E.** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than Significant Impact with Mitigation*

Joshua Trees are protected under Chapter 17.57 – Biotic Resources of the City of Victorville's Municipal Code. In addition, the City of Victorville enforces Title 8, Division 9 of San Bernardino County Code, which requires that every Joshua Tree proposed for removal be inspected by the city to assure the Joshua tree is not a "specimen" class tree requiring preservation and transplantation. Joshua trees occur throughout the Mojave Desert in Southern California and are typically found at an elevation of 1,200 to 5,400 feet. The California Department of Fish and Wildlife consider Joshua tree woodlands as areas that support relatively high species diversity and as such are considered to be a sensitive desert community. Joshua trees are also considered a significant resource under the California Environmental Quality Act (CEQA) and are included in the Desert Plant Protection Act, Food, and Agricultural Code (80001 – 80006). Mitigation Measure No.1 will ensure that any impacts to Joshua Trees are considered less than significant.

**F.** *Would the project 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 proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. As a result, no impacts are anticipated.

## MITIGATION MEASURES

The analysis of biological impacts determined that the following mitigation measures would be required to reduce the project's impacts to levels that would be less than significant.

*Biological Resources Mitigation Measure No. 1.* If any western Joshua trees (WJT) are to be relocated, removed, or otherwise taken, the Project Proponent shall obtain an incidental take permit (ITP) from California Department of Fish and Wildlife (CDFW) under CDFW under §2081 of the California Endangered Species Act (CESA), prior to the relocation, removal, or take (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of western Joshua tree, a Candidate for Threatened CESA-listed species. Take of any CESA-listed species is prohibited except as authorized by state law (Fish and Game Code, §§ 2080 & 2085). Permanent protection and perpetual management of compensatory habitat is necessary and required pursuant to CESA to fully mitigate project-related impacts of the taking of CESA-listed species. CDFW recommends permanent protection through either the purchase of conservation or mitigation bank credits or the establishment of a conservation easement, development of a long-term management plan, and securing funding sufficient to implement management plan tasks in perpetuity. These tasks should be completed, or financial security must be provided before starting any Project activities. To execute an ITP, CDFW requires documentation of CEQA compliance. CDFW requires the CEQA document have a State Clearing House number, show proof of filing fees, and proof the document has been circulated.

*Biological Resources Mitigation Measure No. 2.* Pre-construction surveys for Burrowing Owls on the Project site and in the surrounding area shall be conducted by a qualified biologist no more than 14-days prior to initiation of Project activities in accordance with guidelines identified by the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation (Department of Fish and Game Code, March 2012). If Project ground disturbing activities are delayed for more than

30-days (including the restarting of activities after project/ground disturbing delays of 30-days or more), additional surveys will be required including but not limited to a take avoidance survey within 24 hours of ground disturbance. If burrowing owls are observed on the Project site during future surveys the Pre-construction survey the California Department of Fish and Wildlife shall be immediately notified, and n Mitigation Measure BIO-3 shall be required. If burrowing owl(s) are not observed onsite during any pre-construction surveys, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to issuance of any grading permits, and no further action is required

*Biological Resources Mitigation Measure No. 3.* If burrowing owls are observed on the project site during future surveys any preconstruction survey as per Mitigation Measure 2, the California Department of Fish and Wildlife (CDFW) shall be immediately notified, and the applicant shall conduct an impact assessment in accordance with the 2012 Staff Report on Burrowing Owl Mitigation prior to commencing Project activities to determine appropriate mitigation and any areas occupied by burrowing owls shall be avoided. No ground-disturbing activities shall be permitted within 500 meters of an occupied burrow. A smaller buffer may be established if the qualified biologist determines that a reduced buffer would not adversely affect the burrowing owl(s). If burrowing owls cannot be avoided by the Project, then a qualified biologist shall prepare and submit a passive relocation program to CDFW for review/approval prior to the commencement of Project activities in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the 2012 Staff Report on Burrowing Owl Mitigation and mitigation shall be required as described below (see g) to reduce impacts to less than significant, including the following steps as approved by the California Department of Fish and Wildlife and in accordance with the updated CDFW Staff Report on Burrowing Owl Mitigation (2012) shall be implemented if burrowing owl are present on-site:

a) Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the California Department of Fish and Game verifies through non-invasive methods either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

b) A burrowing owl survey shall be conducted on all portions of the site between September and January to determine the location of active (non-breeding) burrows.

c) If the Project cannot avoid burrowing owl, qualified biologists shall exclude all owls from active burrows using one-way doors during the non-breeding season (September 1– January 31) or during the breeding season (February 1– August 31), only after a qualified biologist has determined there are no nesting owls and/or juvenile owls are no longer dependent on the burrows. Concurrently, all inactive burrows and other sources of secondary refuge for burrowing owls shall be collapsed and removed from the site.

d) Following a 48-hour observation period and 48-hours after installation of one-way doors, all vacated burrows shall be collapsed.

e) A qualified biologist shall conduct a post-exclusion survey confirming the absence of borrowing owls on the site. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may begin. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation and

provided to CDFW. Should newly occupied burrows be discovered on the site, the exclusion shall be repeated as outlined in the CDFW-approved passive relocation program.

f) A final clearance survey confirming the absence of active burrowing owls burrows shall be conducted within 2 hours of initiating Project activities.

g) Compensatory mitigation lands for permanent impacts to nesting, occupied, and satellite burrows and burrowing owl habitat shall be provided by the applicant/developer at a minimum ratio of 2:1 and permanent conservation and management of burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owl impacts are replaced consistent with the Staff Report on Burrowing Owl Mitigation including its Appendix A within designated adjacent conserved lands identified through coordination with CDFW. A qualified biologist shall confirm the natural or artificial burrows on the conservation lands are suitable for use by the owls. Monitoring and management of the replacement burrow site(s) shall be conducted, and a reporting plan shall be prepared for CDFW review and approval. The objective shall be to manage the replacement burrow sites for the benefit of burrowing owls (e.g., minimizing weed cover), with the specific goal of maintaining the functionality of the burrows for a minimum of 2 years.

When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, Project activities may begin. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW prior to the start of Project activities.

*Biological Resources Mitigation Measure No. 4.* A CDFW approved biologist shall conduct pre-construction presence/absence surveys for desert tortoise during the desert tortoise active season (April to May or September to October) 48 hours prior to initiation of Project activities and after any pause in Project activities lasting 30 days or more. Desert tortoise pre-construction surveys shall be conducted in accordance with the U.S. Fish and Wildlife Service (USFWS) 2019 desert tortoise survey methodology. Pre-construction surveys shall be completed using 100-percent visual coverage for desert tortoise and their sign and shall use perpendicular survey routes within the Project site and 50-foot buffer zone. Pre-construction surveys cannot be combined with other surveys conducted for other species while using the same personnel. Project Activities cannot start until 2 negative results from consecutive surveys using perpendicular survey routes for desert tortoise are documented. Results of the survey shall be submitted to CDFW prior to start of Project activities. If the survey confirms desert tortoise absence, the CDFW-approved biologist shall ensure desert tortoise do not enter the Project area. Should desert tortoise presence be confirmed during the survey, the Project Proponent shall submit to CDFW for review and approval a desert tortoise specific avoidance plan detailing the protective avoidance measures to be implemented to ensure complete avoidance of take (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") to desert tortoise. If complete avoidance of desert tortoise cannot be achieved, CDFW recommends the Project Proponent not undertake Project activities and Project activities be postponed until appropriate authorization (i.e., California Endangered Species Act (CESA) Incidental Take Permit (ITP) under Fish and Game Code section 2081) is obtained.

If complete avoidance of desert tortoise is infeasible, The Project Proponent should apply for a CESA ITP and shall prepare a site-specific Desert Tortoise Translocation Plan (Plan) that will provide details on the proposed recipient site, tortoise clearance surveys and relocation, definitions for Authorized Biologists and qualified desert tortoise biologists, exclusion fencing guidelines, protocols for managing desert tortoise found during active versus inactive seasons, protocols for incidental tortoise death or

injury, and will be consistent with project permits and current USFWS and CDFW guidelines. The Plan shall also include a requirement for communication and coordination with the Bureau of Land Management (BLM) regarding the desert tortoise recipient site. Prior to construction, the Plan shall be subject to the review and approval of the CDFW and the USFWS. Impacts shall be offset through acquisition of compensatory land within suitable and occupied desert tortoise habitat and/or monetary contributions to other recovery efforts in the West Mojave and/or mitigation bank credit purchase from a CDFW-approved mitigation bank mitigated for at a ratio of no less than 13:1. Final mitigation acreage are subject to the approval of the State CDFW and federal wildlife agencies.

*Biological Resources Mitigation Measure No. 5.* All Project activities on-site shall be conducted outside of nesting season (non-nesting season is typically from September 16 through December 31) to the maximum extent feasible. If Project activities begin during the nesting bird season, a qualified biologist shall conduct a pre-project nesting bird survey, implement nest buffers, and conduct monitoring at all active nests to verify the absence of nesting birds within the work area and surrounding 300-foot buffer no more than two hours prior to initiating Project activities. For any Project activity occurring during the nesting season, typically January 1 through September 15 for raptors in southern California and February 1 through September 1 for passerine birds, a qualified biologist shall conduct at least one nesting bird survey, and more if deemed necessary by the qualified biologist, within three (3) days prior to initiation of Project-related activities. If active nests containing eggs or young are found, no work shall be permitted near the nest until the young birds have fledged or the nest is no longer active. A qualified biologist shall establish an appropriate nest avoidance buffer to be marked on the ground. Nest avoidance buffers are species-specific and shall be about 100 feet for passerines and 300 feet for raptors, and the observed bird behavior. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Established buffers shall remain on site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project is finished. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

*Biological Resources Mitigation Measure No. 6.* Pre-construction surveys following the Mohave Ground Squirrel Survey Guidelines (CDFG 2010), or most recent version shall be performed by a qualified biologist authorized by a Memorandum of Understanding issued by the California Department of Fish and Wildlife (CDFW). The pre-construction surveys shall cover the Project site and a 50- foot buffer zone. Should Mohave ground squirrel presence be confirmed during the survey, Applicant/Developer should obtain an Incidental Take Permit (ITP) for Mohave ground squirrel prior to the start of Project activities. CDFW shall be notified if Mohave ground squirrel presence is confirmed during the pre-construction survey. If a Mohave ground squirrel is observed during Project activities, and the Applicant/Developer does not have an ITP, all work shall immediately stop, and the observation shall be immediately reported to CDFW.

*Biological Resources Mitigation Measure No. 7.* Prior to Project implementation, and during the appropriate season, the Applicant/Developer shall conduct botanical field surveys within the Project area following protocols set forth in the California Department of Fish and Wildlife's (CDFW) 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). The surveys shall be conducted by a CDFW-approved botanist(s) experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special-status and locally significant plants, and familiar with the appropriate state and

federal statutes related to plants and plant collecting. The botanical field surveys shall be conducted at the appropriate time of year when plants will both be evident and identifiable (usually, during flowering or fruiting) and, in a manner, which maximizes the likelihood of locating special-status plants and sensitive natural communities that may be present. Botanical field surveys shall be conducted floristic in nature, meaning that every plant taxon that occurs in the project area is identified to the taxonomic level necessary to determine rarity and listing status. If any special-status plants are identified, the Applicant/Developer shall either avoid the plant(s), with an appropriate buffer (i.e., fencing or flagging), or mitigate the loss of the plant(s) through the purchase of mitigation credits from a CDFW-approved bank or land acquisition and conservation at a minimum 3:1 (replacement-to impact) ratio. Note that a higher ratio may be warranted if the proposed mitigation lands are located far away from the Project site (i.e., within a separate watershed) or is not occupied by or available to special-status species. If the Project has the potential to impact a state-listed species, the Applicant/Developer should apply for a California Endangered Species Act (CESA) Incidental Take Permit (ITP) with CDFW.

# 3.5 CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? | | | | ✖ |
| **B.** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? | | ✖ | | |
| **C.** Would the project disturb any human remains, including those interred outside of formal cemeteries? | | | ✖ | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;

- Districts, sites, buildings, structures, and objects that embody 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,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[42]

The State has established *California Historical Landmarks* that include sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. *California Points of Historical Interest* has a similar definition, except they are deemed of local significance. A search of the National Register of Historic Places and the list of California Historical Resources was conducted, and it was determined that no historic resources were listed within the City of Victorville.[43]

The proposed project will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Furthermore, the project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[44] The proposed project will be limited to the project site and will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Furthermore, the project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[22] The project site is vacant and undisturbed though the developments in surrounding areas do not have any historical or cultural significance. Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

[42] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

[43] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. Secondary Source: California State Parks, Office of Historic Preservation. *Listed California Historical Resources*. Website accessed August 20, 2021.

[44] California Department of Parks and Recreation. *California Historical Resources*. Website accessed on August 20, 2021.

**B.** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact with Mitigation.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). Therefore, no significant impacts related to archaeological or historical resources is anticipated and no further investigations are recommended for the proposed project.

No signs of human habitation nor any cemeteries are apparent within or near the project, and no signs of development on the parcel appear on any historic aerial map reviewed, nor on later USGS maps. Since it is possible that previously unrecognized resources could exist at the site, the proposed project would be required to adhere to Cultural Resources Mitigation Measures 1, 2, 3, and 4.

**C.** *Would the project disturb any human remains, including those interred outside of formal cemeteries? ● Less than Significant Impact.*

There are no dedicated cemeteries located in the vicinity of the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries in the vicinity. Notwithstanding, the following mitigation is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

> "A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures."

Additionally, Section 5097.98 of the Public Resources Code states:

> "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning the investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

## MITIGATION MEASURES

The following mitigation measures will be required to address potential cultural resources impacts:

*Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Victorville that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Victorville prior to building final.

*Cultural Resources Mitigation Measure No. 5.* Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits and paleontological resources. In the event that field personnel encounter buried cultural materials and/or paleontological resources, work in the immediate vicinity of the find should cease and a qualified archaeologist/paleontologists must be retrained to assess the significance of the find. The qualified archaeologist/paleontologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist/paleontologist finds that any cultural resources present meet eligibility requirements for listing on the California register or the national register of historic places (national register), plans for the treatments, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- Historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- Historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Pre-historic flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and/or cryptocrystalline silicates;
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, ground stone and fire affected rocks; and,
- Human remains.

# 3.6 ENERGY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | | | ✖ | |
| **B.** Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? | | | ✖ | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact with Mitigation.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial).

Southern California Edison (SCE) provides electricity to the project site. Currently, the existing site is vacant and does not use electricity. Therefore, the proposed project would cause a permanent increase in demand for electricity when compared to existing conditions. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. According to the worksheets provided in Appendix B, the proposed project is anticipated to consume 3,873 kWH on a daily basis. The proposed project is located within the service area of the Southwest Gas Company. The project site is currently vacant and has no demand on natural gas. Therefore, the development of the proposed project will create a permanent increase in the demand for natural gas. According to the worksheets provided in Appendix B, the proposed project is anticipated to consume 110 cubic feet of natural gas on a daily basis.

The proposed project would represent an insignificant percentage of the overall demand in the region. The proposed project would be constructed pursuant to the 2022 energy standards of Title 24; therefore, no significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation are anticipated and no mitigation measures are recommended. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. No significant adverse impacts are identified or anticipated and no mitigation is recommended. As a result, the impacts would be less than significant.

**B.** *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less Than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project as well as any future development within the remainder of the project site will be required to conform to all pertinent energy conservation requirements. While the proposed project is a privately owned commercial use, the implementation of similar programs would prove effective in reducing potential energy consumption. The proposed project will be required to comply with all pertinent Title 24 requirements along with other Low Impact Development (LID) requirements. In addition, the proposed project would be in conformance with Victorville's Climate Action Plan and Resource Element: Energy Conservation of the City General Plan. Both of these plans support energy conservation energy consumption and GHG emissions to become a more sustainable community and to meet the goals of AB 32. As a result, the potential impacts will be less than significant.

## MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impacts. As a result, no mitigation would be required.

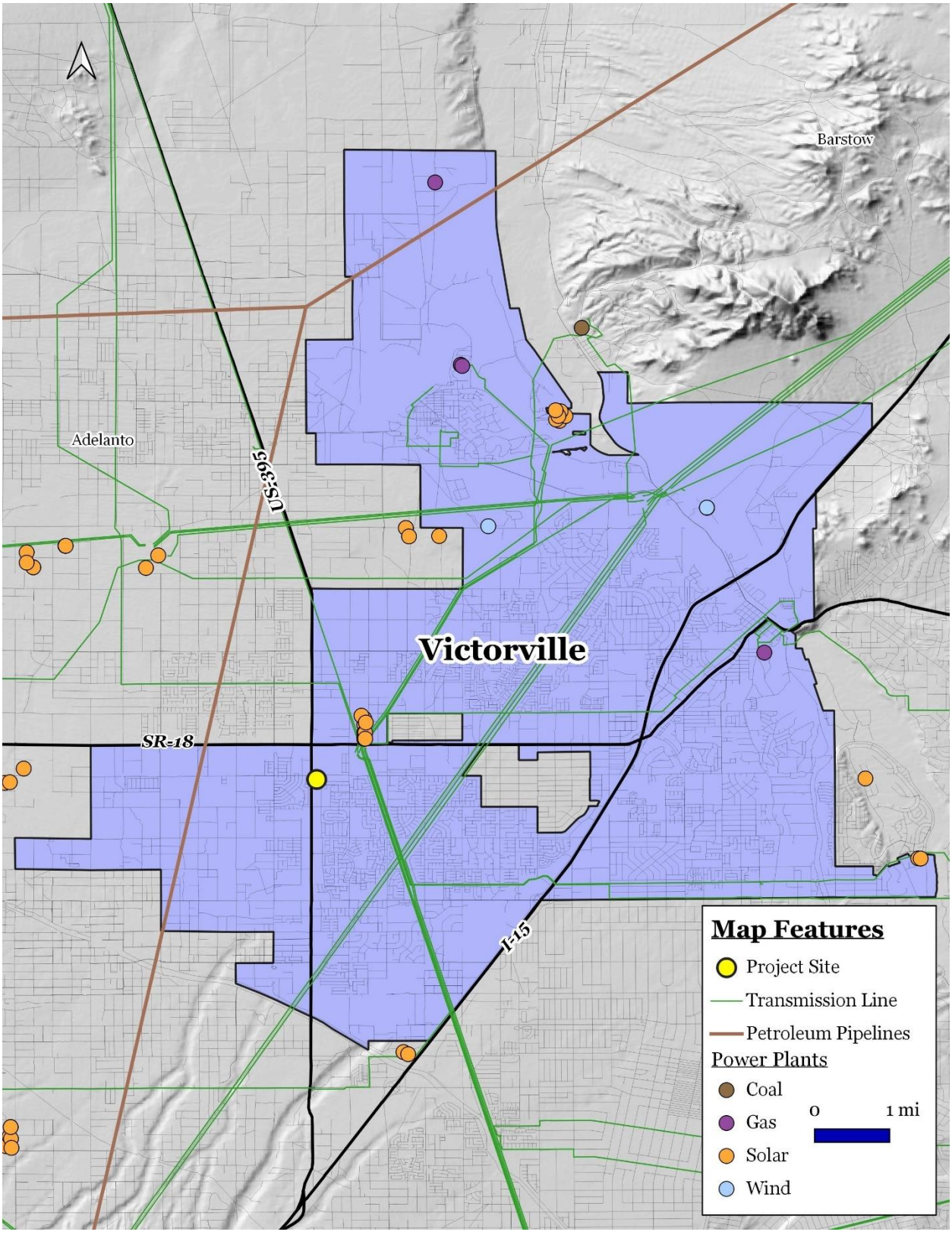



**EXHIBIT 3-3**
**ENERGY MAP**
**SOURCE: CALIFORNIA ENERGY COMMISSION**

# 3.7 GEOLOGY & SOILS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project, 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? | | | ✖ | |
| **B.** Would the project result in substantial soil erosion or the loss of topsoil? | | ✖ | | |
| **C.** Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | ✖ | |
| **D.** Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? | | | ✖ | |
| **E.** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | ✖ | |
| **F.** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✖ | | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project, 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? ● Less than Significant Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial).

The City of Victorville is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A list of cities and

counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Victorville is not on the list.[45] The nearest fault to the project site is the Helendale Fault, which is located approximately 18 miles east of the City.[46]

Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The amount of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from the epicenter or fault. The potential impacts from fault rupture and ground shaking are considered no greater for the project site than for the surrounding areas given the distance between the site and the fault trace. Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is not located in a moderate liquefaction zone.[47] According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. The risk for liquefaction is no greater on-site than it is for the region. As a result, the potential impacts regarding liquefaction and landslides are less than significant.

**B.** *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact with Mitigation.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by soils of various associations including Cajon, Manet, Kimberlina, and Helendale variant soils associations which consist of moderate to fine and well-drained soils. Slopes range from 0 to 2 percent.[48] The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undisturbed. The proposed development will be located in the southwest portion of the City of Victorville.

The proposed project's contractors will be required to adhere to specific requirements that govern wind and water erosion during site preparation and construction activities. Following development, a large portion of the project site would be paved over and landscaped. The project's construction will not result in soil erosion with adherence to those development requirements that restrict stormwater runoff (and the resulting erosion) and require soil stabilization. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program.

Prior to initiating construction, contractors must obtain coverage under an NPDES permit, which is administered by the State. In order to obtain an NPDES permit, the project Applicant must prepare a Stormwater Pollution Prevention Plan (SWPPP). Both of these requirements are identified as mitigation measures. The County has identified sample construction Best Management Practices (BMPs) that may be included in the mandatory SWPPP. The use of these construction BMPs identified in the mandatory SWPPP will prevent soil erosion and the discharge of sediment into the local storm drains during the project's

[45] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.*

[46] California Department of Conservation. *The Helendale Fault.* http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/FER/262/FER_262_Report_20160610.pdf.

[47] San Bernardino County. *Multi-Jurisdictional Hazard Mitigation Plan* - July 13, 2017.

[48] UC Davis. *SoilWeb*. Website accessed August 21, 2021.

construction phase. As a result, the impacts will be less than significant.

**C.** *Would the project 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.*

The proposed project's construction will not result in soil erosion since the project's contractors must implement the construction BMPs identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction.[49] The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink-swell characteristics become sticky when wet and expand according to the moisture content present at the time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater. The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undisturbed. As a result, the potential impacts will be less than significant.

**D.** *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California, Davis SoilWeb database, the property is underlain by soils of various associations including Cajon, Manet, Kimberlina, and Helendale variant soil associations.[50] According to the U.S. Department of Agriculture, these soils are acceptable for the development of smaller commercial buildings.[51] The applicant is required to adhere to all requirements detailed by the USDA, resulting in potential impacts which will be less than significant.

**E.** *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.*

The proposed project would utilize existing sewer connections located on Dos Palmas Road. As a result, no impacts will occur since no septic tanks will be used as part of the proposed project's implementation.

**F.** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● No Impact*

The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undisturbed. The proposed development will be constructed in the southwestern portion of the City of

[49] United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Riverside California – Palm Spring Area.* Report dated 1978.

[50] UC Davis. *SoilWeb*. Website accessed August 21, 2021.

[51] United States Department of Agriculture. Natural Resources Conservation Service. Website accessed August 22, 2021.

Victorville. The surface deposits in the proposed project area are composed entirely of younger Quaternary Alluvium. This younger Quaternary Alluvium is unlikely to contain significant vertebrate fossils, at least in the uppermost layers. The closest fossil vertebrate locality is LACM 7786, between Victorville and the former George Air Force Base. This locality produced a fossil specimen of meadow vole, *Microtus*. The next closest vertebrate fossil locality from these deposits is LACM 1219, west of Spring Valley Lake, which produced a specimen of fossil camel, *Camelops*. Additionally, on the western side of the Mojave River below the bluffs, an otherwise unrecorded specimen of mammoth was collected in 1961 from older Quaternary Alluvium deposits. Two mitigation measures (Mitigation Measure 1 and Mitigation Measure 2) included in Section 3.5, would also address the potential for the discovery of paleontological resources that may be encountered during ground disturbance. These measures are listed below:

- (Cultural Resources Mitigation Measure No. 1). Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Victorville that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

- (Cultural Resources Mitigation Measure No. 2). The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

## MITIGATION MEASURES

The analysis determined that the proposed project would require the following mitigation measures to ensure the appropriate NPDES and SWPPP protocols are adhered to:

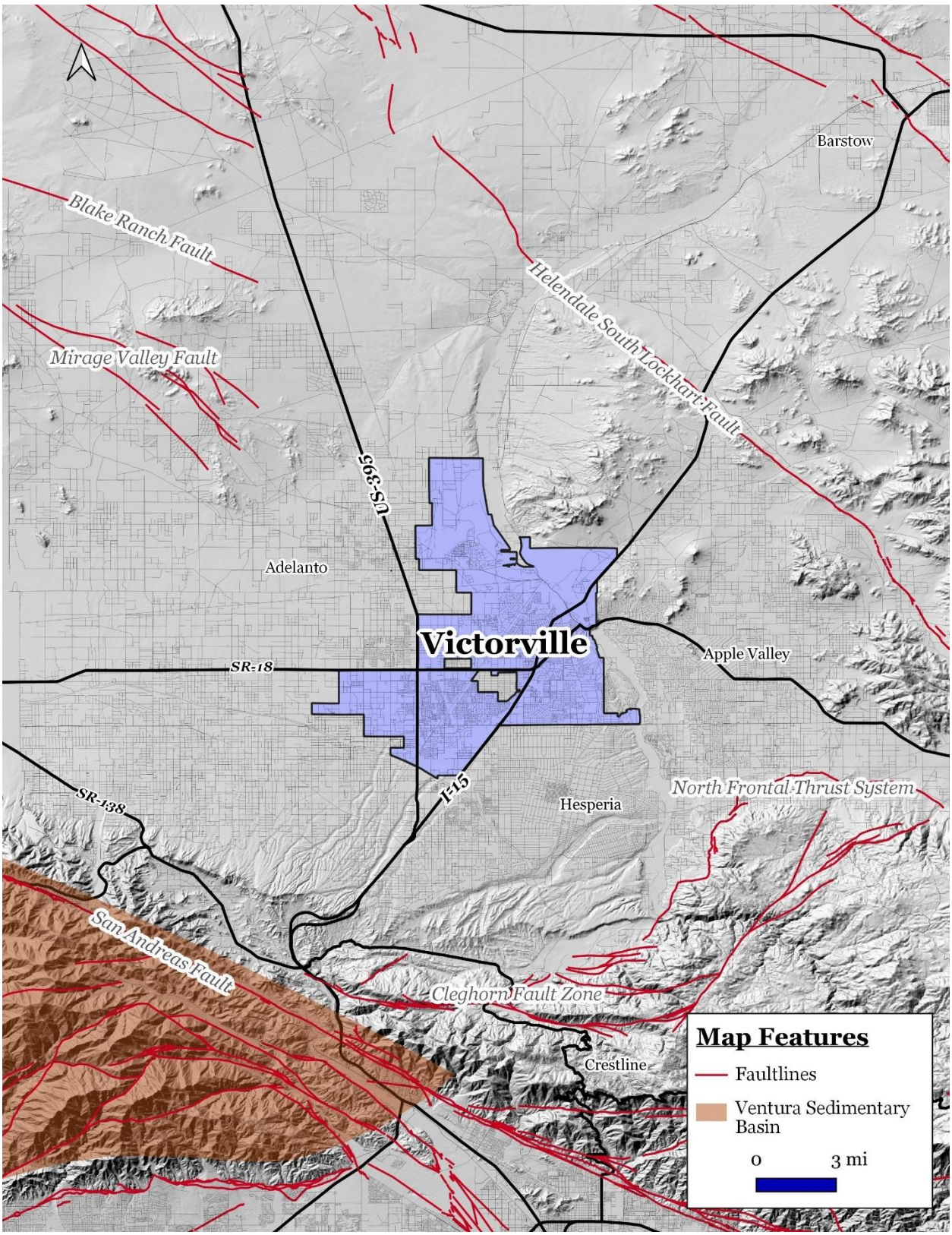
*Geological Resources Mitigation Measure No. 1*. Prior to issuance of a grading permit the applicant shall obtain coverage under the statewide general NPDES permit for control of construction and post-construction related storm water in accordance with the requirements of the Small MS4 General Permit. In addition, the applicant shall:

*Geological Resources Mitigation Measure No. 2*. The Applicant shall prepare a project specific Storm Water Pollution Prevention Plan (SWPPP) as required in the NPDES permit and shall identify site-specific erosion and sediment control best management practices that will be implemented; The SWPPP shall be applicable to all areas of the project site including construction areas, access roads to and through the site, and staging and stockpile areas; Temporary best management practices for all components of the project must be implemented until such time as permanent post-construction best management practices are in place and functioning; and all excess sediment excavated as part of the Project that is not used onsite should be stockpiled in a location such that it will not be transported by wind or water into a surface water. An adequate combination of sediment and erosion control BMPs

must be implemented and maintained to temporarily stabilize all stockpiled sediment until such time that it is reused and/or permanently stabilized.

*Geological Resources Mitigation Measure No. 3*. The applicant/developer shall prepare and implement a comprehensive Spill Prevention and Response Plan for the Project, subject to review and approval by the City Planner and City Engineer (or their designee) prior to the issuance of any associated building or grading permit. This plan should outline the site-specific monitoring requirements and list the best management practices necessary to prevent hazardous material spills or to contain and cleanup a hazardous material spill, should one occur.

Two mitigation measures (Cultural Resources Mitigation Measure No. 1 and Cultural Resources Mitigation Measure No. 2) included in Section 3.5, would also address the potential for the discovery of paleontological resources that may be encountered during ground disturbance.




# EXHIBIT 3-4
## GEOLOGY MAP
**SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION**

# 3.8 GREENHOUSE GAS EMISSIONS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✖ | |
| **B.** Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | ✖ | | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undisturbed. The proposed development will be constructed in the southwestern portion of the City of Victorville. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. They major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide ($CO_2$)*. The natural production and absorption of $CO_2$ is achieved through the terrestrial biosphere and the ocean. Manmade sources of $CO_2$ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of $CO_2$. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of $CO_2$ from fossil fuel combustion and industrial

processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.

- *Methane ($CH_4$).* $CH_4$ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of $CO_2$. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as $CO_2$, $N_2O$, and Chlorofluorocarbons (CFCs). $CH_4$ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.

- *Nitrous Oxide ($N_2O$).* Concentrations of $N_2O$ also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). $N_2O$ is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.

- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane ($C_2H_6$) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 ($CHF_3$), HFC-134a ($CF_3CH_2F$), and HFC-152a ($CH_3CHF_2$). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane ($CF_4$) and hexafluoroethane ($C_2F_6$). Concentrations of $CF_4$ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride ($SF_6$).* $SF_6$ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. $SF_6$ has the highest global warming potential of any gas evaluated; 23,900 times that of $CO_2$. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

As indicated in Table 3-4, the operational CO2E is 20,889.1 pounds per day which is well below the threshold. This translates into an annual emission of 3,459 $MTCO_2E$, which is below the aforementioned threshold for commercial projects. This figure does not take into account the implementation of *low impact development* (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As a result, the potential impacts are considered to be less than significant.

**Table 3-4**
**Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (metric tons/year) | | | |
|---|---|---|---|---|
| | CO2 | CH4 | N2O | CO2E |
| Long-Term – Area Emissions | 0.04 | -- | -- | 0.04 |
| Long-Term - Energy Emissions | 3,609.5 | 0.07 | 0.07 | 3,630.94 |
| Long-Term - Mobile Emissions | 20,405.91 | 1.89 | 1.47 | 20,889.1 |
| Long-Term - Total Emissions | 24,015.44 | 1.96 | 1.46 | 20,889.1 |
| Total Construction Emissions | 10,657.6 | 2.76 | 0.12 | 10,761.8 |
| Significance Threshold | | | | **100,000 MTCO2E** |

**B.** *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact with Mitigation.*

The San Bernardino County Transit Authority (SBCTA) authorized the preparation of a county-wide Regional Greenhouse Gas Reduction Plan. This plan was completed and finalized in March of 2014. The plan contains multiple reduction measures that would be effective in reducing GHG emissions throughout the SBCTA region. The lack of development in the immediate area may preclude residents from obtaining employment or commercial services within City boundaries, thus compelling residents to travel outside of City boundaries for employment and commercial services. According to the Citywide inventory completed for this planning effort, the primary sources of GHG emissions in Victorville are on-road transportation (52%), building energy (40%), and waste (6%). Emissions are projected to increase by 20% from 2016 to 2030 and by 42% from 2016 to 2045 due to economic and population growth. In 2016, Victorville had per capita emissions of 7.2 MTCO2e, which is lower than the region's average per capita emissions of 7.5 MTCO2e. The City Collaborates with the SBCTA Greenhouse Gas Reduction Plan that was recently updated in 2021. A GHG Screening Table was used to evaluate this project is recommended by the GHG Reduction Plan to identify relevant mitigation.

This project will not adversely affect the implementation of those policies. As a result, the project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. The GHG Screening Table was used to evaluate this project pursuant to the GHG Reduction Plan to identify relevant mitigation. These mitigation measures have been incorporated herein as mitigation.

## MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation in that no GHG thresholds would be exceeded. As indicated previously, the GHG Screening Table was used to evaluate this project pursuant to the GHG Reduction Plan to identify relevant mitigation. These mitigation measures have been incorporated below as mitigation.

*Greenhouse Gas Mitigation Measure No. 1.* Prior to the issuance of building permits, the applicant/developer shall complete a Greenhouse Gas Emissions Screening Table in accordance with the City's adopted version of the San Bernardino County Regional Greenhouse Gas Reduction Plan 2021, while achieving the minimum number of points necessary to comply with the City of Victorville Greenhouse Gas reductions goals. This measure corresponds to Program GHG-1).

*Greenhouse Gas Mitigation Measure No. 2.* To the extent feasible, the City of Victorville Planning Department shall verify incorporation of the identified Screening Table Measures within the Project building plans/site designs and/or verify compliance with an updated version of the City's Greenhouse Gas Screening Table prior to the issuance of building permit(s). This measure corresponds to Program GHG-2).

# 3.9 HAZARDS & HAZARDOUS MATERIALS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | ✖ | |
| **B.** Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✖ | |
| **C.** Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | ✖ |
| **D.** Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | ✖ |
| **E.** Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | | ✖ |
| **F.** Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **G.** Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.*

The proposed project site is located on an 8-acre (382,892 square feet) parcel that is currently vacant and undisturbed. The proposed development will be constructed in the southwestern portion of the City of Victorville. The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. As a result, less than significant impacts will occur.

**B.** *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact.*

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. The Applicant will be required to prepare a safety and hazard mitigation plan that indicates those protocols that must be adhered to in the event of an accident. This plan will be reviewed and approved by the City prior to the issuance of the Occupancy Permit. As indicated in Subsection D, the project site is not listed in either the CalEPA's Cortese List or the Envirostor database. As a result, the likelihood of encountering contamination or other environmental concerns during the project's construction phase is remote and the impacts will be less than significant.

**C.** *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.*

The nearest schools to the project site are Vista Verde Elementary School, located 0.32 miles southwest of the project site and Mesa Linda Middle School, located approximately 0.86 miles southeast of the project site, respectively. As a result, the proposed project will not create a hazard to any local school and no impacts are anticipated.

**D.** *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.[52] Therefore, no impacts will occur.

**E.** *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The project site is not located within an airport land use plan and is not located within two miles of a public airport or public use airport.[53] The nearest airport to the city is the Southern California Logistics Airport is located approximately 5.7 miles northeast of the project site.[54] The project will not introduce a structure that will interfere with the approach and take off airplanes utilizing any regional airports. As a result, no impacts related to this issue will occur.

[52] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).* http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

[53] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

[54] Google Maps. Website accessed August 22, 2021.

**F.** *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

At no time will any adjacent street be completely closed to traffic during the proposed project's construction. In addition, all construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

**G.** *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

The project site is located in a built-up zone and the adjacent properties directly north of the project site are developed. The project site along with the entire city is located within a "moderate fire hazard severity zone" and Local Responsibility Area (LRA).[55] As a result, no impacts will result.

## MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[55] CalFire. *Very High Fire Hazard Severity Zone Map for SW San Bernardino County*. http://frap.fire.ca.gov/webdata/maps/san_bernardino_sw/

# 3.10 HYDROLOGY & WATER QUALITY

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | | | ✖ | |
| **B.** Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | ✖ | |
| **C.** Would the project 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; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? | | | ✖ | |
| **D.** In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? | | | | ✖ |
| **E.** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

The proposed project site is located on an 8-acre (382,892 square-foot) parcel that is currently vacant and undisturbed. The proposed development site will be located in the southwestern portion of the City of Victorville. The project Applicant will be required to adhere to Chapter 10.30.210 - Erosion and Sediment Control, of the municipal code regulates erosion and sediment control. In addition, stormwater discharges from construction activities that disturb one or more acres, or smaller sites disturbing less than one acre that are part of a common plan of development or sale, are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. As a result, the construction impacts will be less than significant.

**B.** *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● Less than Significant Impact.*

No new direct construction-related impacts to groundwater supplies, or groundwater recharge activities would occur as part of the proposed project's implementation. Water used to control fugitive dust will be transported to the site via truck. No direct groundwater extraction will occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing

the contamination of local groundwater. As a result, there would be no direct groundwater withdrawals associated with the proposed project's implementation. As a result, the impacts are considered to be less than significant.

**C.** *Would the project 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; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● Less than Significant Impact.*

The proposed project's location will be restricted to the proposed project site and will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The site is presently undeveloped though there are no stream channels or natural drainages that occupy the property. The site would be designed so the proposed hardscape surfaces (the building and paved areas) will percolate into the landscape parkway areas. As a result, the potential impacts will be less than significant.

**D.** *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Victorville, the proposed project site is not located within a Flood Hazard zone.[56] The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 65 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[57] As a result, no impacts are anticipated.

**E.** *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

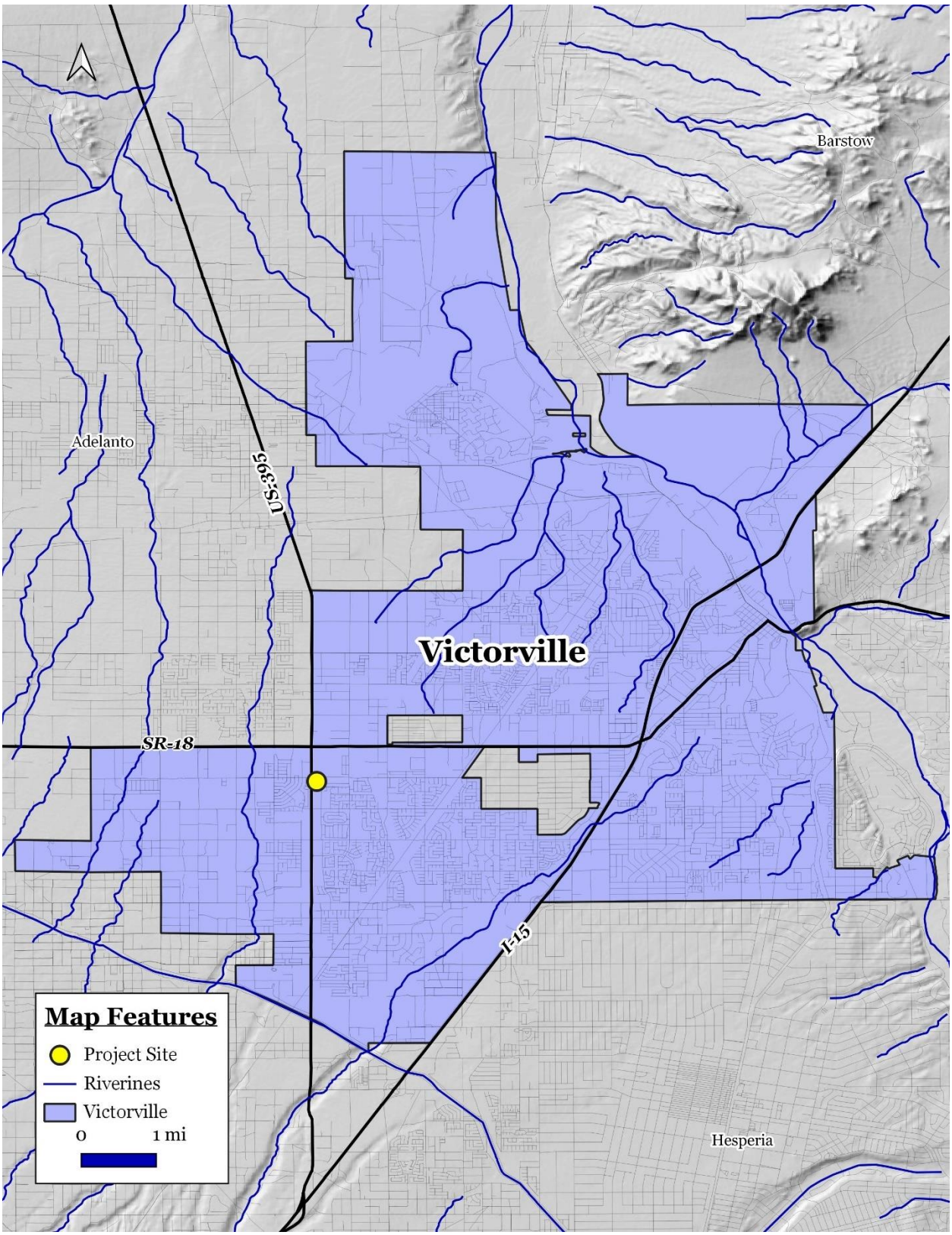
The proposed project is required to be in compliance with Chapter 10.30.210 of the City of Victorville Municipal Code. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As a result, no impacts are anticipated.

## MITIGATION MEASURES

As indicated previously, hydrological characteristics will not substantially change as a result of the proposed project. As a result, no mitigation is required.

[56] Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2021.

[57] Google Earth. Website accessed August 23, 2021.




# EXHIBIT 3-5
# WATER RESOURCES MAP
**SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION**

# 3.11 LAND USE & PLANNING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project physically divide an established community? | | | | ✖ |
| **B.** Would the project 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? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project physically divide an established community? ● No Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). Access to the project site will be provided by separate ingress and egress driveway connection on the north side of the project site located along Dos Palmas Road, US Hwy 395, & Cantina Drive. The area where the proposed development will be located is currently vacant and undisturbed. Other land uses and development located in the vicinity of the proposed project are outlined below:

- *North of the project site:* Dos Palmas Road extends along the proposed project site's north side. Further north on the north side of this roadway is vacant undeveloped land. This land is zoned as Neighborhood Service Commercial (C-1).[58]
- *East of the project site:* Abutting the project site to the east is vacant land and a residential tract. The residential tract is located to the east of Cantina Drive. This area is zoned as Single-Family Residential (R-1).[59]
- *South of the project site:* Vacant undeveloped land is located to the south of the project site. This area is zoned Neighborhood Service Commercial (C-1).[60]
- *West of the project site:* U. S. Highway 395 extends along the site's west site. A residential subdivision is located west of this roadway. This area is zoned Specific Plan (SP2-91).[61]

[58] Google Maps and City of Victorville Zoning Map. Website accessed on November 27, 2021.

[59] Ibid.

[60] Ibid.

[61] Ibid.

The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of the use beyond the current boundaries. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

**B.** *Would the project 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? ● No Impact.*

The proposed project is within a commercial land use (Neighborhood Service Commercial) and will not conflict with any land use plan. As a result, no impacts will occur.

## MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

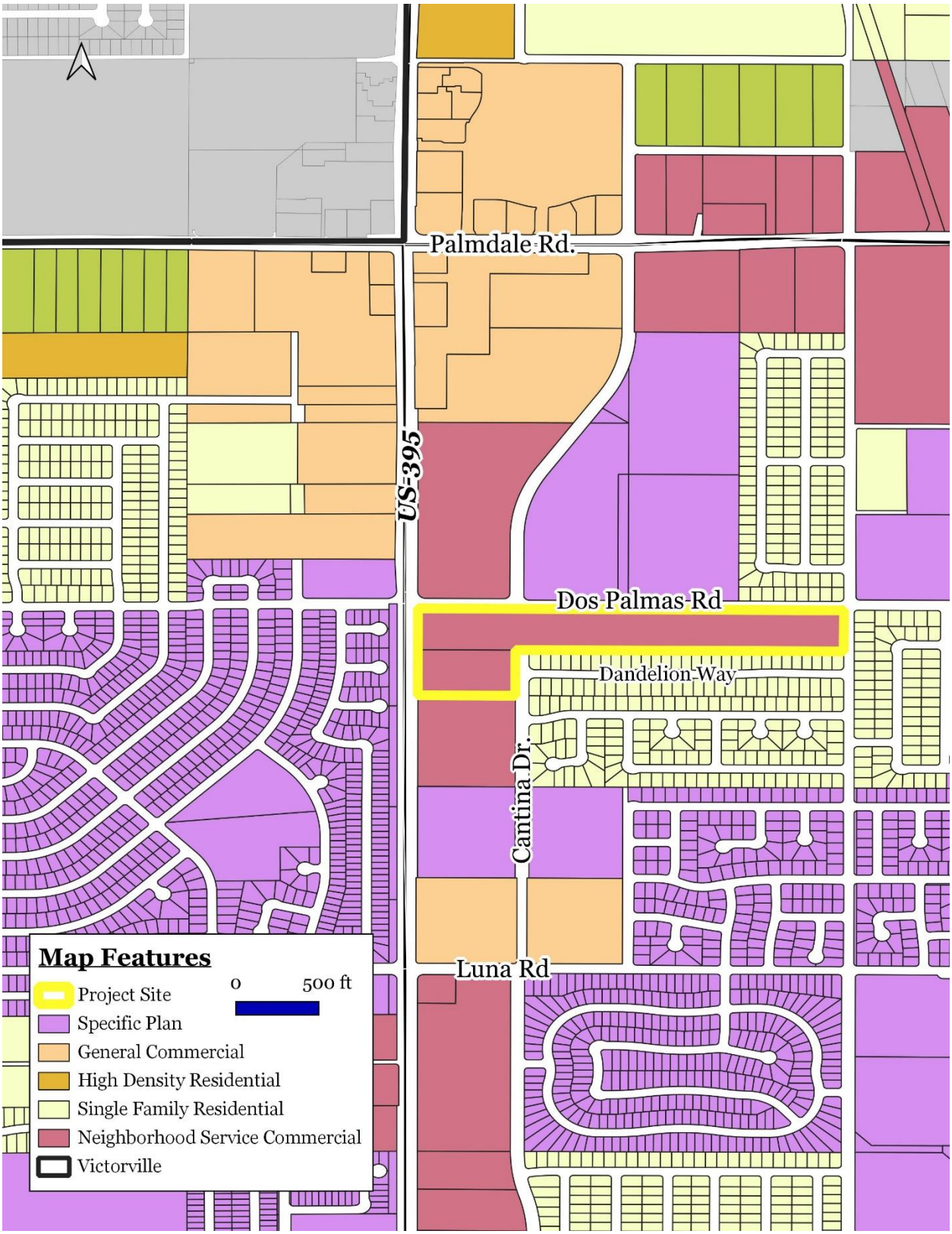



**EXHIBIT 3-6**
**ZONING MAP**
**SOURCE: CITY OF VICTORVILLE**

# 3.12 MINERAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | | | | ✖ |
| **B.** Would the project 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? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[62] The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.

- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[63]

[62] California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder*. *https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14.*

[63] Ibid.

The project site is located within Mineral Resource Zone (MRZ-3A), which means there may be significant mineral resources present.[64] As indicated previously, the site is undeveloped and there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

**B.** *Would the project 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.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

## MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the approval of the proposed project and its subsequent implementation. As a result, no mitigation measures are required.

[64] California Department of Conservation. *Mineral Land Classification Map for the Victorville Quadrangle*. Map accessed August 21, 2021.

# 3.13 NOISE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✖ | | |
| **B.** Would the project result in generation of excessive groundborne vibration or groundborne noise levels? | | ✖ | | |
| **C.** For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

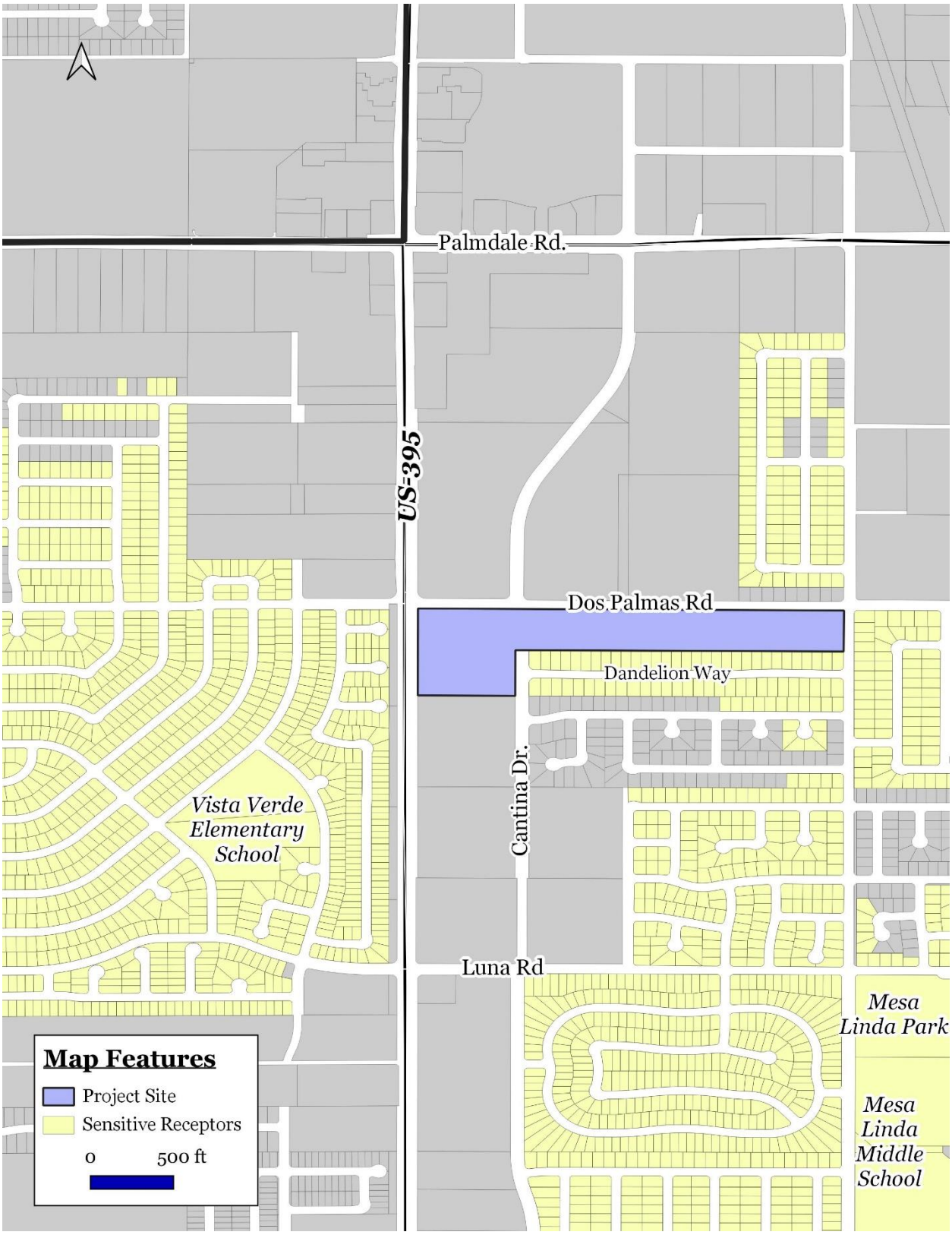
**A.** *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact with Mitigation.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial).

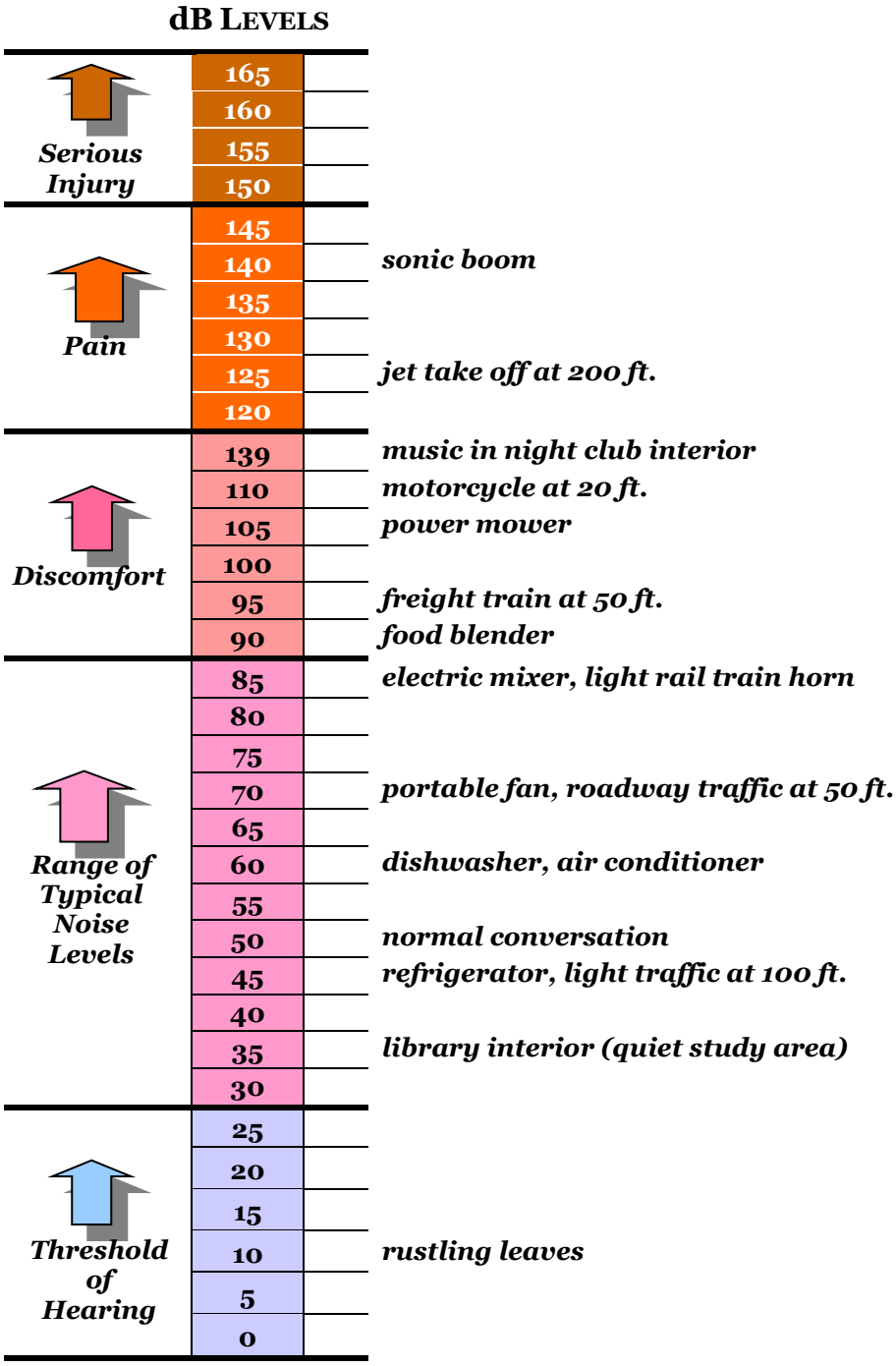
The primary sources of noise in the Victorville Planning Area are freeways and roadways, railroad traffic, SCLA aircraft operations, and stationary sources, Future sources of noise generated on-site will include noise from vehicles traveling to and from the project and noise emanating from back-up alarms, building equipment noise (air conditioning units, and other equipment), and other noises typically associated with commercial development. Noise sensitive land uses in the area are shown in Exhibit 3-7.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels associated with common everyday activities are shown in Exhibit 3-8. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[65]

[65] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.




# EXHIBIT 3-7
# NOISE SENSITIVE LAND USES
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**




# EXHIBIT 3-8
# TYPICAL NOISE SOURCES AND LOUDNESS SCALE
**SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING**

The City of Victorville Noise Control Ordinance includes the following requirements with respect to noise exposure and control:

- *13.01.050 - Noise levels prohibited.* Noise levels shall not exceed the ambient noise levels in Section 13.01.040 by the following dB(A) levels for the cumulative period of time specified: Less than 5dB(A) for a cumulative period of more than thirty minutes in any hour; Less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour; Less than 15 dB(A) for a cumulative period of more than five minutes in any hour; Less than 20 dB(A) for a cumulative period of more than one minute in any hour; 20 dB(A) or more for any period of time.

*13.01.060 - Noise source exemptions.* The following activities shall be exempted from the provisions of this chapter: All mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work. 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. Activities conducted on the grounds of any elementary, intermediate, or secondary school or college. Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code. Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this code. Any activity to the extent regulation thereof has been preempted by state or federal law. Trac on any roadway or railroad right-of-way. The operation of the Southern California Logistics Airport. Construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project

*13.01.070 - Notice and penalties.* Any person violating any of the provisions or failing to comply with the requirements of this chapter, is guilty of a civil penalty, punishable in accordance with Chapter 1.05. In addition, in the discretion of the city attorney and based upon the specific facts and circumstances presented to him or her, any such violation may be charged as an infraction subject to the penalties contained in Section 1.04.010

The only short-term construction noise will be limited to the grading during the site preparation phases and the erection of the new buildings. Nevertheless, the following mitigation will be required in order to further reduce construction noise:

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Adherence to the above-mentioned mitigation will reduce potential impacts stemming from the project's construction to levels that are less than significant.

Future sources of operational noise will include noise emanating from the fast-food restaurant drive through lanes, the vehicles using the fueling dispensers, and the use of the automated car wash and the other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners used to clean the car interiors. Noise measurements were taken at a similar automated

car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers. As shown on the site plan, the carwash tunnel will be facing the residential units located approximately 325 feet east of Highway 395. Other single-family homes are also located to the east, east of Cantina Drive). The homes located nearest to the carwash tunnel will be separated from the carwash by the Highway 395 travel lanes. Tunnel noise is anticipated to be 65 dBA at the tunnel's entrance. The noise from the dryer blowers will diminish due to spreading loss. In addition, the carwash will not be permitted to operate during the night-time periods. To ensure the project's potential noise impacts are mitigated, the following mitigation measures must be implemented:

- The Applicant must ensure that the use of the carwash tunnel is limited to the daylight hour only. When not in use, the car wash tunnel must be secured by a gate.

- The restaurant drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the west and east. The speakers must be designed so that noise amplification is directed towards the cards and not the residences.

- Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

Adherence to the aforementioned mitigation measures will reduce the potential noise impacts to levels that are less than significant.

**B.** *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less than Significant Impact with Mitigation.*

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 3-5 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second

(in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 3-5**
**Common Effects of Construction Vibration**

| Peak Particle Velocity (in/sec) | Effects on Humans | Effects on Buildings |
|---|---|---|
| <0.005 | Imperceptible | No effect on buildings |
| 0.005 to 0.015 | Barely perceptible | No effect on buildings |
| 0.02 to 0.05 | Level at which continuous vibrations begin to annoy occupants of nearby buildings | No effect on buildings |
| 0.1 to 0.5 | Vibrations considered unacceptable for persons exposed to continuous or long-term vibration. | Minimal potential for damage to weak or sensitive structures |
| 0.5 to 1.0 | Vibrations considered bothersome by most people, tolerable if short-term in length | Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins. |
| >3.0 | Vibration is unpleasant | Potential for architectural damage and possible minor structural damage |

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

The project's implementation will not require deep foundations since the underlying fill soils will be removed and the height of the proposed buildings will be limited (the hotel will consist of four stories). The commercial buildings would be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-6. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 6 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) (FTA, May 2006) is considered safe and would not result in any construction vibration damage.

**Table 3-6**
**Vibration Source Levels for Typical Construction Equipment**

| Construction Equipment | | PPV @25 ft. (inches/sec.) | Vibration (VdB) @ 25 ft. |
|---|---|---|---|
| Pile Driver (impact) | Upper range | 1.58 | 112 |
| | Typical | 0.644 | 104 |
| Pile Drive (Sonic) | Upper range | 0.734 | 105 |
| | Typical | 0.170 | 93 |
| Clam Shovel Drop | | 0.202 | 94 |
| Large Bulldozer | | 0.089 | 87 |
| Caisson Drilling | | 0.089 | 87 |
| Loaded Trucks | | 0.076 | 86 |
| Small Bulldozer | | 0.035 | 79 |

Source: Noise and Vibration During Construction

Vibration resulting from the operation of empty haul trucks may affect the residents located east and west of the project site. Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

- Haul trucks will be prohibited from travelling on local streets in the residential areas. All haul trucks must travel either northbound or southbound on highway 395.

Adherence to the above-mentioned mitigation will reduce potential vibration impacts to levels that are less than significant. Once operational, the proposed project will not generate excessive ground-borne noise because the project will not require the use of equipment capable of creating ground-borne noise. The project will be required to adhere to all pertinent City noise control regulations. In addition, the cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater).

Once in operation, the proposed project will not significantly raise ground borne noise levels. Slight increases in ground-borne noise levels could occur during the construction phase. The limited duration of construction activities and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

**C.** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is not located within an airport land use plan and is not located within two miles of a public airport or private airport. The project site is located approximately 6 miles south of the Southern California Logistics Airport. The proposed use is not considered to be a sensitive receptor. As a result, the proposed project will not expose people residing or working in the project area to excessive noise levels related to airport uses. As a result, no impacts will occur.

## MITIGATION MEASURES

The following mitigation will be required in order to further reduce construction noise:

*Noise Mitigation Measure No. 1.* The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

To ensure the project's potential noise impacts are mitigated, the following mitigation measures must be implemented:

*Noise Mitigation Measure No. 2.* The Applicant must ensure that the use of the carwash tunnel is limited to the daylight hour only. When not in use, the car wash tunnel must be secured by a gate.

*Noise Mitigation Measure No. 3.* The restaurant drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the west and east. The speakers must be designed so that noise amplification is directed towards the cars and not the residences.

*Noise Mitigation Measure No. 4.* Loitering in the parking areas with attendant loud noise (radios, car noise, etc.) will not be permitted. The drive through lane restaurant speakers must remain at its location shown on the site plan so as not to impact the residences located to the east.

Strict adherence to the mitigation provided below will reduce the number of units and residents potentially affected by ground-borne vibration generated by empty haul trucks:

*Noise Mitigation Measure No.5.* Haul trucks will be prohibited from travelling on local streets in the residential areas. All haul trucks must travel either northbound or southbound on Highway 395.

# 3.14 POPULATION & HOUSING

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | ✖ |
| **B.** Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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)? ● No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The site is currently undeveloped and undisturbed. Land uses surrounding the property on the north and south are designated as C-1 (Neighborhood Service Commercial) with a Specific Plan designation on the west and Single Family Residential on the east.
- *Extension of roadways and other transportation facilities.* Future roadway and infrastructure connections will serve the proposed project site only. Roadways to the project site do not need improvement.
- *Extension of infrastructure and other improvements*. The installation of any new utility lines will not lead to subsequent offsite development since these utility connections will serve the site only. At present, existing water sewer connections will need to be extended to serve the project site. The project's potential utility impacts are analyzed in Section 3.19.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants. The project's potential utility impacts are further analyzed in Section 3.19.
- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units. As a result, no replacement housing will be required.
- *Additional population growth leading to increased demand for goods and services.* The project will result in a limited increase in employment which can be accommodated by the local labor market.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project will utilize existing roadways and infrastructure. The newly established roads and existing utility lines will serve the project site only and will not extend into undeveloped areas. The proposed project will not result in any unplanned growth. Therefore, no impacts will result.

**B.** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The project site is vacant and undisturbed. This property and surrounding areas have a General Plan and zoning designations of C-1 (Neighborhood Service Commercial). No housing units will be permitted, and none will be displaced as a result of the proposed project's implementation. Therefore, no impacts will result.

## MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 3.15 PUBLIC SERVICES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities? | | | ✖ | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**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 would cause significant environmental impacts, in* fire protection; police protection; schools; parks; or other public facilities? ● *Less than Significant Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). The existing project parcel is vacant and undisturbed. In addition, 222standard parking spaces, including 11 ADA compliant parking stalls will be provided. The project site is zoned as C-1 (Neighborhood Service Commercial).

### Fire Department

The City of Victorville is served by the Victorville Fire Department that operates out of four stations. The Department operates a fleet of four Medic Engines, one medic truck, and one Medic squad. The staffing consists of 51 firefighting personnel. The proposed project will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The proposed project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project would be required to implement all pertinent Fire Code Standards including the installation of fire hydrants and sprinkler systems inside the buildings. Furthermore, the project will be reviewed by City Fire officials to ensure adequate fire service and safety as a result of project implementation. As a result, the potential impacts to fire protection services will be less than significant.

### Law Enforcement

Law enforcement services within the City are provided by the San Bernardino County Sheriff's Department which serves the community from one police station. The proposed project will also be required to comply with the County and City security requirements. As a result, the potential impacts to law enforcement services will be less than significant.

### Schools

Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. As a result, the impacts on school-related services will be less than significant.

### Recreational Services

The proposed project will not result in any local increase in residential development (directly or indirectly) that could potentially impact the local recreational facilities. As a result, less than significant impacts on parks will result from the proposed project's implementation.

### Governmental Services

The proposed project will not create direct local population growth that could potentially create demand for other governmental service. As a result, less than significant impacts will result from the proposed project's implementation.

## MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated, and no mitigation is required with the implementation of the proposed project.

# 3.16 RECREATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | ✖ |
| **B.** Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | | ✖ |

### ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.*

The proposed project involves the development of a 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). Due to the industrial nature of the proposed project, no significant increase in the use of City parks and recreational facilities is anticipated to occur. No parks are located adjacent to the site. The nearest public park is Mesa Linda Park located approximately 0.76 miles southeast of the project site. The proposed project would not result in any improvements that would potentially significantly physically alter any public park facilities and services. As a result, no impacts are anticipated.

**B.** *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the City. No such facilities are located adjacent to the project site and, as a result, no impacts will occur.

### MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

# 3.17 TRANSPORTATION

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | | ✖ | |
| **B.** Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? | | | ✖ | |
| **C.** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | ✖ | |
| **D.** Would the project result in inadequate emergency access? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less than Significant Impact.*

The proposed project involves the development of a 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). Access to the project site would be provided along Dos Palmas Road, U.S. Highway 395, and Cantina Drive. The project site is located on the southeast corner of Highway 395 and Dos Palmas Road in the City of Victorville, California. The project site is currently vacant and undeveloped property. It is bounded to the north by Dos Palmas Road and vacant/undeveloped properties, to the south by vacant/undeveloped properties, to the west by Highway 395 and residential properties, and to the east by Cantina Drive, vacant/undeveloped properties, and a residential subdivision. Access to the site is proposed from Highway 395 and Dos Palmas Road in Phase I. In Phase II, an additional access is proposed on Cantina Drive. The City's peak hour level of service standard is LOS D. An intersection found to operate at a LOS E with an Intersection Capacity Utilization (ICU) value greater than 0.95 or Highway Capacity Manual (HCM) delay worse than LOS D (i.e., LOS E or F) is considered deficient. If a development project would worsen the peak hour level of service to a LOS E or LOS F, it is considered an impact that requires improvement to return the level of service to pre-project conditions. If a development project would worsen the level of service at an already deficient intersection by two percent or more, it is considered a significant impact that requires improvement to return the level of service to pre-project conditions.[66]

[66] David Evans and Associates, Inc. *Draft Focused Traffic Impact Analysis – Dos Palmas Road and Highway 395 Commercial Center Development. – Victorville, California*. March 15, 2022.

The following roadways provide local and regional access to the project within the study area:

- *Highway 395* is a major north-south primarily four-lane road (two lanes in each direction with a striped median or double-double yellow median, and with turn pockets) in the project area. Highway 395 is identified as a super arterial on the City of Victorville Circulation Plan. The posted speed limit within the project area is 55 mph. Highway 395 will provide direct access to the project site.

- *Dos Palmas Road* is identified as an arterial street, in the project area, on the City of Victorville circulation map. East of Highway 395, it is an east-west two-lane road (one lane each direction and turn pockets at key intersections) in the project area study area. Posted speed limit of 40 mph in the project area study area. Dos Palmas Road will provide direct access to the project site. Luna Road is identified as an arterial street, in the project area, on the City of Victorville circulation map. East of Highway 395, it is an east-west two-lane road (one lane each direction and turn pockets at key intersections) in the project area study area. Posted speed limit of 40 mph in the project area study area.

- *Cantina Drive* is identified as an arterial street, in the project area, on the City of Victorville circulation map. It is a local north-south two-lane (one in each direction) street. Cantina Drive will provide direct access to the project site.

The study area for determining level of service impacts in construction Phase I includes three existing intersections, a future intersection, and two future project driveway intersections:

1. Highway 395 / Dos Palmas Road
2. Highway 395 / Luna Road
3. Luna Road / Cantina Drive
4. Dos Palmas Road / Cantina Drive
5. Highway 395 / Project Driveway “A”
6. Highway 395 / Project Driveway “B”

The intersections of Highway 395 at Dos Palmas Road and Highway 395 at Luna Road are signalized. The existing and future intersections of Luna Road at Cantina Drive and Dos Palmas Road are side-street stop controlled.

The trip generation rates for the site were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Opening year for Phase I of the project is 2024. Land use categories for estimating trips include Super Convenience Market/Gas Station (ITE Land Use Category 960), Shopping Center (ITE Land Use Category 820), Automated Carwash (ITE Land Use Category 948), Hotel (ITE Land Use Category 310), and Fast-Food Restaurant with Drive-Through Window (ITE Land Use Category 934). Pass-by factors for the Super Convenience Market/Gas Station and fast-food restaurant with drive-through window were obtained from the City of Victorville Staff. A reduction in trips of 10% for internal capture is assumed for the development. Table 3-7 summarizes the estimated trip generation for

## Table 3-7
## Trip Generation

| | Use | Size/Quantity | Daily | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|
| **1** | **Super Convenience Market/Gas Station Land Use Category (ITE 960)** | | | | | | | | |
| | Per Fueling Position | 6,234 market 16 | 230.52 | 14.04 | 14.04 | 28.08 | 11.48 | 11.48 | 22.96 |
| | Trips | | 3,689 | 225 | 225 | 450 | 184 | 184 | 368 |
| | Internal Trips (10%) | | 369 | 23 | 22 | 45 | 18 | 19 | 37 |
| | Subtotal Trips | | 3,320 | 202 | 203 | 405 | 166 | 165 | 331 |
| | Pass-By Trips (50%, 45%) | | 1,577 | 101 | 101 | 202 | 74 | 75 | 149 |
| | Primary Trips (50%, 55%) | | 1,743 | 101 | 102 | 203 | 92 | 90 | 182 |
| **2** | **Shopping Center Land Use Category (ITE 820)** | | | | | | | | |
| | Per 1,000 Sq. Ft. GLA | 4,167 | 37.75 | 3 | 2 | 5 | 8 | 9 | 17 |
| | Trips | | 158 | 3 | 2 | 5 | 8 | 9 | 17 |
| | Internal Trips (10%) | | 16 | 0 | 0 | 0 | 1 | 1 | 2 |
| | Subtotal Trips | | 142 | 3 | 2 | 5 | 7 | 8 | 15 |
| **3** | **Automatic Car-Wash Land Use Category (ITE 948)** | | | | | | | | |
| | Per 1,000 Sq. Ft. GLA | 1,820 | 0 | 0 | 0 | 0 | 7.10 | 7.10 | 14.20 |
| | Trips | | 0 | 0 | 0 | 0 | 13 | 13 | 26 |
| | Internal Trips | | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| | Subtotal | | 0 | 0 | 0 | 0 | 12 | 11 | 23 |
| 4 | Hotel Land Use Category (ITE 310) | | | | | | | | |
| | Per Rooms | 112 | 8.36 | 0.28 | 0.19 | 0.47 | 0.31 | 0.29 | 0.60 |
| | Trips | | 937 | 32 | 22 | 54 | 35 | 33 | 68 |
| | Internal Trips (10%) | | 94 | 3 | 2 | 5 | 3 | 3 | 6 |
| | Subtotal Trips | | 843 | 29 | 20 | 49 | 32 | 30 | 62 |
| **5** | **Fast-Food Restaurant with Drive-Through Window – Land Use Category (ITE 934)** | | | | | | | | |
| | Per 1,000 Sq. Ft. GLA | 3,528 | 470.95 | 20.50 | 19.69 | 40.19 | 16.99 | 15.68 | |
| | Trips | | 0 | 0 | 0 | 0 | 13 | 13 | 26 |
| | Internal Trips | | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| | Subtotal Trips | | 1,495 | 66 | 63 | 129 | 54 | 50 | 104 |
| | Pass-By Trips (35%, 35%) | | 524 | 23 | 22 | 45 | 19 | 18 | 37 |
| | Primary Trips (65%, 65%) | | 971 | 43 | 41 | 84 | 35 | 32 | 67 |
| **6** | **Fast-Food Restaurant with Drive Through Window – Land Use Category (ITE 934)** | | | | | | | | |
| | Per 1,000 Sq. Ft. GLA | 2,300 | 470.95 | 20.50 | 19.69 | 40.19 | 16.99 | 15.68 | 32.67 |
| | Trips | | 1,084 | 48 | 45 | 94 | 40 | 37 | 77 |
| | Internal Trips | | 109 | 5 | 5 | 10 | 4 | 4 | 8 |
| | Subtotal Trips | | 975 | 43 | 41 | 84 | 36 | 33 | 69 |
| | Pass-By Trips (35%, 35%) | | 342 | 15 | 14 | 29 | 12 | 12 | 24 |
| | Primary Trips (35%, 35%) | | 633 | 28 | 27 | 55 | 24 | 21 | 45 |
| **Construction Phase – I Subtotal Project Trips** | | | 6,775 | 343 | 329 | 672 | 307 | 297 | 604 |
| **Pass-By Trips** | | | 2,443 | 139 | 137 | 276 | 105 | 105 | 210 |
| **Primary Trips** | | | **4,31 6** | 202 | 191 | **393** | 200 | 191 | **391** |

the project on an average weekday, and during the AM (7-9 AM) and PM (4-6 PM) peak hours. As presented in Table 3-7, the proposed project is estimated to generate 4,316 primary daily trips, 393 primary AM peak hour, and 391 primary PM peak hour trips.

The project proposes to construct several roadway and intersection improvements on Highway 395 and Dos Palmas Road concurrent with the construction of the project. These improvements include right-of-way dedication and widening of the Highway 395 and Dos Palmas Road frontages to meet Caltrans and city cross section standards for each road's functional classification and access driveways including turning lanes as needed to safely accommodate entering traffic. The dedication of right-of-way and widening of Dos Palmas Road and Highway 395 along the project's frontages allows for additional lanes at the intersection of these two roads and at the intersection of Dos Palmas Road and Cantina Drive. Because the project would not be constructed without these proposed improvements, the analysis of project conditions includes the proposed improvements. The proposed project-specific access, roadway, and intersection frontage improvements are shown in the illustration on the following page. The improvements extend beyond the project's frontages and are shown in detail in the attached proposed and ultimate conceptual geometric plans.[67]

A comparison of level of service between Existing and Existing Plus Project Conditions is used to identify impacts caused by the project and for which the project is responsible for mitigating. These two scenarios exclude any estimated traffic from planned and approved, but not yet built, developments allowing for an unadulterated assessment of project impacts, but do include the proposed project improvements. Table 3-8 compares the Existing and Existing Plus Project Conditions weekday peak hour LOS at the study intersections. Under Existing Plus Project Conditions, the level of service of the intersection of Highway 395 / Dos Palmas Road is anticipated to operate at LOS D in the AM and PM peak hours with the proposed project-specific improvements.

**Table 3-8**
**Comparison of Existing and Existing + Project (Phase 1) Intersection Levels of Service**

| Intersection | Intersection Control Type | Existing Condition | | | | Existing +Project Conditions [1] | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1. Highway 395 / Dos Palmas Rd | TS | 54.8 | D | 72.4 | E | 48.5 | D | 48.3 | D |
| 2. Highway 395/ Luna Rd | TS | 34.4 | C | 23.7 | C | 39.8 | D | 26.6 | C |
| 3. Luna Rd / Cantina Dr. | SSSC | 14.5 | B | 12.6 | B | 18.1 | C | 14.5 | B |
| 4. Cantina Dr / Dos Palmas Rd [2] | SSSC | Not Applicable | | | | Not Applicable | | | |
| 5. Highway 395 / Project Driveway "A" [3] | Rt-In-Only | | | | | Not Applicable | | | |
| 6. Highway 395/Project Driveway "B" | SSC | | | | | 22.2 | C | 26.6 | D |

[67] David Evans and Associates, Inc. *Draft Focused Traffic Impact Analysis – Dos Palmas Road and Highway 395 Commercial Center Development. – Victorville, California*. March 15, 2022.

Notes:
[1] The existing plus project scenario assumes the project-specific improvements to the intersection of Highway 395 / Dos Palmas Road.
[2] The extension of Cantina Drive to Dos Palmas Road is not assumed until Phase II of the project.
[3] Project Driveway "A" is a right turn in only intersection. No level of service is reported for this type of intersection.
Abbreviations:
TS – Traffic signal-controlled intersection
SSSC – Side-street stop-controlled intersection
Delay – seconds per vehicle
LOS – Level of Service

Existing Plus Project Conditions identifies impacts to the City's level of service standards when compared to Existing Conditions without any unrelated transportation system improvements or other development. Impacts identified in this scenario are considered "project-specific"—impacts that are the sole responsibility of the project to mitigate.

Access to the site is proposed via driveways along Highway 395, Dos Palmas Road, and on an extension of Cantina Drive south of Dos Palmas Road. The proposed Highway 395 driveways include (refer to conceptual geometric plan):

- A right turn in only access driveway is proposed at Project Driveway "A" on Highway 395 located about 331 feet south of Dos Palmas Road. Proposed improvements to Highway 395 include widening the east side of the road and restriping the lanes to provide a northbound through-right lane into Project Driveway "A" and trapping to right turn lane at Dos Palmas Road.

- A right in / right out only access driveway is proposed at Project Driveway "B" on Highway 395 located about 638 feet south of Dos Palmas Road. Proposed improvements to Highway 395 include widening the east side of the road and restriping the lanes to provide a northbound right turn lane into Project Driveway "B".

- A raised curbed median is proposed on Highway 395 along the project frontage extending approximately 150 feet south of Driveway "B".

The proposed Dos Palmas Road driveways include (refer to conceptual geometric plan included in the traffic analysis):

- A full access driveway is proposed at Project Driveway "C" about 400 feet east of Highway 395. Proposed improvements to Dos Palmas Road include widening the south side of the road to provide an eastbound right turn lane into the Project Driveway and trapping to a right turn lane at Cantina Drive.

- The project proposes to extend Cantina Drive south of Dos Palmas Road along the project's eastern frontage and construct driveway curb cuts accessing the site. A three-leg intersection created by the extension of Cantina Drive is proposed to provide full access to the project

- Improvements to Dos Palmas Road include widening the south side of the road to provide an eastbound right turn lane and a westbound left turn lane into Cantina Drive.

The project proposes to construct the following access intersections on the improved frontages of Dos Palmas Road and Highway 395.

1. *Project Driveway "A"* on Highway 395. The project proposes to construct the east leg to provide a right turn in only project driveway as described under Project Access:

    a. Construct a dedicated northbound through-right lane into the Project Driveway "A" which continues north and traps to a right turn lane at Dos Palmas Road.

    b. Construct a raised curbed median on Highway 395.

2. *Project Driveway "B"* on Highway 395. The project proposes to construct the east leg to provide a right turn in / right turn out only project driveway as described under Project Access.

    a. Construct a northbound right turn lane into Project Driveway "B".

    b. Construct an eastbound right turn lane to Highway 395.

    c. Construct a raised curbed median on Highway 395.

3. *Project Driveway "C"* on Dos Palmas Road. The project proposes to construct a right in/right out only driveway on Dos Palmas Road as described under Project Access.

    a. Construct a dedicated eastbound through-right lane into Project Driveway "D" which continues east and traps to a right turn lane at Cantina Drive.

The dedication of right-of-way and widening of Dos Palmas Road and Highway 395 along the project's frontage allows for improvements at the off-site intersection of these two roads and at the intersection of Dos Palmas Road and Cantina Drive. Table 4-1 included in the traffic study describes the lane geometry and traffic control improvements as used in the capacity analyses of Project Conditions.

The above project design measures will reduce the impacts to levels that are less than significant.

**B.** *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● Less than Significant Impact.*

CEQA Guidelines Section 15064.3 subdivision (b)(2) focuses on impacts that result from certain transportation projects. The proposed project is not a transportation project. As a result, no impacts on this issue will result. CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. The City of Victorville is regulated by the regional congestion management plan which dictates a level of service grade for roadways not a calculation of vehicle miles traveled as noted by CEQA Section 15064.3. However, the project is located approximately ½ mile of public transit stop and is located adjacent to Highway 395, a major transit corridor.

The City of Victorville adopted Resolution No. 20-031 which adopted local VMT threshold guidelines for analyzing development projects pursuant to CEQA. Projects that will not require a VMT analysis can be screened using either the daily vehicle trips generated by project or the project's land use type. For this project, land use was used for the screening. The use is a commercial development totaling 82,677 square feet. The threshold for commercial development is 122,000 square feet. The project is, therefore in compliance with Section 15064.3 and the impacts are less than significant.

**C.** *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

Access to the project site would be provided by an improved road that will be located along the site's north side (Dos Palmas Road). The proposed project will not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. As a result, the potential impacts will be less than significant.

**D.** *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time during construction will adjacent streets, Dos Palmas Road or U.S. 395 be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

## MITIGATION MEASURES

Existing Plus Project Conditions identifies impacts to the City's level of service standards when compared to Existing Conditions without any unrelated transportation system improvements or other development. Impacts identified in this scenario are considered "project-specific"—impacts that are the sole responsibility of the project to mitigate.

Access to the site is proposed via driveways along Highway 395, Dos Palmas Road, and on an extension of Cantina Drive south of Dos Palmas Road. The proposed Highway 395 driveways include (refer to conceptual geometric plan):

- A right turn in only access driveway is proposed at Project Driveway "A" on Highway 395 located about 331 feet south of Dos Palmas Road. Proposed improvements to Highway 395 include widening the east side of the road and restriping the lanes to provide a northbound through-right lane into Project Driveway "A" and trapping to right turn lane at Dos Palmas Road.

- A right in / right out only access driveway is proposed at Project Driveway "B" on Highway 395 located about 638 feet south of Dos Palmas Road. Proposed improvements to Highway 395 include widening the east side of the road and restriping the lanes to provide a northbound right turn lane into Project Driveway "B".

- A raised curbed median is proposed on Highway 395 along the project frontage extending approximately 150 feet south of Driveway "B".

The proposed Dos Palmas Road driveways include (refer to conceptual geometric plan included in the traffic analysis):

- A full access driveway is proposed at Project Driveway "C" about 400 feet east of Highway 395. Proposed improvements to Dos Palmas Road include widening the south side of the road to provide an eastbound right turn lane into the Project Driveway and trapping to a right turn lane at Cantina Drive.

- The project proposes to extend Cantina Drive south of Dos Palmas Road along the project's eastern frontage and construct driveway curb cuts accessing the site. A three-leg intersection created by the extension of Cantina Drive is proposed to provide full access to the project

- Improvements to Dos Palmas Road include widening the south side of the road to provide an eastbound right turn lane and a westbound left turn lane into Cantina Drive.

The project proposes to construct the following access intersections on the improved frontages of Dos Palmas Road and Highway 395.

1. *Project Driveway "A"* on Highway 395. The project proposes to construct the east leg to provide a right turn in only project driveway as described under Project Access:

    a. Construct a dedicated northbound through-right lane into the Project Driveway "A" which continues north and traps to a right turn lane at Dos Palmas Road.

    b. Construct a raised curbed median on Highway 395.

2. *Project Driveway "B"* on Highway 395. The project proposes to construct the east leg to provide a right turn in / right turn out only project driveway as described under Project Access:

    a. Construct a northbound right turn lane into Project Driveway "B".

    b. Construct an eastbound right turn lane to Highway 395.

    c. Construct a raised curbed median on Highway 395.

3. *Project Driveway "C"* on Dos Palmas Road. The project proposes to construct a right in/right out only driveway on Dos Palmas Road as described under Project Access:

    a. Construct a dedicated eastbound through-right lane into Project Driveway "D" which continues east and traps to a right turn lane at Cantina Drive.

The dedication of right-of-way and widening of Dos Palmas Road and Highway 395 along the project's frontage allows for improvements at the off-site intersection of these two roads and at the intersection of Dos Palmas Road and Cantina Drive. Table 4-1 included in the traffic study describes the lane geometry and traffic control improvements as used in the capacity analyses of Project Conditions.

The above project design measures will reduce the impacts to levels that are less than significant.

# 3.18 TRIBAL CULTURAL RESOURCES

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public 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? | | | ✖ | |
| **B.** Would the project cause a substantial adverse change in the significance of an 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), 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 Resource 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 Tribe5020.1(k)? | | | ✖ | |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place?, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? ● Less than Significant Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- 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 Section 5024.1. In applying the

criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

Adherence to the standard condition presented in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant.

**B.** *Would the project cause a substantial adverse change in the significance of an 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), 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 Resource 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 5020.1(k)? ● Less than Significant Impact.*

The proposed project site is located within an area of the City that has been disturbed due to adjacent development and there is a limited likelihood that artifacts would be encountered. The proposed project's construction would involve shallow excavation for the installation of building footings, utility lines, and other underground infrastructure. Ground disturbance would involve grading and earth-clearing activities for the installation of the grass and landscaping and other on-site improvements. In addition, the proposed project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in the previous subsection. With the implementation of the mitigation measure found in subsection B of cultural resources, impacts would be reduced to levels that would be less than significant.

## MITIGATION MEASURES

The following mitigation measures are required as a means to reduce potential tribal cultural resources impacts to levels that are less than significant:

The following mitigation measures will be required to address potential cultural resources impacts:

*Tribal Cultural Resources Mitigation Measure No. 1.* Prior to the issuance of a grading permit, the Applicant shall provide evidence to the City of Victorville that a qualified archaeologist/paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

*Tribal Cultural Resources Mitigation Measure No. 2.* The archaeologist/paleontologist monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed, very old alluvial fan sediments at or below four (4) feet below ground surface and shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The archaeologist/paleontologist monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified archaeologist/paleontologist personnel to have a low potential to contain or yield fossil resources.

*Tribal Cultural Resources Mitigation Measure No. 3.* Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the San Bernardino County Museum in San Bernardino, California, is required for significant discoveries. The archaeologist/paleontologist must have a written repository agreement in hand prior to initiation of mitigation activities.

*Tribal Cultural Resources Mitigation Measure No. 4.* A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Victorville prior to building final.

# 3.19 UTILITIES AND SERVICE SYSTEMS

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | ✖ | |
| **B.** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | | | ✖ | |
| **C.** Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | ✖ | |
| **D.** Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | ✖ | |
| **E.** Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. The project site is currently undeveloped and has existing electrical, sewer and water connections adjacent to the project site. The proposed project's connection can be adequately handled by the existing infrastructure. As a result, the potential impacts will be less than significant.

**B.** *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less than Significant Impact.*

The project site and the surrounding area is under the jurisdiction of the Mojave Water Agency (MWA). The MWA has four-(4) contracts and is entitled to 85,800 acre-feet cumulative per year of supplemental water from the California Water Project (CWP or California Aqueduct) along with another 4,000 acre-feet in January 2020. The original 50,800 acre-feet entitlement of the CWP has been available for 50+ years and the MWA has purchased additional water transfers (first of several from Dudley Ranch) on March 26, 1996, which increased the entitlement by 25,000 acre-feet yearly. Only 7,257 acre-feet per year has been committed to the Morongo Basin, leaving 82,543 acre-feet available to provide "Supplement/Make Up Water" under MWA's jurisdiction in 2020.

The anticipated water demand for the proposed project is summarized in Table 3-9., The applicant will need a letter from the Victorville Water Department (VWD) in order to ensure water can be served to the site. The proposed project will be required to implement all pertinent water conservation measures. As a result, the impacts will be less than significant.

**Table 3-9**
**Projected Water Consumption**

| Project Element | Consumption Rate | Project Consumption |
|---|---|---|
| **Lot A** Retail/Convenience Store (6,234 sq. ft.) | 0.15 gals./day/sq. ft. | 935 gals./day |
| **Lot A** Carwash (1,820 sq. ft.) | 40 gals/vehicle/50 vehicles/day | 2,000 gals./day |
| **Lot B** Fast Food Restaurant (3,536 sq. ft.) | 0.12 gals./day/sq. ft. | 424 gals./day |
| **Lot C** Fast Food Restaurant (2,200 sq. ft.) | 0.12 gals./day/sq. ft. | 264 gals./day |
| **Lot D** Hotel (112 rooms) | 187.5 gals./day/room | 20,944 gals./day |
| Total | | 24,567 gals./day |

Source: Brahmbhatt Architecture. *Gas Station and Hotel Site Plan*

**C.** *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

Table 3-10 indicates the proposed projects anticipated effluent generation rate. With the implementation of the City's Capital Improvement Program & Sewer Master Plan System, as well as recent and planned expansions of the Southern California Logistics Airport ( SCLA) Industrial Wastewater Treatment Plant, it is anticipated that the impacts of this project will be minimal. Additionally, if applicable, the industrial development will pay associated development impact fees to the City and/or the SCLA fund the ongoing maintenance and expansion/construction of treatment facilities. Therefore, the SCLA should have adequate capacity to serve the projects projected demand in addition to the provider's existing commitments in conjunction with associated fees and existing plans, as applicable and as needed. As a result, the impacts will be less than significant.

**Table 3-10**
**Projected Effluent Generation**

| Project Element | Generation Rate | Project Generation |
|---|---|---|
| **Lot A** Retail/Convenience Store (6,234 sq. ft.) | 0.10 gals./day/sq. ft. | 623 gals./day |
| **Lot A** Carwash (1,820 sq. ft.) | 5 gals/vehicle/50 vehicles/day | 250 gals./day |
| **Lot B** Fast Food Restaurant (3,536 sq. ft.) | 0.08 gals./day/sq. ft. | 283 gals./day |
| **Lot C** Fast Food Restaurant (2,200 sq. ft.) | 0.08 gals./day/sq. ft. | 176 gals./gay |
| **Lot D** Hotel (112 rooms) | 125 gals./day/room | 14,000 gals./day |
| Total | | 15,332 gals./day |

Source: Brahmbhatt Architecture. *Gas Station and Hotel Site Plan*

**D.** *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● Less than Significant Impact.*

Table 3-11 indicates the proposed projects anticipated solid waste generation rate. The City of Victorville utilizes the Victorville Landfill for solid waste disposal. This landfill is operated by the Solid Waste Management Division of the San Bernardino County Public Works Department in accordance with a Waste Disposal Agreement between the City and the County. The Victorville landfill currently operates on 67-acres of a total 491-acre property with a capacity of 1,180 tons per day. With a planned expansion, as summarized in a Joint Technical Document prepared by the Solid Waste Management Division, the overall capacity will raise to 3,000 tons per day by expanding from a 67-acre operation to an approximately 341-acre operation. With this planned expansion and additional daily acceptance capabilities, as well as the required construction waste management plan enforced during construction, the impacts of this project at total build out will be less than significant.

**Table 3-11**
**Projected Solid Waste Generation**

| Project Element | Generation Rate | Project Generation |
|---|---|---|
| **Lot A** Retail/Convenience Store (6,234 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 260 lbs./day |
| **Lot A** Carwash (1,820 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 76 lbs./day |
| **Lot B** Fast Food Restaurant (3,536 sq. ft.) | 42 lbs./day/1,000 sq. ft. | 147 lbs./day |
| **Lot C** Fast Food Restaurant (2,200 sq. ft.) | 42 lbs./day/day/1,000 sq. ft. | 92 lbs./day |
| **Lot D** Hotel (112 rooms) | 6.0 lbs./day/room | 672 lbs./day |
| Total | | 1,247 lbs./day |

Source: Brahmbhatt Architecture. *Gas Station and Hotel Site Plan*

**E.** *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

The proposed project, like all other development in Victorville and San Bernardino County, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

## MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

# 3.20 WILDFIRE

| Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **A.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | ✖ |
| **B.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | ✖ |
| **C.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | ✖ |
| **D.** If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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? | | | | ✖ |

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project involves the development of an 8-acre (382,892 square feet) property located on the southeast corner of U.S. 395 and Dos Palmas Road in the City of Victorville. The new commercial development would occur on four lots (referred to as Lots A, B, C, and D). The proposed project would total 82,677 square feet of floor area. The corresponding Assessor Parcel Numbers (APN) are 3096-381-01 and 3096-381-09. The property currently has a General Plan and Zoning land use designation of C-1 (Neighborhood Service Commercial). Surface streets that will be improved at construction will serve the project site and adjacent area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts will occur.

**B.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The project site is located in the midst of an urbanized zoned area. The proposed project may be exposed to particulate emissions generated by wildland fires in the mountains (the site is located approximately 20 miles northeast and northwest of the San Gabriel and San Bernardino Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

**C.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.*

The project site is not located in an area that is classified as a moderate fire risk severity within a Local Responsibility Area (LRA), and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. As a result, no impacts will occur.

**D.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. In addition, the site is located within a moderate fire risk and local responsibility area. The proposed project site is located within an area classified as built-up with development directly north of the site. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

## MITIGATION MEASURES

The analysis of wildfire impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

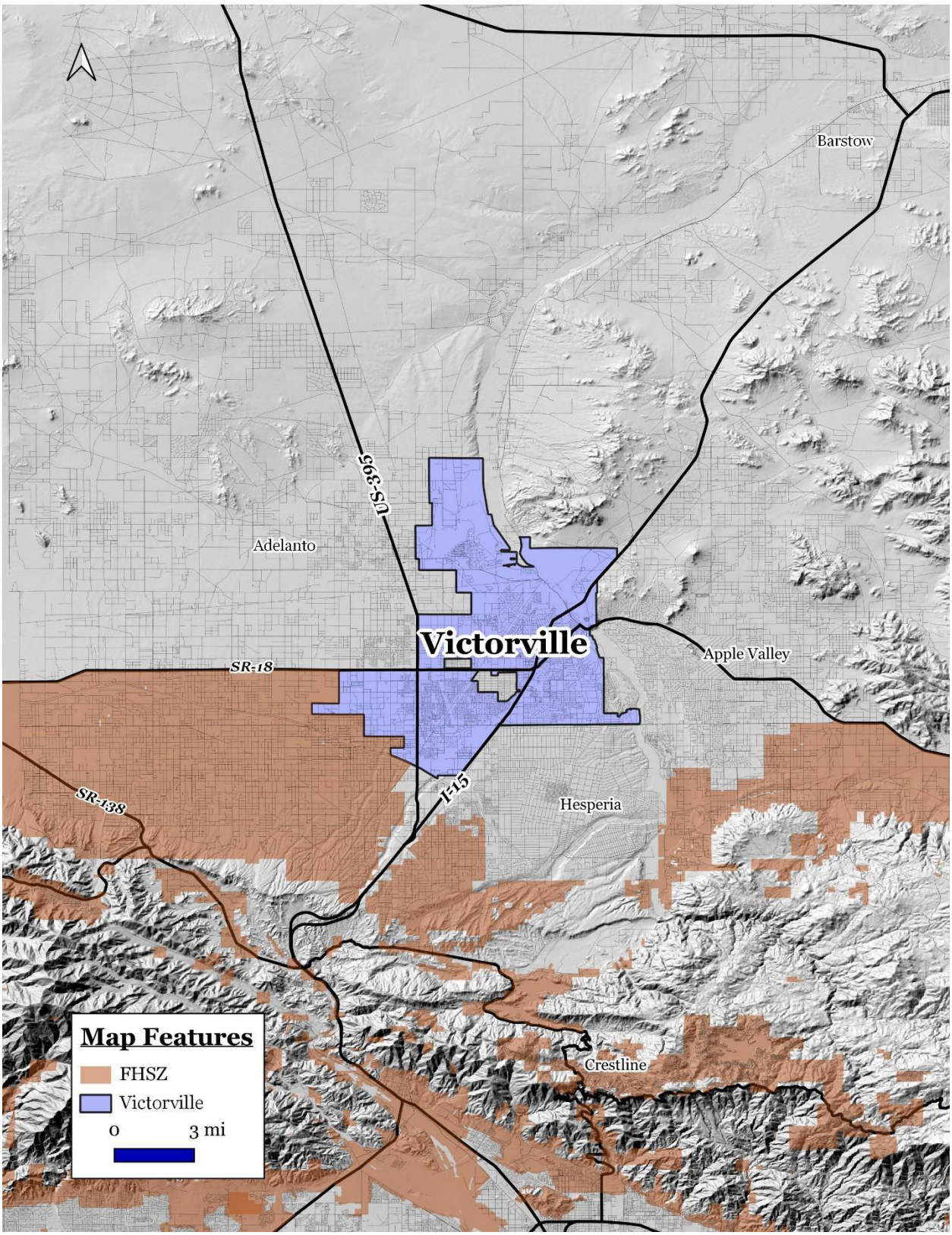



**EXHIBIT 3-8**
**FHSZ MAP**
**SOURCE: CALFIRE**

## 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

**A.** The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

**B.** The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

**C.** The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

# SECTION 4 CONCLUSIONS

## 4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

## 4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Victorville can make the following additional findings: a mitigation monitoring and reporting program will not be required.

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# SECTION 5 REFERENCES

## 5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 S Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Principal
Karla Nayakarathne, Project Geographer

## 5.2 REFERENCES

The references that were consulted have been identified using footnotes.

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# APPENDIX A – AIR QUALITY WORKSHEETS

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Victorville Dos Palmas**

**Mojave Desert Air Basin, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 32.30 | 1000sqft | 0.74 | 32,300.00 | 0 |
| Automobile Care Center | 1.82 | 1000sqft | 0.04 | 1,820.00 | 0 |
| Convenience Market with Gas Pumps | 6.23 | 1000sqft | 0.14 | 6,230.00 | 0 |
| Gasoline/Service Station | 16.00 | Pump | 0.05 | 2,258.80 | 0 |
| Fast Food Restaurant with Drive Thru | 2.07 | 1000sqft | 0.05 | 2,070.00 | 0 |
| Hotel | 104.00 | Room | 3.47 | 151,008.00 | 0 |
| High Turnover (Sit Down Restaurant) | 5.13 | 1000sqft | 0.12 | 5,130.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2023 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 390.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - no demolition

Off-road Equipment - no demolition

Grading - 8.79 acre site

On-road Fugitive Dust - no demolition

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Area Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblAreaMitigation | UseLowVOCPaintParkingCheck | False | True |
| tblConstructionPhase | NumDays | 18.00 | 90.00 |
| tblConstructionPhase | NumDays | 230.00 | 365.00 |
| tblConstructionPhase | NumDays | 20.00 | 0.00 |
| tblConstructionPhase | NumDays | 8.00 | 90.00 |
| tblConstructionPhase | NumDays | 18.00 | 90.00 |
| tblConstructionPhase | NumDays | 5.00 | 120.00 |
| tblConstructionPhase | PhaseEndDate | 2/22/2024 | 6/3/2024 |
| tblConstructionPhase | PhaseEndDate | 1/3/2024 | 7/10/2024 |
| tblConstructionPhase | PhaseEndDate | 1/27/2023 | 12/30/2022 |
| tblConstructionPhase | PhaseEndDate | 2/15/2023 | 6/9/2023 |
| tblConstructionPhase | PhaseEndDate | 1/29/2024 | 5/8/2024 |
| tblConstructionPhase | PhaseEndDate | 2/3/2023 | 7/14/2023 |
| tblGrading | AcresOfGrading | 90.00 | 8.00 |
| tblGrading | AcresOfGrading | 180.00 | 7.50 |
| tblOffRoadEquipment | HorsePower | 81.00 | 0.00 |
| tblOffRoadEquipment | HorsePower | 158.00 | 0.00 |
| tblOffRoadEquipment | HorsePower | 247.00 | 0.00 |
| tblOffRoadEquipment | LoadFactor | 0.73 | 0.00 |
| tblOffRoadEquipment | LoadFactor | 0.38 | 0.00 |
| tblOffRoadEquipment | LoadFactor | 0.40 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 8.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 8.00 | 0.00 |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblOffRoadEquipment | UsageHours | 8.00 | 0.00 |
| tblOnRoadDust | AverageVehicleWeight | 2.40 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | MaterialMoistureContent | 0.50 | 0.00 |
| tblOnRoadDust | MaterialSiltContent | 8.50 | 0.00 |
| tblOnRoadDust | MeanVehicleSpeed | 40.00 | 0.00 |
| tblOnRoadDust | RoadSiltLoading | 0.10 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |

## 2.0 Emissions Summary

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.4040 | 61.2600 | 53.1294 | 0.1097 | 25.4010 | 2.7560 | 28.1569 | 13.5689 | 2.5505 | 16.1195 | 0.0000 | 10,657.5818 | 10,657.5818 | 2.7568 | 0.1184 | 10,761.7763 |
| 2024 | 54.6825 | 24.3179 | 33.8841 | 0.0637 | 1.1767 | 1.0880 | 2.2648 | 0.3172 | 1.0206 | 1.3379 | 0.0000 | 6,165.0939 | 6,165.0939 | 1.2129 | 0.1151 | 6,229.7086 |
| **Maximum** | **54.6825** | **61.2600** | **53.1294** | **0.1097** | **25.4010** | **2.7560** | **28.1569** | **13.5689** | **2.5505** | **16.1195** | **0.0000** | **10,657.5818** | **10,657.5818** | **2.7568** | **0.1184** | **10,761.7763** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.4040 | 61.2600 | 53.1294 | 0.1097 | 25.4010 | 2.7560 | 28.1569 | 13.5689 | 2.5505 | 16.1195 | 0.0000 | 10,657.5818 | 10,657.5818 | 2.7568 | 0.1184 | 10,761.7763 |
| 2024 | 54.6825 | 24.3179 | 33.8841 | 0.0637 | 1.1767 | 1.0880 | 2.2648 | 0.3172 | 1.0206 | 1.3379 | 0.0000 | 6,165.0939 | 6,165.0939 | 1.2129 | 0.1151 | 6,229.7086 |
| **Maximum** | **54.6825** | **61.2600** | **53.1294** | **0.1097** | **25.4010** | **2.7560** | **28.1569** | **13.5689** | **2.5505** | **16.1195** | **0.0000** | **10,657.5818** | **10,657.5818** | **2.7568** | **0.1184** | **10,761.7763** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.5741 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |
| Energy | 0.3309 | 3.0079 | 2.5266 | 0.0181 | | 0.2286 | 0.2286 | | 0.2286 | 0.2286 | | 3,609.4924 | 3,609.4924 | 0.0692 | 0.0662 | 3,630.9419 |
| Mobile | 27.8249 | 21.0316 | 129.1131 | 0.2003 | 17.4374 | 0.1903 | 17.6276 | 4.6512 | 0.1782 | 4.8295 | | 20,405.9113 | 20,405.9113 | 1.8903 | 1.4628 | 20,889.0933 |
| **Total** | **33.7299** | **24.0397** | **131.6568** | **0.2184** | **17.4374** | **0.4189** | **17.8563** | **4.6512** | **0.4069** | **5.0581** | | **24,015.4404** | **24,015.4404** | **1.9596** | **1.5290** | **24,520.0742** |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.5741 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |
| Energy | 0.3309 | 3.0079 | 2.5266 | 0.0181 | | 0.2286 | 0.2286 | | 0.2286 | 0.2286 | | 3,609.4924 | 3,609.4924 | 0.0692 | 0.0662 | 3,630.9419 |
| Mobile | 27.8249 | 21.0316 | 129.1131 | 0.2003 | 17.4374 | 0.1903 | 17.6276 | 4.6512 | 0.1782 | 4.8295 | | 20,405.9113 | 20,405.9113 | 1.8903 | 1.4628 | 20,889.0933 |
| **Total** | **33.7299** | **24.0397** | **131.6568** | **0.2184** | **17.4374** | **0.4189** | **17.8563** | **4.6512** | **0.4069** | **5.0581** | | **24,015.4404** | **24,015.4404** | **1.9596** | **1.5290** | **24,520.0742** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2023 | 12/30/2022 | 5 | 0 | |
| 2 | Site Preparation | Site Preparation | 1/28/2023 | 7/14/2023 | 5 | 120 | |
| 3 | Grading | Grading | 2/4/2023 | 6/9/2023 | 5 | 90 | |
| 4 | Building Construction | Building Construction | 2/16/2023 | 7/10/2024 | 5 | 365 | |
| 5 | Paving | Paving | 1/4/2024 | 5/8/2024 | 5 | 90 | |
| 6 | Architectural Coating | Architectural Coating | 1/30/2024 | 6/3/2024 | 5 | 90 | |

**Acres of Grading (Site Preparation Phase): 7.5**

**Acres of Grading (Grading Phase): 8**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 301,225; Non-Residential Outdoor: 100,408; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 0 | 0.00 | 0 | 0.00 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Demolition | Excavators | 0 | 0.00 | 0 | 0.00 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 0 | 0.00 | 0 | 0.00 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 0 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 80.00 | 33.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 16.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

**3.1 Mitigation Measures Construction**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.3 Site Preparation - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.1325 | 0.0000 | 18.1325 | 9.9378 | 0.0000 | 9.9378 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | | 3,687.3081 | 3,687.3081 | 1.1926 | | 3,717.1219 |
| **Total** | **2.6595** | **27.5242** | **18.2443** | **0.0381** | **18.1325** | **1.2660** | **19.3986** | **9.9378** | **1.1647** | **11.1026** | | **3,687.3081** | **3,687.3081** | **1.1926** | | **3,717.1219** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0658 | 0.0360 | 0.5299 | 1.3500e-003 | 0.1479 | 7.3000e-004 | 0.1486 | 0.0392 | 6.8000e-004 | 0.0399 | | 136.4336 | 136.4336 | 3.8800e-003 | 3.6200e-003 | 137.6094 |
| **Total** | **0.0658** | **0.0360** | **0.5299** | **1.3500e-003** | **0.1479** | **7.3000e-004** | **0.1486** | **0.0392** | **6.8000e-004** | **0.0399** | | **136.4336** | **136.4336** | **3.8800e-003** | **3.6200e-003** | **137.6094** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.3 Site Preparation - 2023

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.1325 | 0.0000 | 18.1325 | 9.9378 | 0.0000 | 9.9378 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.6595 | 27.5242 | 18.2443 | 0.0381 | | 1.2660 | 1.2660 | | 1.1647 | 1.1647 | 0.0000 | 3,687.3081 | 3,687.3081 | 1.1926 | | 3,717.1219 |
| **Total** | **2.6595** | **27.5242** | **18.2443** | **0.0381** | **18.1325** | **1.2660** | **19.3986** | **9.9378** | **1.1647** | **11.1026** | **0.0000** | **3,687.3081** | **3,687.3081** | **1.1926** | | **3,717.1219** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0658 | 0.0360 | 0.5299 | 1.3500e-003 | 0.1479 | 7.3000e-004 | 0.1486 | 0.0392 | 6.8000e-004 | 0.0399 | | 136.4336 | 136.4336 | 3.8800e-003 | 3.6200e-003 | 137.6094 |
| **Total** | **0.0658** | **0.0360** | **0.5299** | **1.3500e-003** | **0.1479** | **7.3000e-004** | **0.1486** | **0.0392** | **6.8000e-004** | **0.0399** | | **136.4336** | **136.4336** | **3.8800e-003** | **3.6200e-003** | **137.6094** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.4 Grading - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.1164 | 0.0000 | 6.1164 | 3.3204 | 0.0000 | 3.3204 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7109 | 17.9359 | 14.7507 | 0.0297 | | 0.7749 | 0.7749 | | 0.7129 | 0.7129 | | 2,872.6910 | 2,872.6910 | 0.9291 | | 2,895.9182 |
| **Total** | **1.7109** | **17.9359** | **14.7507** | **0.0297** | **6.1164** | **0.7749** | **6.8913** | **3.3204** | **0.7129** | **4.0333** | | **2,872.6910** | **2,872.6910** | **0.9291** | | **2,895.9182** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0548 | 0.0300 | 0.4416 | 1.1200e-003 | 0.1232 | 6.1000e-004 | 0.1238 | 0.0327 | 5.6000e-004 | 0.0333 | | 113.6947 | 113.6947 | 3.2400e-003 | 3.0200e-003 | 114.6745 |
| **Total** | **0.0548** | **0.0300** | **0.4416** | **1.1200e-003** | **0.1232** | **6.1000e-004** | **0.1238** | **0.0327** | **5.6000e-004** | **0.0333** | | **113.6947** | **113.6947** | **3.2400e-003** | **3.0200e-003** | **114.6745** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.4 Grading - 2023

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.1164 | 0.0000 | 6.1164 | 3.3204 | 0.0000 | 3.3204 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7109 | 17.9359 | 14.7507 | 0.0297 | | 0.7749 | 0.7749 | | 0.7129 | 0.7129 | 0.0000 | 2,872.6910 | 2,872.6910 | 0.9291 | | 2,895.9182 |
| **Total** | **1.7109** | **17.9359** | **14.7507** | **0.0297** | **6.1164** | **0.7749** | **6.8913** | **3.3204** | **0.7129** | **4.0333** | **0.0000** | **2,872.6910** | **2,872.6910** | **0.9291** | | **2,895.9182** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0548 | 0.0300 | 0.4416 | 1.1200e-003 | 0.1232 | 6.1000e-004 | 0.1238 | 0.0327 | 5.6000e-004 | 0.0333 | | 113.6947 | 113.6947 | 3.2400e-003 | 3.0200e-003 | 114.6745 |
| **Total** | **0.0548** | **0.0300** | **0.4416** | **1.1200e-003** | **0.1232** | **6.1000e-004** | **0.1238** | **0.0327** | **5.6000e-004** | **0.0333** | | **113.6947** | **113.6947** | **3.2400e-003** | **3.0200e-003** | **114.6745** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.5 Building Construction - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **1.5728** | **14.3849** | **16.2440** | **0.0269** | | **0.6997** | **0.6997** | | **0.6584** | **0.6584** | | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0481 | 1.1889 | 0.5637 | 6.5200e-003 | 0.2238 | 0.0107 | 0.2345 | 0.0645 | 0.0102 | 0.0747 | | 685.8727 | 685.8727 | 2.9600e-003 | 0.0957 | 714.4494 |
| Worker | 0.2922 | 0.1601 | 2.3552 | 6.0000e-003 | 0.6572 | 3.2600e-003 | 0.6604 | 0.1743 | 3.0000e-003 | 0.1773 | | 606.3717 | 606.3717 | 0.0173 | 0.0161 | 611.5971 |
| **Total** | **0.3403** | **1.3491** | **2.9189** | **0.0125** | **0.8810** | **0.0139** | **0.8949** | **0.2388** | **0.0132** | **0.2520** | | **1,292.2445** | **1,292.2445** | **0.0202** | **0.1117** | **1,326.0465** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.5 Building Construction - 2023

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **1.5728** | **14.3849** | **16.2440** | **0.0269** | | **0.6997** | **0.6997** | | **0.6584** | **0.6584** | **0.0000** | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0481 | 1.1889 | 0.5637 | 6.5200e-003 | 0.2238 | 0.0107 | 0.2345 | 0.0645 | 0.0102 | 0.0747 | | 685.8727 | 685.8727 | 2.9600e-003 | 0.0957 | 714.4494 |
| Worker | 0.2922 | 0.1601 | 2.3552 | 6.0000e-003 | 0.6572 | 3.2600e-003 | 0.6604 | 0.1743 | 3.0000e-003 | 0.1773 | | 606.3717 | 606.3717 | 0.0173 | 0.0161 | 611.5971 |
| **Total** | **0.3403** | **1.3491** | **2.9189** | **0.0125** | **0.8810** | **0.0139** | **0.8949** | **0.2388** | **0.0132** | **0.2520** | | **1,292.2445** | **1,292.2445** | **0.0202** | **0.1117** | **1,326.0465** |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.5 Building Construction - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **1.4716** | **13.4438** | **16.1668** | **0.0270** | | **0.6133** | **0.6133** | | **0.5769** | **0.5769** | | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0466 | 1.1766 | 0.5460 | 6.3800e-003 | 0.2238 | 0.0107 | 0.2345 | 0.0645 | 0.0102 | 0.0747 | | 671.6558 | 671.6558 | 2.8300e-003 | 0.0935 | 699.5853 |
| Worker | 0.2703 | 0.1419 | 2.1656 | 5.8000e-003 | 0.6572 | 3.0700e-003 | 0.6603 | 0.1743 | 2.8300e-003 | 0.1772 | | 586.6694 | 586.6694 | 0.0155 | 0.0149 | 591.4948 |
| **Total** | **0.3170** | **1.3184** | **2.7117** | **0.0122** | **0.8810** | **0.0138** | **0.8948** | **0.2388** | **0.0131** | **0.2518** | | **1,258.3252** | **1,258.3252** | **0.0183** | **0.1084** | **1,291.0801** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.5 Building Construction - 2024

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **1.4716** | **13.4438** | **16.1668** | **0.0270** | | **0.6133** | **0.6133** | | **0.5769** | **0.5769** | **0.0000** | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0466 | 1.1766 | 0.5460 | 6.3800e-003 | 0.2238 | 0.0107 | 0.2345 | 0.0645 | 0.0102 | 0.0747 | | 671.6558 | 671.6558 | 2.8300e-003 | 0.0935 | 699.5853 |
| Worker | 0.2703 | 0.1419 | 2.1656 | 5.8000e-003 | 0.6572 | 3.0700e-003 | 0.6603 | 0.1743 | 2.8300e-003 | 0.1772 | | 586.6694 | 586.6694 | 0.0155 | 0.0149 | 591.4948 |
| **Total** | **0.3170** | **1.3184** | **2.7117** | **0.0122** | **0.8810** | **0.0138** | **0.8948** | **0.2388** | **0.0131** | **0.2518** | | **1,258.3252** | **1,258.3252** | **0.0183** | **0.1084** | **1,291.0801** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.8814 | 8.2730 | 12.2210 | 0.0189 | | 0.3987 | 0.3987 | | 0.3685 | 0.3685 | | 1,805.6205 | 1,805.6205 | 0.5673 | | 1,819.8039 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.8814** | **8.2730** | **12.2210** | **0.0189** | | **0.3987** | **0.3987** | | **0.3685** | **0.3685** | | **1,805.6205** | **1,805.6205** | **0.5673** | | **1,819.8039** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0676 | 0.0355 | 0.5414 | 1.4500e-003 | 0.1643 | 7.7000e-004 | 0.1651 | 0.0436 | 7.1000e-004 | 0.0443 | | 146.6674 | 146.6674 | 3.8800e-003 | 3.7200e-003 | 147.8737 |
| **Total** | **0.0676** | **0.0355** | **0.5414** | **1.4500e-003** | **0.1643** | **7.7000e-004** | **0.1651** | **0.0436** | **7.1000e-004** | **0.0443** | | **146.6674** | **146.6674** | **3.8800e-003** | **3.7200e-003** | **147.8737** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.6 Paving - 2024**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.8814 | 8.2730 | 12.2210 | 0.0189 | | 0.3987 | 0.3987 | | 0.3685 | 0.3685 | 0.0000 | 1,805.6205 | 1,805.6205 | 0.5673 | | 1,819.8039 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.8814** | **8.2730** | **12.2210** | **0.0189** | | **0.3987** | **0.3987** | | **0.3685** | **0.3685** | **0.0000** | **1,805.6205** | **1,805.6205** | **0.5673** | | **1,819.8039** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0676 | 0.0355 | 0.5414 | 1.4500e-003 | 0.1643 | 7.7000e-004 | 0.1651 | 0.0436 | 7.1000e-004 | 0.0443 | | 146.6674 | 146.6674 | 3.8800e-003 | 3.7200e-003 | 147.8737 |
| **Total** | **0.0676** | **0.0355** | **0.5414** | **1.4500e-003** | **0.1643** | **7.7000e-004** | **0.1651** | **0.0436** | **7.1000e-004** | **0.0443** | | **146.6674** | **146.6674** | **3.8800e-003** | **3.7200e-003** | **147.8737** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.7 Architectural Coating - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 51.7103 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| **Total** | **51.8910** | **1.2188** | **1.8101** | **2.9700e-003** | | **0.0609** | **0.0609** | | **0.0609** | **0.0609** | | **281.4481** | **281.4481** | **0.0159** | | **281.8443** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0541 | 0.0284 | 0.4331 | 1.1600e-003 | 0.1314 | 6.1000e-004 | 0.1321 | 0.0349 | 5.7000e-004 | 0.0354 | | 117.3339 | 117.3339 | 3.1000e-003 | 2.9800e-003 | 118.2990 |
| **Total** | **0.0541** | **0.0284** | **0.4331** | **1.1600e-003** | **0.1314** | **6.1000e-004** | **0.1321** | **0.0349** | **5.7000e-004** | **0.0354** | | **117.3339** | **117.3339** | **3.1000e-003** | **2.9800e-003** | **118.2990** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 3.7 Architectural Coating - 2024

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 51.7103 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 |
| **Total** | **51.8910** | **1.2188** | **1.8101** | **2.9700e-003** | | **0.0609** | **0.0609** | | **0.0609** | **0.0609** | **0.0000** | **281.4481** | **281.4481** | **0.0159** | | **281.8443** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0541 | 0.0284 | 0.4331 | 1.1600e-003 | 0.1314 | 6.1000e-004 | 0.1321 | 0.0349 | 5.7000e-004 | 0.0354 | | 117.3339 | 117.3339 | 3.1000e-003 | 2.9800e-003 | 118.2990 |
| **Total** | **0.0541** | **0.0284** | **0.4331** | **1.1600e-003** | **0.1314** | **6.1000e-004** | **0.1321** | **0.0349** | **5.7000e-004** | **0.0354** | | **117.3339** | **117.3339** | **3.1000e-003** | **2.9800e-003** | **118.2990** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 27.8249 | 21.0316 | 129.1131 | 0.2003 | 17.4374 | 0.1903 | 17.6276 | 4.6512 | 0.1782 | 4.8295 | | 20,405.9113 | 20,405.9113 | 1.8903 | 1.4628 | 20,889.0933 |
| Unmitigated | 27.8249 | 21.0316 | 129.1131 | 0.2003 | 17.4374 | 0.1903 | 17.6276 | 4.6512 | 0.1782 | 4.8295 | | 20,405.9113 | 20,405.9113 | 1.8903 | 1.4628 | 20,889.0933 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 43.17 | 43.17 | 21.62 | 39,939 | 39,939 |
| Convenience Market with Gas Pumps | 3,888.77 | 3,888.77 | 3888.77 | 2,085,951 | 2,085,951 |
| Fast Food Restaurant with Drive Thru | 974.87 | 1,275.37 | 978.24 | 951,402 | 951,402 |
| Gasoline/Service Station | 2,752.16 | 2,914.72 | 2670.08 | 1,592,332 | 1,592,332 |
| General Office Building | 314.60 | 71.38 | 22.61 | 569,104 | 569,104 |
| High Turnover (Sit Down Restaurant) | 575.48 | 627.91 | 731.74 | 702,304 | 702,304 |
| Hotel | 869.44 | 851.76 | 618.80 | 1,579,049 | 1,579,049 |
| Total | 9,418.49 | 9,673.08 | 8,931.86 | 7,520,079 | 7,520,079 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 21 | 51 | 28 |

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Convenience Market with Gas | 9.50 | 7.30 | 7.30 | 0.80 | 80.20 | 19.00 | 14 | 21 | 65 |
| Fast Food Restaurant with Drive | 9.50 | 7.30 | 7.30 | 2.20 | 78.80 | 19.00 | 29 | 21 | 50 |
| Gasoline/Service Station | 9.50 | 7.30 | 7.30 | 2.00 | 79.00 | 19.00 | 14 | 27 | 59 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down | 9.50 | 7.30 | 7.30 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| Convenience Market with Gas Pumps | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| Fast Food Restaurant with Drive Thru | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| Gasoline/Service Station | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| General Office Building | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| High Turnover (Sit Down Restaurant) | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |
| Hotel | 0.527784 | 0.055794 | 0.172538 | 0.138404 | 0.030772 | 0.007929 | 0.006926 | 0.022859 | 0.000522 | 0.000195 | 0.029025 | 0.001167 | 0.006083 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3309 | 3.0079 | 2.5266 | 0.0181 | | 0.2286 | 0.2286 | | 0.2286 | 0.2286 | | 3,609.4924 | 3,609.4924 | 0.0692 | 0.0662 | 3,630.9419 |
| NaturalGas Unmitigated | 0.3309 | 3.0079 | 2.5266 | 0.0181 | | 0.2286 | 0.2286 | | 0.2286 | 0.2286 | | 3,609.4924 | 3,609.4924 | 0.0692 | 0.0662 | 3,630.9419 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 161.207 | 1.7400e-003 | 0.0158 | 0.0133 | 9.0000e-005 | | 1.2000e-003 | 1.2000e-003 | | 1.2000e-003 | 1.2000e-003 | | 18.9655 | 18.9655 | 3.6000e-004 | 3.5000e-004 | 19.0783 |
| Convenience Market with Gas Pumps | 37.5507 | 4.0000e-004 | 3.6800e-003 | 3.0900e-003 | 2.0000e-005 | | 2.8000e-004 | 2.8000e-004 | | 2.8000e-004 | 2.8000e-004 | | 4.4177 | 4.4177 | 8.0000e-005 | 8.0000e-005 | 4.4440 |
| Fast Food Restaurant with Drive Thru | 1546.32 | 0.0167 | 0.1516 | 0.1273 | 9.1000e-004 | | 0.0115 | 0.0115 | | 0.0115 | 0.0115 | | 181.9198 | 181.9198 | 3.4900e-003 | 3.3400e-003 | 183.0009 |
| Gasoline/Service Station | 200.074 | 2.1600e-003 | 0.0196 | 0.0165 | 1.2000e-004 | | 1.4900e-003 | 1.4900e-003 | | 1.4900e-003 | 1.4900e-003 | | 23.5381 | 23.5381 | 4.5000e-004 | 4.3000e-004 | 23.6780 |
| General Office Building | 303.532 | 3.2700e-003 | 0.0298 | 0.0250 | 1.8000e-004 | | 2.2600e-003 | 2.2600e-003 | | 2.2600e-003 | 2.2600e-003 | | 35.7096 | 35.7096 | 6.8000e-004 | 6.5000e-004 | 35.9218 |
| High Turnover (Sit Down Restaurant) | 3832.18 | 0.0413 | 0.3757 | 0.3156 | 2.2500e-003 | | 0.0286 | 0.0286 | | 0.0286 | 0.0286 | | 450.8447 | 450.8447 | 8.6400e-003 | 8.2700e-003 | 453.5239 |
| Hotel | 24599.8 | 0.2653 | 2.4118 | 2.0259 | 0.0145 | | 0.1833 | 0.1833 | | 0.1833 | 0.1833 | | 2,894.0969 | 2,894.0969 | 0.0555 | 0.0531 | 2,911.2951 |
| **Total** | | **0.3309** | **3.0079** | **2.5267** | **0.0180** | | **0.2286** | **0.2286** | | **0.2286** | **0.2286** | | **3,609.4925** | **3,609.4925** | **0.0692** | **0.0662** | **3,630.9419** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 0.161207 | 1.7400e-003 | 0.0158 | 0.0133 | 9.0000e-005 | | 1.2000e-003 | 1.2000e-003 | | 1.2000e-003 | 1.2000e-003 | | 18.9655 | 18.9655 | 3.6000e-004 | 3.5000e-004 | 19.0783 |
| Convenience Market with Gas Pumps | 0.0375507 | 4.0000e-004 | 3.6800e-003 | 3.0900e-003 | 2.0000e-005 | | 2.8000e-004 | 2.8000e-004 | | 2.8000e-004 | 2.8000e-004 | | 4.4177 | 4.4177 | 8.0000e-005 | 8.0000e-005 | 4.4440 |
| Fast Food Restaurant with Drive Thru | 1.54632 | 0.0167 | 0.1516 | 0.1273 | 9.1000e-004 | | 0.0115 | 0.0115 | | 0.0115 | 0.0115 | | 181.9198 | 181.9198 | 3.4900e-003 | 3.3400e-003 | 183.0009 |
| Gasoline/Service Station | 0.200074 | 2.1600e-003 | 0.0196 | 0.0165 | 1.2000e-004 | | 1.4900e-003 | 1.4900e-003 | | 1.4900e-003 | 1.4900e-003 | | 23.5381 | 23.5381 | 4.5000e-004 | 4.3000e-004 | 23.6780 |
| General Office Building | 0.303532 | 3.2700e-003 | 0.0298 | 0.0250 | 1.8000e-004 | | 2.2600e-003 | 2.2600e-003 | | 2.2600e-003 | 2.2600e-003 | | 35.7096 | 35.7096 | 6.8000e-004 | 6.5000e-004 | 35.9218 |
| High Turnover (Sit Down Restaurant) | 3.83218 | 0.0413 | 0.3757 | 0.3156 | 2.2500e-003 | | 0.0286 | 0.0286 | | 0.0286 | 0.0286 | | 450.8447 | 450.8447 | 8.6400e-003 | 8.2700e-003 | 453.5239 |
| Hotel | 24.5998 | 0.2653 | 2.4118 | 2.0259 | 0.0145 | | 0.1833 | 0.1833 | | 0.1833 | 0.1833 | | 2,894.0969 | 2,894.0969 | 0.0555 | 0.0531 | 2,911.2951 |
| **Total** | | **0.3309** | **3.0079** | **2.5267** | **0.0180** | | **0.2286** | **0.2286** | | **0.2286** | **0.2286** | | **3,609.4925** | **3,609.4925** | **0.0692** | **0.0662** | **3,630.9419** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Victorville Dos Palmas - Mojave Desert Air Basin, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.5741 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |
| Unmitigated | 5.5741 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.2751 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 4.2975 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.5800e-003 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |
| **Total** | **5.5741** | **1.6000e-004** | **0.0171** | **0.0000** | | **6.0000e-005** | **6.0000e-005** | | **6.0000e-005** | **6.0000e-005** | | **0.0367** | **0.0367** | **1.0000e-004** | | **0.0391** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.2751 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 4.2975 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.5800e-003 | 1.6000e-004 | 0.0171 | 0.0000 | | 6.0000e-005 | 6.0000e-005 | | 6.0000e-005 | 6.0000e-005 | | 0.0367 | 0.0367 | 1.0000e-004 | | 0.0391 |
| **Total** | **5.5741** | **1.6000e-004** | **0.0171** | **0.0000** | | **6.0000e-005** | **6.0000e-005** | | **6.0000e-005** | **6.0000e-005** | | **0.0367** | **0.0367** | **1.0000e-004** | | **0.0391** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

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# APPENDIX B – CULTURAL RESOURCES STUDY

# CULTURAL RESOURCES ASSESSMENT

## Victorville Hotel Project
## Victorville, San Bernardino County, California

Prepared for:

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Project No. BRM2101

**Data Base Information:**
*Type of Study:* Intensive Survey
*Resources:* None
*Keywords*: None
*USGS Quadrangle:* 7.5-minute *Baldy Mesa* (1988), *California*

BCRCONSULTING LLC

January 27, 2022

## MANAGEMENT SUMMARY

BCR Consulting LLC (BCR Consulting) is under contract to Brahmbhatt Architects to complete a Cultural Resources Assessment of the proposed Victorville Hotel Project (the project) located in Victorville, San Bernardino County, California. A cultural resources records search review, intensive-level pedestrian field survey, Native American Heritage Commission (NAHC) Sacred Lands File Search, and vertebrate paleontological resources overview were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA). The records search review revealed that 25 previous cultural resource studies have taken place, and nine cultural resources have been identified within one half-mile of the project site. None of the previous studies has assessed the project site and no cultural resources have been identified within its boundaries. No cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified during the field survey. Therefore, no significant impact related to historical resources is anticipated and no further investigations are recommended for the proposed project unless:

- The proposed project is changed to include areas that have not been subject to this cultural resource assessment;
- Cultural materials are encountered during project activities.

The current study attempted to determine whether significant archaeological deposits were present on the proposed project site. Although none were yielded during the records search and field survey, ground-disturbing activities have the potential to reveal buried deposits not observed on the surface. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register of Historic Places (National Register), plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains.

Sacred Lands File search results from the NAHC are pending. The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB 52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural

resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Proposed Project. Since the City will initiate and carry out the required AB52 Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during the consultation process, and BCR Consulting staff is available to answer questions and address concerns as necessary.

According to CEQA Guidelines, projects subject to CEQA must determine whether the project would "directly or indirectly destroy a unique paleontological resource". The Paleontological Overview provided in Appendix B has recommended that:

> The geologic units underlying the project area are mapped entirely as alluvial sand, silt, and gravel deposits dating from the Pleistocene epoch (Dibblee & Minch, 2008). Pleistocene alluvial units are considered to be of high paleontological sensitivity and are known throughout California to contain abundant Pleistocene fossil specimens including those associated with mammoth (Mammuthus columbi), mastodon (Mammut pacificus), sabertooth cat (Smilodon fatalis), ancient horse (Equus sp.), camel (Camelops sp.) and many others. While the Western Science Center does not have localities within the project area or within a 1 mile radius, it does have numerous fossil localities in similarly mapped units throughout the region.
>
> Any fossil specimen recovered from the Sycamore and Mesa Project would be scientifically significant. Excavation activity associated with the development of the project area would impact the paleontologically sensitive Pleistocene alluvial units, and it is the recommendation of the Western Science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If human remains are encountered during any project activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

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**FIGURES**



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**APPENDICES**

## INTRODUCTION

BCR Consulting LLC (BCR Consulting) is under contract to Brahmbhatt Architects to complete a Cultural Resources Assessment of the proposed Victorville Hotel Project (the project) located in Victorville, San Bernardino County, California. A cultural resources records search review, reconnaissance-level pedestrian field survey, Native American Heritage Commission (NAHC) Sacred Lands File Search, and vertebrate paleontological resources overview were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA).

### Project Description and Location

This will be a development project. The project site, as identified in this report, will occupy a portion of Section 27, Township 5 North, Range 5 West, San Bernardino Baseline and Meridian. It is depicted on the United States Geological Survey (USGS) *Baldy Mesa* (1988), *California* 7.5-minute topographic quadrangle (Figure 1).

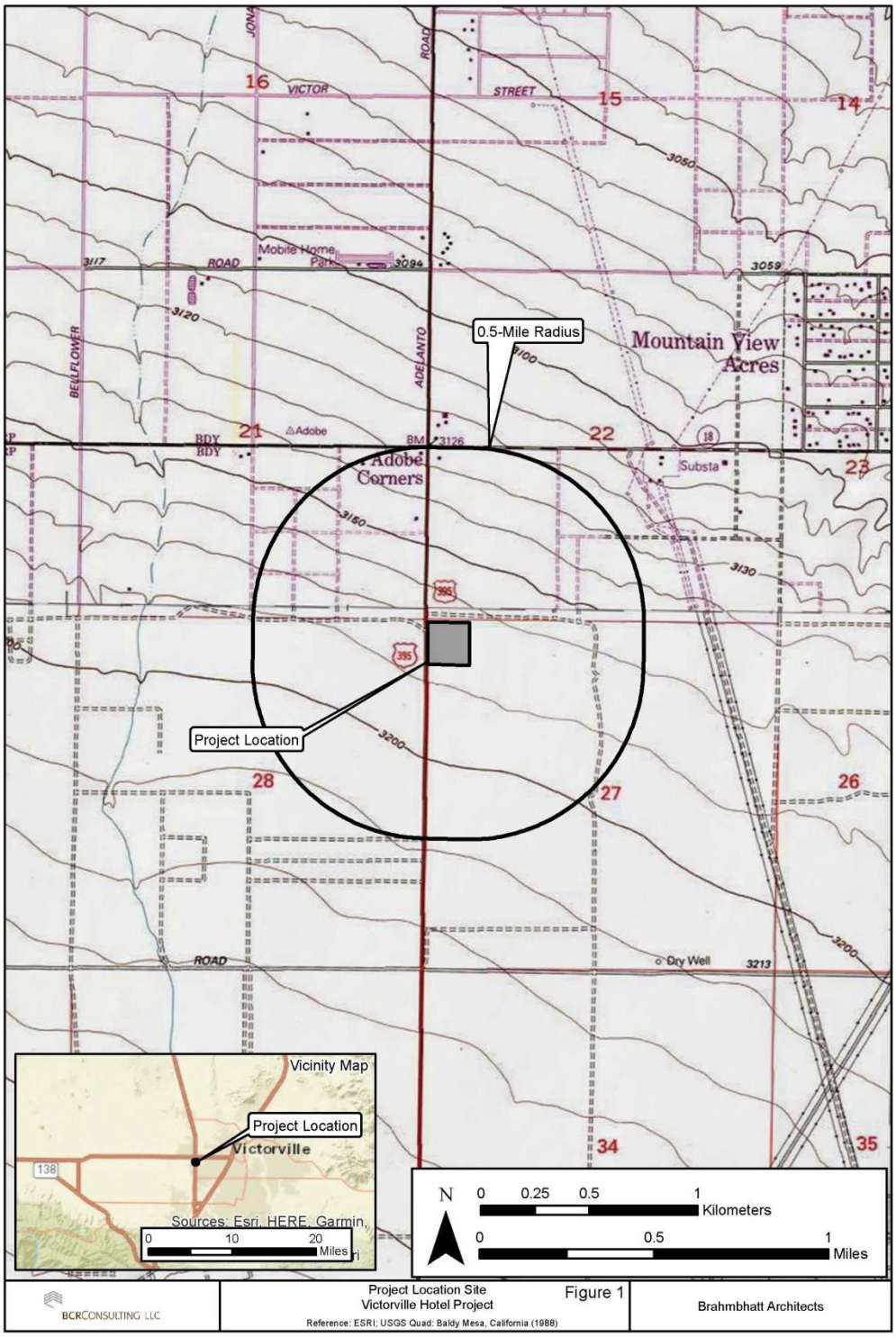
### Regulatory Setting

**The California Environmental Quality Act.** CEQA applies to all discretionary projects undertaken or subject to approval by the state's public agencies (California Code of Regulations 14(3), § 15002(i)). Under CEQA, "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (Cal. Code Regs. tit. 14(3), § 15064.5(b)). State CEQA Guidelines section 15064.5(a) defines a "historical resource" as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register)
- Listed in a local register of historical resources (as defined at Cal. Public Res. Code § 5020.1(k))
- Identified as significant in a historical resource survey meeting the requirements of § 5024.1(g) of the Cal. Public Res. Code
- Determined to be a historical resource by a project's lead agency (Cal. Code Regs. tit. 14(3), § 15064.5(a))

A historical resource consists of "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California…Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (Cal. Code Regs. tit. 14(3), § 15064.5(a)(3)).

The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the California Register. If an


0.5-Mile Radius
Project Location
Mountain View Acres
Adobe Corners
Mobile Home Park
Substa
Dry Well
Vicinity Map
Project Location
Victorville
Sources: Esri, HERE, Garmin,
0 10 20 Miles
N
0 0.25 0.5 1 Kilometers
0 0.5 1 Miles
BCRCONSULTING LLC
Project Location Site
Victorville Hotel Project
Figure 1
Reference: ESRI; USGS Quad: Baldy Mesa, California (1988)
Brahmbhatt Architects

impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (State CEQA Guidelines § 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource.

Section 5024.1 of the Cal. Public Res. Code established the California Register. Generally, a resource is considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register (Cal. Code Regs. tit. 14(3), § 15064.5(a)(3)). The eligibility criteria for the California Register are similar to those of the National Register of Historic Places (National Register), and a resource that meets one or more of the eligibility criteria of the National Register will be eligible for the California Register.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under CEQA. Criteria for Designation:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). Fifty years is normally considered sufficient time for a potential historical resource, and in order that the evaluation remain valid for a minimum of five years after the date of this report, all resources older than 45 years (i.e. resources from the "historic-period") will be evaluated for California Register listing eligibility, or CEQA significance. The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Finally, CEQA requires that significant effects on unique archaeological resources be considered and addressed. CEQA defines a unique archaeological resource as any 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 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.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Guidelines Section 15064.5 Appendix G includes significance criteria relative to archaeological and historical resources. These have been utilized as thresholds of significance here, and a project would have a significant environmental impact if it would:

a) cause a substantial adverse change in the significance of a historical resource as defined in section 10564.5;
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 10564.5;
c) Disturb any human remains, including those interred outside of formal cemeteries.

**Tribal Cultural Resources.** The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB 52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Proposed Project. Since the City will initiate and carry out the required AB52 Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during the consultation process, and BCR Consulting staff are available to answer questions and address comments as necessary.

**Paleontological Resources.** CEQA provides guidance relative to significant impacts on paleontological resources, indicating that a project would have a significant impact on paleontological resources if it disturbs or destroys a unique paleontological resource or site or unique geologic feature. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, California Penal Code Section 622.5 sets the penalties for damage or removal of paleontological resources. CEQA documentation prepared for projects would be required to analyze paleontological resources as a condition of the CEQA process to disclose potential impacts. Please note that as of January 2018 paleontological resources are considered in the geological rather than cultural category. Therefore, paleontological resources are not summarized in the body of this report. A paleontological overview completed by the Western Science Center is provided as Appendix B.

## NATURAL SETTING

### Geology

The project is located in the southwestern portion of the Mojave Desert. Sediments within the project boundaries include a geologic unit composed of old alluvial deposits formed during the Pleistocene and young alluvial-fan deposits formed during the late Pleistocene and Holocene Epochs of the Quaternary Period (Miller and Matti 2006, Lambert 1994:17). The units are composed of "slightly consolidated, undissected to slightly dissected deposits of poorly sorted sand and silt containing scattered subangular pebbles" (Miller and Matti 2006). Field observations during the current study are basically consistent with these descriptions, and are described further in Results, below.

### Hydrology

The project elevation is approximately 3,170 feet above mean sea level (AMSL). Sheetwashing and some rilling occur from southwest to northeast, and the nearest natural water source is an unnamed intermittent drainage located approximately one mile to the west of the project site. To the south, the peaks of the San Gabriel Mountains rise above 10,000 feet and are often capped with snow until late spring or early summer. The area currently exhibits a relatively arid climate, with dry, hot summers and cool winters. Rainfall ranges from five to 15 inches annually (Jaeger and Smith 1971:36-37). Precipitation usually occurs in the form of winter and spring rain or snow at high elevations, with occasional warm monsoonal showers in late summer.

### Biology

The mild climate of the late Pleistocene allowed piñon-juniper woodland to thrive throughout most of the Mojave (Van Devender et al. 1987). The vegetation and climate during this epoch attracted significant numbers of Rancholabrean fauna, including dire wolf, saber toothed cat, short-faced bear, horse, camel, antelope, mammoth, as well as birds which included pelican, goose, duck, cormorant, and eagle (Reynolds 1988). The drier climate of the middle Holocene resulted in the local development of complementary flora and fauna, which remain largely intact to this day. Common native plants include creosote, cacti, rabbit bush, interior golden bush, cheese bush, species of sage, buckwheat at higher elevations and near drainages, Joshua tree, and various grasses. Common native animals include include coyotes, cottontail and jackrabbits, rats, mice, desert tortoises, roadrunners, raptors, turkey vultures, and other bird species (see Williams et al. 2008).

## CULTURAL SETTING

### Prehistory

The prehistoric cultural setting of the Mojave Desert has been organized into many chronological frameworks (see Warren and Crabtree 1986; Bettinger and Taylor 1974; Lanning 1963; Hunt 1960; Wallace 1958, 1962, 1977; Wallace and Taylor 1978; Campbell and Campbell 1935), although there is no definitive sequence for the region. The difficulties in establishing cultural chronologies for the Mojave are a function of its enormous size and the small amount of archaeological excavations conducted there. Moreover, throughout prehistory many groups have occupied the Mojave and their territories often overlap spatially and chronologically resulting in mixed artifact deposits. Due to dry climate and capricious

geological processes, these artifacts rarely become integrated in-situ. Lacking a milieu hospitable to the preservation of cultural midden, Mojave chronologies have relied upon temporally diagnostic artifacts, such as projectile points, or upon the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive, but can be limited by prehistoric occupants' concurrent use of different artifact styles, or by artifact re-use or re-sharpening, as well as researchers' mistaken diagnosis, and other factors (see Flenniken 1985; Flenniken and Raymond 1986; Flenniken and Wilke 1989). Recognizing the shortcomings of comparative temporal indicators, this study synthesizes Warren and Crabree (1986), who have drawn upon this method to produce a commonly cited and relatively comprehensive chronology.

**Paleoindian (12,000 to 10,000 BP) and Lake Mojave (10,000 to 7,000 BP) Periods.** Climatic warming characterizes the transition from the Paleoindian Period to the Lake Mojave Period. This transition also marks the end of Pleistocene Epoch and ushers in the Holocene. The Paleoindian Period has been loosely defined by isolated fluted (such as Clovis) projectile points, dated by their association with similar artifacts discovered in-situ in the Great Plains (Sutton 1996:227-228). Some fluted bifaces have been associated with fossil remains of Rancholabrean mammals approximately dated to ca. 13,300-10,800 BP near China Lake in the northern Mojave Desert. The Lake Mojave Period has been associated with cultural adaptations to moist conditions, and resource allocation pointing to more lacustrine environments than previously (Bedwell 1973; Hester 1973). Artifacts that characterize this period include stemmed points, flake and core scrapers, choppers, hammerstones, and crescentics (Warren and Crabtree 1986:184). Projectile points associated with the period include the Silver Lake and Lake Mojave styles. Lake Mojave sites commonly occur on shorelines of Pleistocene lakes and streams, where geological surfaces of that epoch have been identified (Basgall and Hall 1994:69).

**Pinto Period (7,000 to 4,000 BP).** The Pinto Period has been largely characterized by desiccation of the Mojave. As formerly rich lacustrine environments began to disappear, the artifact record reveals more sporadic occupation of the Mojave, indicating occupants' recession to the more hospitable fringes (Warren 1984). Pinto Period sites are rare, and are characterized by surface manifestations that usually lack significant in-situ remains. Artifacts from this era include Pinto projectile points and a flake industry similar to the Lake Mojave tool complex (Warren 1984), though use of Pinto projectile points as an index artifact for the era has been disputed (see Schroth 1994). Milling stones have also occasionally been associated with sites of this period (Warren 1984).

**Gypsum Period. (4,000 to 1,500 BP).** A temporary return to moister conditions during the Gypsum Period is postulated to have encouraged technological diversification afforded by the relative abundance of resources (Warren 1984:419-420; Warren and Crabtree 1986:189). Lacustrine environments reappear and begin to be exploited during this era (Shutler 1961, 1968). Concurrently a more diverse artifact assemblage reflects intensified reliance on plant resources. The new artifacts include milling stones, mortars, pestles, and a proliferation of Humboldt Concave Base, Gypsum Cave, Elko Eared, and Elko Corner-notched dart points (Warren 1984; Warren and Crabtree 1986). Other artifacts include leaf-shaped projectile points, rectangular-based knives, drills, large scraper planes, choppers, hammer stones, shaft straighteners, incised stone pendants, and drilled slate tubes. The bow and arrow appears around 2,000 BP, evidenced by the presence of a smaller type of projectile point, the Rose Spring point (Rogers 1939; Shutler 1961).

**Saratoga Springs Period (1,500 to 800 BP).** During the Saratoga Springs Period regional cultural diversifications of Gypsum Period developments are evident within the Mojave. Basketmaker III (Anasazi) pottery appears during this period, and has been associated with turquoise mining in the eastern Mojave Desert (Warren and Crabtree 1986:191). Influences from Patayan/Yuman assemblages are apparent in the southern Mojave, and include buff and brown wares often associated with Cottonwood and Desert Side-notched projectile points (Warren 1984:423). Obsidian becomes more commonly used throughout the Mojave and characteristic artifacts of the period include milling stones, mortars, pestles, ceramics, and ornamental and ritual objects. More structured settlement patterns are evidenced by the presence of large villages, and three types of identifiable archaeological sites (major habitation, temporary camps, and processing stations) emerge (McGuire and Hall 1988). Diversity of resource exploitation continues to expand, indicating a much more generalized, somewhat less mobile subsistence strategy.

**Shoshonean Period (800 BP to Contact).** The Shoshonean period is the first to benefit from contact-era ethnography –as well as be subject to its inherent biases. Interviews of living informants allowed anthropologists to match artifact assemblages and particular traditions with linguistic groups, and plot them geographically (see Kroeber 1925; Gifford 1918; Strong 1929). During the Shoshonean Period continued diversification of site assemblages, and reduced Anasazi influence both coincide with the expansion of Numic (Uto-Aztecan language family) speakers across the Great Basin, Takic (Uto-Aztecan language family) speakers into southern California, and the Hopi across the Southwest (Sutton 1996). Hunting and gathering continued to diversify, and the diagnostic arrow points include desert side-notch and cottonwood triangular. Ceramics continue to proliferate, though are more common in the southern Mojave during this period (Warren and Crabtree 1986). Trade routes have become well established across the Mojave, particularly the Mojave Trail, which transported goods and news across the desert via the Mojave River, to the west of the current project. Trade in the western Mojave was more closely related to coastal groups than others.

### Ethnography

The Uto-Aztecan "Serrano" people occupied the western Mojave Desert periphery. Kroeber (1925) applied the generic term "Serrano" to four groups, each with distinct territories: the Kitanemuk, Tataviam, Vanyume, and Serrano. Only one group, in the San Bernardino Mountains and West-Central Mojave Desert, ethnically claims the term Serrano. Bean and Smith (1978) indicate that the Vanyume, an obscure Takic population, was found along the Mojave River at the time of Spanish contact. The Kitanemuk lived to the north and west, while the Tataviam lived to the west. The Serrano lived mainly to the south (Bean and Smith 1978). All may have used the western Mojave area seasonally. Historical records are unclear concerning precise territory and village locations. It is doubtful that any group, except the Vanyume, actually lived in the region for several seasons yearly.

### History

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

**Spanish Period.** The first European to pass through the project area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the

desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena (Beck and Haase 1974). This is the first recorded group crossing of the Mojave Desert and, according to Father Garces' journal, they camped at the headwaters of the Mojave River, one night less than a day's march from the mountains. Today, this is estimated to have been approximately 11 miles southeast of Victorville (Marenczuk 1962). Garces was followed by Alta California Governor Pedro Fages, who briefly explored the western Mojave region in 1772. Searching for San Diego Presidio deserters, Fages had traveled north through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley (Beck and Haase 1974).

**Mexican Period.** In 1821, Mexico overthrew Spanish rule and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their neophytes (Beattie and Beattie 1974).

**American Period.** The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. The Gold Rush had attracted huge numbers of American settlers and in 1850, California was accepted into the Union. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep and cattle from the eastern U.S. When the beef market collapsed, many California ranchers lost their ranchos. A series of disastrous floods in 1861–1862, followed by a significant drought diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that have continued to proliferate to this day (Beattie and Beattie 1974; Cleland 1941).

**Local Sequence.** The city of Victorville, located in Victor Valley, was first settled in 1858 by Ex-army captain Aaron G. Lane during a mass exodus of Mormons from San Bernardino back to Utah. Lane set up a ranch on the west bank of the Mojave River which became a popular stop for travelers coming through the area (Marenczuk 1962; Gutglueck 2015a). The railway connecting San Bernardino and Barstow, which traveled through present day Victorville, was completed in 1884. The completion of the railway brought many travelers through the town and allowed mining in the area, which was already known for its rich silver and gold mines, to flourish and expand into granite, limestone, and marble (Gutglueck 2015a). The town of Victor, later to be renamed Victorville, was founded in 1885 and named for Jacob N Victor, a general manager of operations for the California Southern Railroad, a subsidiary of the Atchison, Topeka and Santa Fe Railway who were responsible for the newly constructed railway (Gudde 1962; Wallenfeldt 2020).

The town's name was changed to Victorville in 1904 because many were confusing the town for another of the same name in Colorado (Wallenfeldt 2020; Gutglueck 2015b). Population, commerce, and development continued growing throughout the early 20th century and the town established the Victorville Chamber of Commerce in 1911 in response. The first high school in Victorville was opened in 1914 and cement plants were being opened throughout the larger area during the initial few decades of the 20th century. The Mojave River provided relatively plentiful water, which allowed local agriculture to flourish alongside mining

operations until its decline in 1972 (Nordyke 1974). Canals distributed runoff water for farms near the river (Turner and Presswood 1963:86), and a shallow water table encouraged well drilling for various remote agricultural endeavors. Local crops included alfalfa, onions, watermelon, cantaloupe, non-citrus fruits, and other produce (Marenczuk 1962; Turner and Presswood 1963:86). Farming, mining, cement manufacturing, and business brought in by travelers, continued to be one of the main drivers of Victorville's budding economy throughout much of the 20th century. George Air Force Base, initially named Victorville Air Base, was completed in 1943 in response to World War II (Colton Courier 1943). It was later renamed George Air Force Base and was decommissioned in 1992. The former air base is now the Southern California Logistics Airport and is used mainly for business, military, and freight use (Wallenfeldt 2020).

The town of Oro Grande, Spanish for "Big Gold", represents the most significant historic settlement in the region, and is located in the Victor Valley approximately ten miles north by northeast of the project. As the town's name suggests local prospecting resulted in the establishment of several mines that produced silver and gold refined by the Oro Grande gold mill during the 1880s. The historic Mojave Trail and later the California Southern Railway provided convenient transport for the minerals via stagecoach and train across the desert between Salt Lake City and San Bernardino. Subsequent enormous discoveries of silica and lime deposits punctuated the development of a new mining industry, and by 1907 cement plants began operating along the railroad. With the exception of brief hiatus periods during the great depression and World War II, the cement industry has remained vital to this day (Thompson 2000; Gudde 1975; Marenczuk 1962:9).

## PERSONNEL

David Brunzell, M.A., RPA acted as the Project Manager/Principal Investigator for the current study, and authored the technical report. Mr. Brunzell summarized the records search results completed through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. BCR Consulting Archaeological Crew Chief Nicholas Shepetuk carried out the pedestrian field survey.

## METHODS

### Research

BCR Consulting staff completed an archaeological records search from in-house records acquired through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton for a nearby study that has been summarized for the current project. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within the project site boundaries and within one half-mile to the east. Additional resources reviewed included the National Register of Historic Places (National Register), the California Register, the Built Environmental Resource Directory (BERD), and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

### Field Survey

An intensive-level cultural resources field survey of the project site was conducted on January 5, 2022. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across the project site. Digital photographs were taken at various points within the project site.

## RESULTS

### Research

Data from the South Central Coastal Information Center (SCCIC) revealed that 25 previous cultural resource studies have taken place, and nine cultural resources have been identified within one half-mile of the project site. None of the previous studies has assessed the project site and no cultural resources have been identified within its boundaries. The records search is summarized as follows:

**Table A. Cultural Resources and Reports Within One Half-Mile of the Project Site**

| USGS Quad | Cultural Resources | Studies |
|---|---|---|
| *Baldy Mesa* (1988), *California* | P-36-6353H: Historic-Period Refuse Scatter (1/2 Mile NE)<br>P-36-7545H: Historic-Period Highway 395 (Adjacent W)<br>P-36-7750: Historic-Period Refuse Scatter (Adjacent W)<br>P-36-7751: Historic-Period Refuse Scatter (1/8 Mile W)<br>P-36-7994H: Hist.-Period Commercial Site (1/2 Mile N)<br>P-36-12045: Prehistoric Lithic Scatter (1/2 Mile NW)<br>P-36-12046: Historic-Period Refuse Scatter (1/2 Mile NW)<br>P-36-64401: Isolated Prehistoric Flake (1/4 Mile SW)<br>P-36-10316: Hist.-Period Transmission Line (1/2 Mile E) | SB-166-0252, 1219, 1734, 1907, 1909, 2053, 2126, 2951, 3020, 3799, 3898, 4307, 4308, 4544, 4581, 4800, 5114, 5235, 5237, 5377, 5819, 5915, 6006, 6159, 7494 |

### Field Survey

During the field survey, BCR Consulting archaeologists identified no cultural resources (including historic-period or prehistoric archaeological sites, or historic-period architectural resources) of any kind within the project site boundaries. The project has been subject to artificial disturbances associated with offroad vehicle use, and adjacent utility and highway construction. Vegetation consisted of creosote scrub, and afforded surface visibility of approximately 90 percent. Sediments consisted of yellowish brown, dry, sandy silt with minimal gravels, pebbles cobbles, or boulders.

## RECOMMENDATIONS

BCR Consulting conducted a cultural resources assessment of the Victorville Hotel Project in the City of Victorville, San Bernardino County, California. No cultural resources of any kind (including historic-period or prehistoric archaeological resources, or historic-period architectural resources) were identified. Therefore, no significant impact related to historical resources is anticipated and no further investigations are recommended unless:

- The proposed project is changed to include areas that have not been subject to this cultural resource assessment;

- Cultural materials are encountered during project activities.

The current study attempted to determine whether significant archaeological deposits were present on the proposed project site. Although none were yielded during the records search and field survey, ground-disturbing activities have the potential to reveal buried deposits not observed on the surface. Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register of Historic Places (National Register), plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains.

Findings from the Sacred Lands File search with the NAHC are pending. The Legislature added requirements regarding tribal cultural resources for CEQA in Assembly Bill 52 (AB 52) that took effect July 1, 2015. AB52 requires consultation with California Native American tribes and consideration of tribal cultural resources in the CEQA process. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a Proposed Project. Since the City will initiate and carry out the required AB52 Native American Consultation, the results of the consultation are not provided in this report. However, this report may be used during the consultation process, and BCR Consulting staff is available to answer questions and address concerns as necessary.

According to CEQA Guidelines, projects subject to CEQA must determine whether the project would "directly or indirectly destroy a unique paleontological resource". The Paleontological Overview provided in Appendix B has recommended that:

The geologic units underlying the project area are mapped entirely as alluvial sand,

silt, and gravel deposits dating from the Pleistocene epoch (Dibblee & Minch, 2008). Pleistocene alluvial units are considered to be of high paleontological sensitivity and are known throughout California to contain abundant Pleistocene fossil specimens including those associated with mammoth (Mammuthus columbi), mastodon (Mammut pacificus), sabertooth cat (Smilodon fatalis), ancient horse (Equus sp.), camel (Camelops sp.) and many others. While the Western Science Center does not have localities within the project area or within a 1 mile radius, it does have numerous fossil localities in similarly mapped units throughout the region.

Any fossil specimen recovered from the Sycamore and Mesa Project would be scientifically significant. Excavation activity associated with the development of the project area would impact the paleontologically sensitive Pleistocene alluvial units, and it is the recommendation of the Western Science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

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## APPENDIX A

## NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

# APPENDIX B

# PALEONTOLOGICAL RESOURCES OVERVIEW

WESTERN SCIENCE CENTER

BCR Consulting LLC
Nicholas Shepetuk
505 West 8th Street
Claremont, CA 91711

January 6, 2021

Dear Mr. Shepetuk,

This letter presents the results of a record search conducted for the Victorville Hotel Project in the City of Victorville, San Bernardino County, California. The project area is located south of Dos Palmas Road, north of Luna Road, east of U.S. Route 395 Road in Section 27, Township 5 North, Range 5 West on the *Baldy Mesa, CA* USGS 7.5-minute quadrangle.

The geologic units underlying this project are mapped entirely as alluvial deposits dating from the Pliocene to the Holocene epochs (Dibblee & Minch, 2008). Pliocene and Pleistocene alluvial units are considered to be of high paleontological sensitivity. The Western Science Center does not have localities within the project area or within a one-mile radius, but does have numerous fossil localities in similarly mapped units throughout California. Pleistocene alluvial units are known to produce fossil specimens including those associated with mastodon (*Mammut pacificus*), mammoth (*Mammuthus columbi*), ancient horse (*Equus sp.*), camel (*Camelops hesternus*), sabertooth cats (*Smilodon fatalis*) and many more.

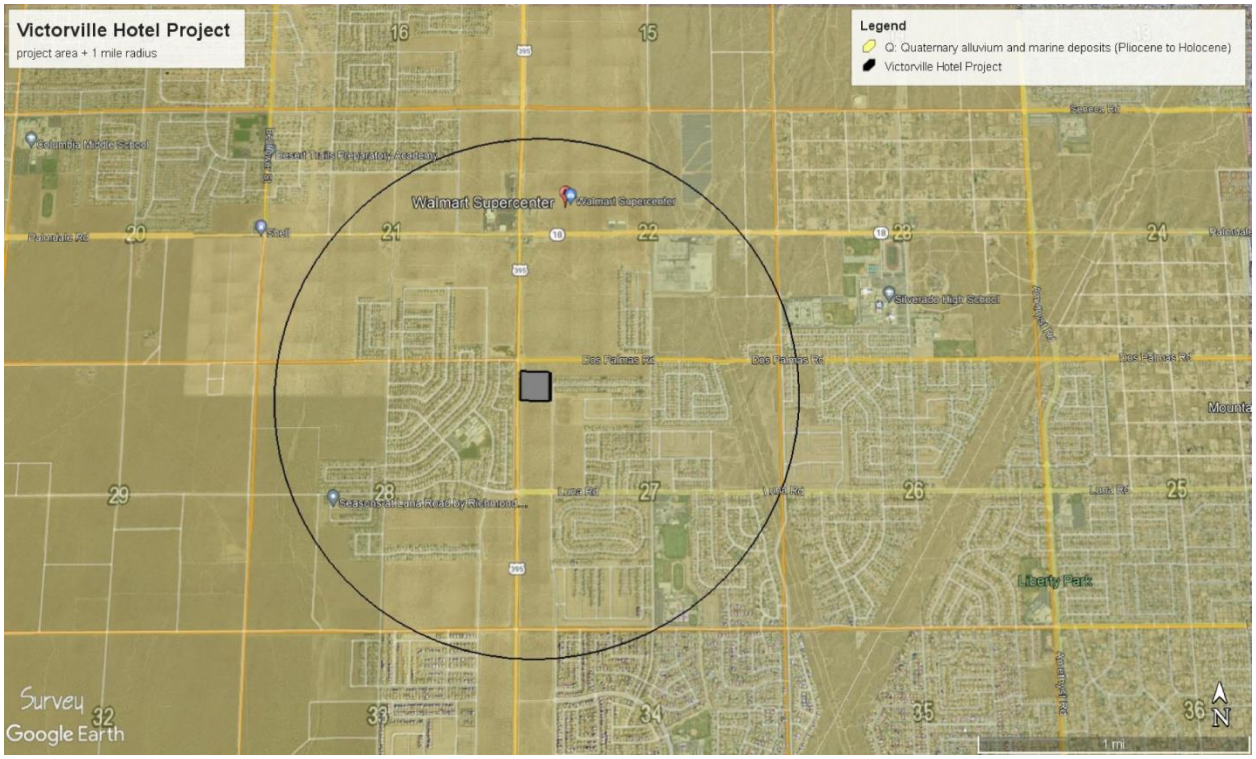
Any fossil specimen from the Victorville Hotel Project would be scientifically significant. Excavation activity associated with the development of the project area would impact the paleontologically sensitive Pliocene and Pleistocene alluvial units, and it is the recommendation of the Western Science Center that a paleontological resource mitigation program be put in place to monitor, salvage, and curate any recovered fossils associated with the study area.

If you have any questions, or would like further information, please feel free to contact me at dradford@westerncentermuseum.org

Sincerely,

Darla Radford
Collections Manager

2345 Searl Parkway ♦ Hemet, CA 92543 ♦ phone 951.791.0033 ♦ fax 951.791.0032 ♦ WesternScienceCenter.org


Victorville Hotel Project
project area + 1 mile radius
Legend
Q: Quaternary alluvium and marine deposits (Pliocene to Holocene)
Victorville Hotel Project
Walmart Supercenter
Columbia Middle School
Sitel
Silverado High School
Dos Palmas Rd
Liberty Park
Survey
Google Earth
1 mi
N

# APPENDIX C

# PROJECT PHOTOGRAPHS


**Photo 1:** Project Overview


**Photo 2:** Project Overview

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