

SAN BERNARDINO  
ASSOCIATED GOVERNMENTS  
**SAN BERNARDINO COUNTY REGIONAL  
GREENHOUSE GAS EMISSIONS  
INVENTORIES AND REDUCTION PLAN**  
**Environmental Impact Report**

SCH No. 2012111046

*Volume XX: Draft EIR (Section 4.19 [City of Victorville])*

*Prepared for*



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## 4.19 CITY OF VICTORVILLE

### 4.19.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Victorville from implementation of the Regional Reduction Plan. The City of Victorville is located in the western part of the Mojave Desert, also known as the Victor Valley. Victorville is bordered by Adelanto to the west, Apple Valley to the east, and Hesperia to the south. These cities are separated from the San Bernardino Valley cities by the San Bernardino Mountains to the south, accessible through the Cajon Pass on Interstate 15 (I-15). Figure 4.19-1 (Vicinity Map) shows the location of Victorville.

Local deposits of limestone and granite brought cement manufacturing to the area during the mid-twentieth century, which remains to this day in the CEMEX facility, one of only 14 cement manufacturing facilities in California. Victorville also owes much of its history and growth to George Air Force Base. Although decommissioned in 1992, a portion of the facility is now the Southern California Logistics Airport, which is one of the largest employers in Victorville. The city has historically been a commerce center for the Victor Valley. The City's general plan indicates that 38 percent of land uses will be devoted to residential uses but that commercial and industrial uses will continue in Victorville (with approximately 14 percent of total land use areas).

In 2010, the city's population was 115,903 (111,872 in 2008) and the population is expected to grow to 145,345 by 2020, an increase of 30 percent over 2008, one of the highest in the county. Victorville has a high homeownership rate (65 percent). Employment in Victorville is projected to increase by 36 percent by 2020, the highest increase in the county.

Table 4.19-1 (Socioeconomic Data for Victorville) presents socioeconomic data for Victorville, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

<b>Table 4.19-1 Socioeconomic Data for Victorville</b>		
<b>Category</b>	<b>2008</b>	<b>2020</b>
Population	111,872	143,345
Housing (du)	31,423	43,687
Single-Family (du)	23,212	32,270
Multifamily (du)	8,211	11,417
Employment (jobs)	33,705	45,930
Agricultural (jobs)	31	87
Industrial (jobs)	4,549	8,132
Retail Commercial (jobs)	11,951	14,426
Non-Retail Commercial (jobs)	17,175	23,285
du = dwelling unit		

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Victorville from implementation of the Regional Reduction Plan. The first document is the Victorville General Plan, which is the planning document for the City and includes the required General Plan elements and General Plan goals and policies. Within the General Plan are policies that are used in the environmental analysis to form thresholds of significance including the level of service (LOS) standard for traffic impacts, as one example, and the basis for programmatic mitigation measures. The second document is the Regional Reduction Plan City of Victorville chapter that describes the reduction measures and reduction targets chosen by the City of Victorville. This document is the proposed project as it pertains to the City of Victorville.

## ■ Victorville General Plan

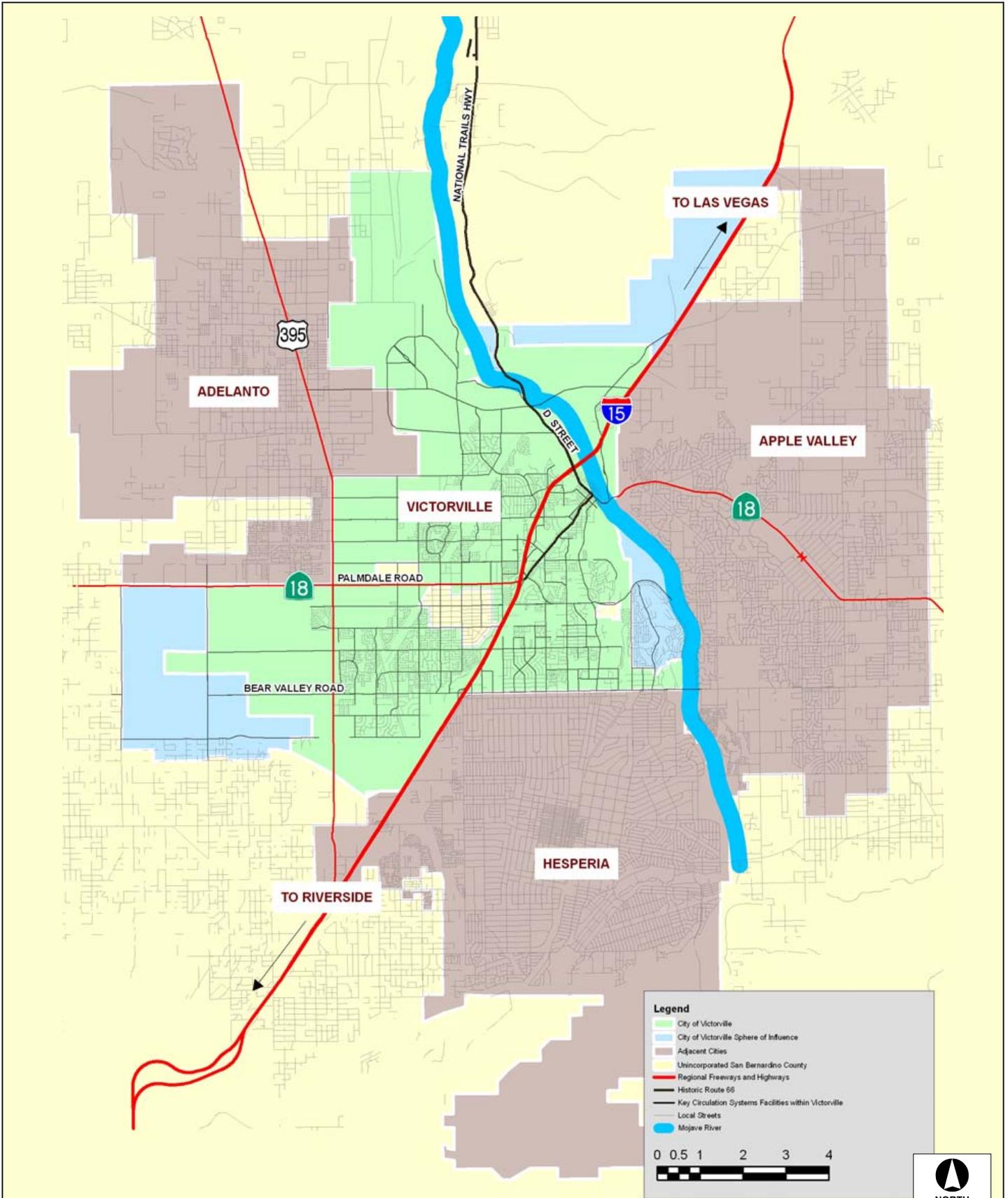
The Victorville General Plan consists of seven elements: Land Use, Circulation, Housing, Resource (incorporating Open Space and Conservation elements), Noise, and Safety. The goals and policies of the General Plan are intended to provide a framework for decision makers to determine whether projects are consistent with the vision of the City. Goals and policies are used to direct programs towards achieving the City's goals.

The Victorville General Plan policies that are relevant to the Regional Reduction Plan implementation are listed in Table 4.19-2 (Victorville General Plan Policies).

## ■ The Victorville Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Victorville has selected a goal to reduce its community GHG emissions to a level that is 29 percent below its projected level of GHG emissions in 2020. The City will meet and exceed this goal through a combination of state (~81 percent) and local (~19 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Victorville's on-road and building energy sectors in 2020. An additional reduction of 67,443 metric tons (MT) carbon dioxide equivalents (CO<sub>2</sub>e) will be achieved primarily through the following local measures, in order of greatest emissions reduction: GHG Performance Standard for New Development (PS-1); Green Building Ordinance (Energy-3); and Energy Efficiency for Existing Buildings (Energy-1). Victorville's Plan has the greatest impacts on GHG emissions in the building energy, on-road transportation, and off-road equipment sectors.

Figure 4.19-2 (Emissions Reduction Profile for Victorville) shows Victorville's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 29 percent) below its projected GHG emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~81 percent) of the total reductions needed to achieve the 2020 target.



Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.

Figure 4.19-1  
Vicinity Map



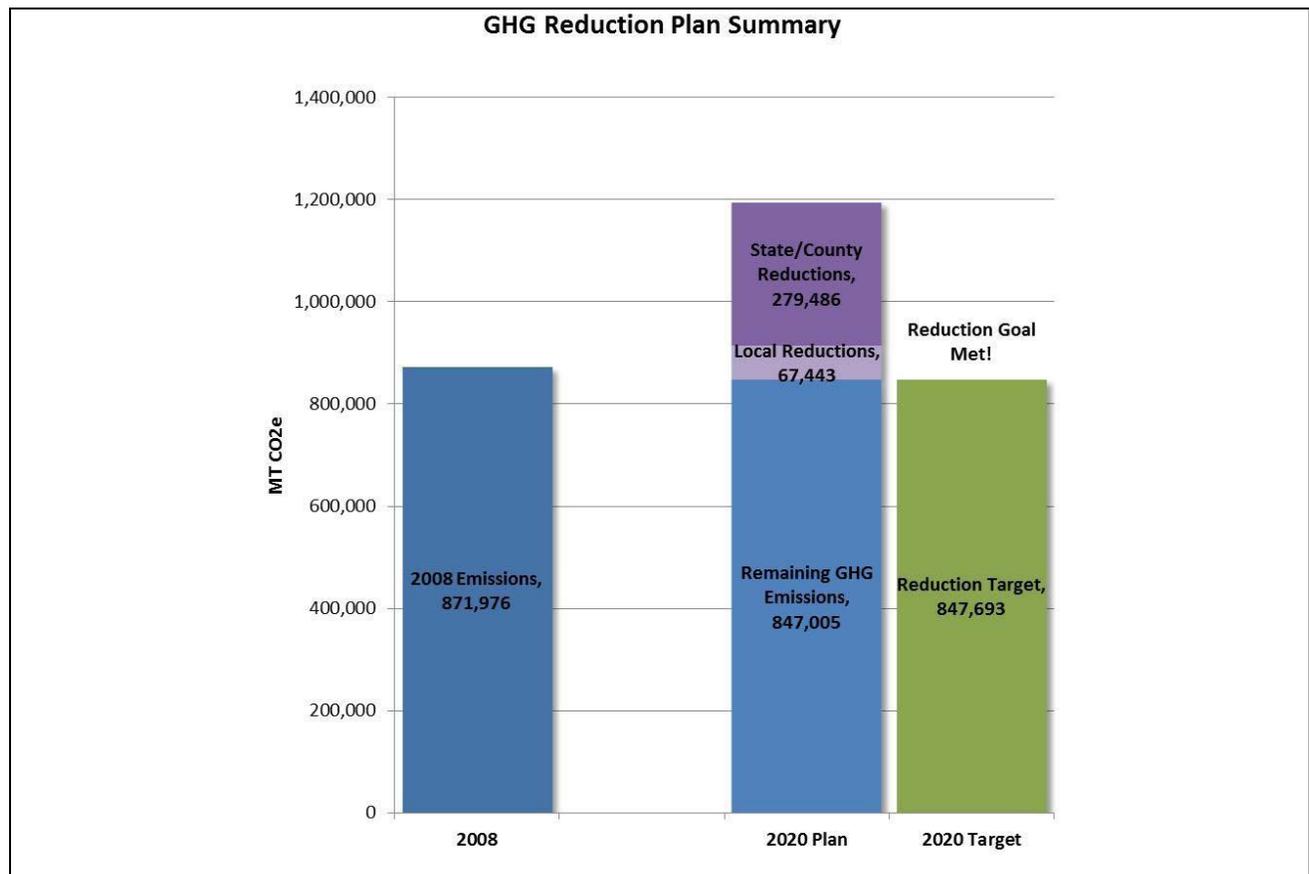
<b>Table 4.19-2 Victorville General Plan Policies</b>	
<b>Policy No.</b>	<b>Policies</b>
<b>LAND USE ELEMENT</b>	
1.1.1	Encourage development that does not conflict with or adversely affect other existing or potential developments.
1.1.2	Maintain Victorville as the commercial center for the Victor Valley.
1.1.4	Encourage continued development of a variety of residential uses and residential densities meeting the needs of those desiring to live in Victorville.
1.2.3	Ensure that new development is compatible with existing developments and public infrastructure.
2.1.1	Encourage development of land uses and infrastructure to support growth of businesses and commerce.
2.1.3	Encourage the revitalization of existing commercial areas.
2.2.1	Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.
<b>CIRCULATION ELEMENT</b>	
1.1.1	Maintain LOS "D" or better at intersections (as defined in the most current version of the Highway Capacity Manual), except in certain high activity areas designated by the Planning Commission, where a LOS E is acceptable.
1.1.2	If a development project would worsen an intersection peak hour LOS to E or worse, it is considered a significant impact that must be mitigated. If a development project would worsen an already deficient intersection by two percent or more, it is considered a significant impact that must be mitigated.
1.1.3	Require new development and redevelopment projects to bear responsibility for traffic system improvements necessary to mitigate the project's significant impacts at affected intersections, concurrently with construction of such projects.
1.1.4	Complete deficiency plans to mitigate near-deficient and deficient intersections to an acceptable level of service or to prevent degrading to a worse level of service.
1.2.1	Support and cooperate with all aspects of the countywide CMP for maintaining levels of service for CMP segments located in the Planning Area.
1.3.3	Prioritize General Plan improvements for new interchanges, interchange modifications, new road constructions and road widenings.
1.4.1	Restrict residential driveway access to arterial roadways to locations where a finding can be made that such access will not result in a significant safety problem, will not conflict with traffic movements and will not result in a congestion impact.
1.4.2	Minimize through traffic in residential neighborhoods through a variety of land use controls, traffic control devices, signs, traffic calming techniques, etc.
1.4.3	Support and participate in regional efforts to improve/expand freight movement via trucks and train services, without increasing conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks.
1.5.1	Review and prioritize Transportation Systems Management (TSM) measures and incorporate into Capital Improvement Programming (CIP) as appropriate.
2.1.1	Each year, as part of the CIP effort, consider allocation of funds toward completion of some portion of the Non-Motorizes components of the Circulation Plan.
2.2.1	Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTA).
3.1.1	Planning and design of new roadways and expansion/completion of existing roadways shall include consideration of water, sewer, storm drainage, communications, and energy facilities that can be co-located within the road right of way.
3.2.1	Minimize or prohibit the use of landscape materials that require regular watering in the design of landscaping for public streets.
3.2.2	Include in the design specifications for public and private streets structural and non-structural techniques to filter storm water runoff prior to conveyance to storm drain inlets.

**Table 4.19-2 Victorville General Plan Policies**

<b>Policy No.</b>	<b>Policies</b>
3.3.1	Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project
<b>HOUSING ELEMENT</b>	
1.1	Provide for a wide variety of multifamily zone districts with varying densities, as well as single family residential zone districts allowing for a wide range of lot sizes.
4.1	Promote infill development.
4.2	Promote residential development fully served by public services and utilities.
<b>RESOURCE ELEMENT</b>	
1.1.1	Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.
1.1.3	Support conversions of wasteful water practices to water conserving practices, including public and private water consumers.
1.3.1	Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and nonstructural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.
1.2.1	Support VVWA's development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes.
1.3.1	Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and non-structural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.
3.1.1	Prohibit development within flood hazard areas adjacent to the Mojave River.
3.2.1	Results of preliminary geotechnical investigations shall be considered by the City's decision-makers, prior to approval of all discretionary actions to allow for public or private development projects.
4.2.1	Generally prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.
5.1.1	Determine presence/ absence of and consider impacts to cultural resources in the review of public and private development and infrastructure projects.
5.1.2	Prohibit destruction of cultural and paleontological materials that contain information of importance to our knowledge of the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. Require mitigation of any significant impacts that may be identified in project or program level cultural and paleontological assessments as a condition of project or program approval.
6.1.1	Encourage planning and development activities that reduce the number and length of single occupant automobile trips.
6.2.1	Encourage compliance with the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective", which provides guidelines for siting new sensitive land uses in proximity to air pollutant emitting sources.
7.1.1	Support development of solar, hybrid, wind and other alternative energy generation.
7.2.1	Promote energy conservation by requiring sustainable building and design and development
7.2.2	Support energy conservation by using low-emission non-fossil fuel reliant vehicles.
7.2.3	Establish Climate Action Plan

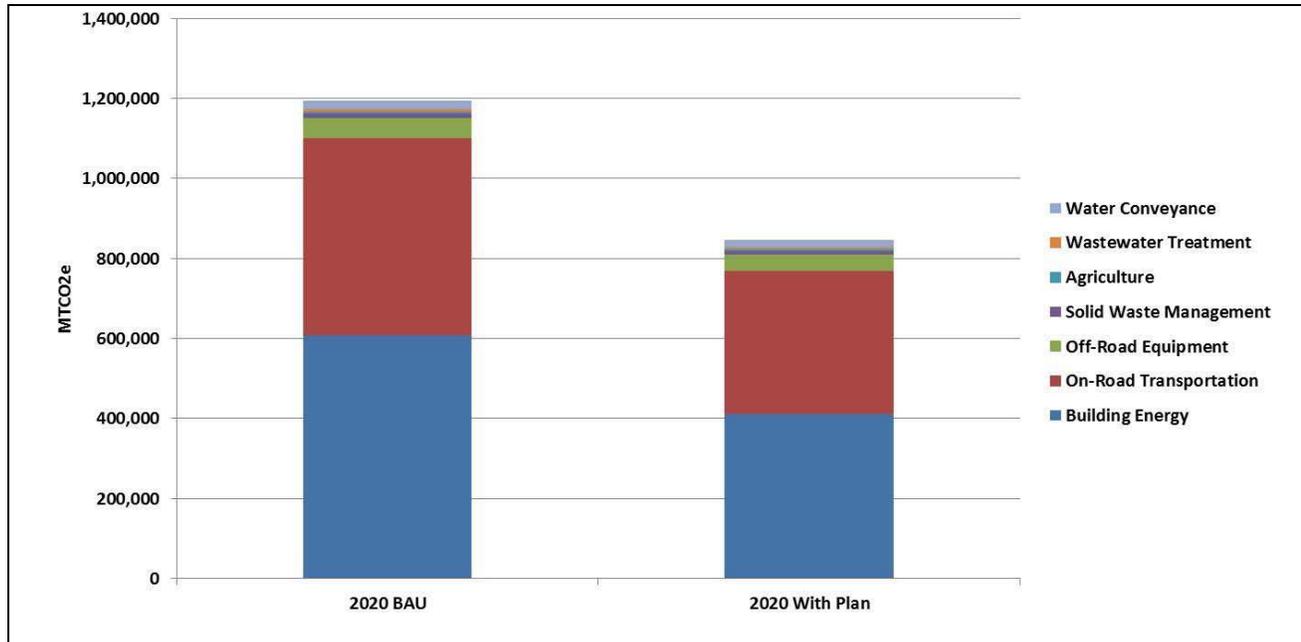
<b>Table 4.19-2 Victorville General Plan Policies</b>	
<b>Policy No.</b>	<b>Policies</b>
<b>NOISE ELEMENT</b>	
1.1.1	Implement Table N-3 regarding placement of new land uses.
1.1.2	Continue to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.
1.2.1	Include noise mitigation measures in the design and use of new roadway projects.
1.2.2	Promote noise mitigation measures in the design and use of new rail projects.
2.1.1	Continue to implement acceptable standards for noise for various land uses throughout the City.
2.2.1	Incorporate current information regarding SCLA operations into the land use planning process.
<b>SAFETY ELEMENT</b>	
1.1.2	Develop and maintain strategies to restrict development in areas susceptible to flooding hazards.
1.2.1	Require an adequate assessment of site specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project or public infrastructure plan or project.
1.4.2	Avoid conflicts with the CLUP for SCLA.
2.3.1	Ensure that new development proposals (private or public) do not over-consume the City's water supplies to the extent that the minimum volume of water storage required to meet the City's peak load water supply standard could not be met.

SOURCE: City of Victorville, *City of Victorville General Plan*.



**Figure 4.19-2 Emissions Reduction Profile for Victorville**

Figure 4.19-3 (Emissions by Sector for Victorville) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.



**Figure 4.19-3 Emissions by Sector for Victorville**

Table 4.19-3 (Emission Reduction by Sector for Victorville) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector’s emissions in 2020 and demonstrates that Victorville exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include building energy, on-road transportation, and off-road equipment emissions sectors.

<b>Table 4.19-3 Emission Reduction by Sector for Victorville</b>					
<i>Sector</i>	<i>2008</i>	<i>2020 BAU</i>	<i>Reductions</i>	<i>2020 Emissions with Plan</i>	<i>% Reduction</i>
Building Energy	442,667	607,252	184,659	422,592	30.4%
On-Road Transportation	363,283	483,825	136,149	357,676	27.6%
Off-Road Equipment	38,613	50,458	8,738	41,720	17.3%
Solid Waste Management	7,433	10,551	814	9,737	7.7%
Agriculture	9,095	4,635	0	4,635	0.0%
Wastewater Treatment	4,524	5,915	182	5,733	3.1%
Water Conveyance	6,361	21,298	2,371	18,927	11.1%
GHG Performance Standard*	—	—	14,015	—	—
<b>Total Emissions</b>	<b>871,976</b>	<b>1,193,933</b>	<b>346,928</b>	<b>847,005</b>	<b>29.1%</b>

**Table 4.19-3 Emission Reduction by Sector for Victorville**

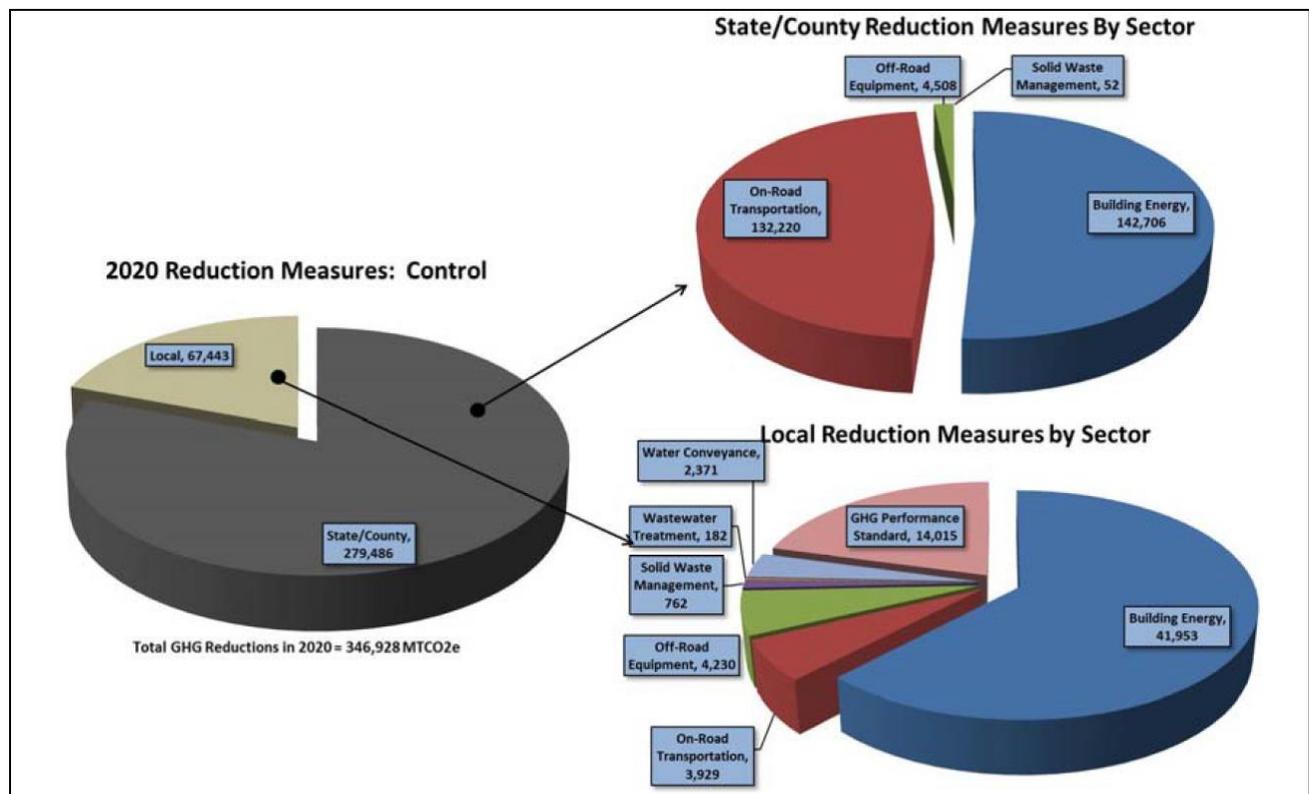
Sector	2008	2020 BAU	Reductions	2020 Emissions with Plan	% Reduction
<b>Reduction Goal</b>	—	—	<b>346,241</b>	<b>847,693</b>	<b>29.0%</b>
Met Goal?	—	—	Yes	Yes	Yes
<b>Reductions Beyond Goal</b>	—	—	<b>688</b>	—	—
Per-Capita Emissions	7.8	8.2	—	5.8	—
Per-Job Emissions	25.9	26.0	—	18.4	—
Excluded Stationary Source Emissions	2,235,411	2,528,364	—	—	—

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

\* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

Figure 4.19-4 (Emission Reductions by Control and by Sector for Victorville) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector and due to the GHG Performance Standard for New Development (PS-1).



**Figure 4.19-4 Emission Reductions by Control and by Sector for Victorville**

Table 4.19-4 (GHG Reduction Measures and Estimated 2020 Reductions for Victorville) presents the reduction measures selected by Victorville. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Victorville.

<b>Table 4.19-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions in Victorville</b>		
<b>Reduction Measure Number</b>	<b>Description</b>	<b>Emissions Reductions</b>
<b>STATE AND COUNTY MEASURES</b>		
State-1	Renewable Portfolio Standard	82,506
State-2	Title 24	37,980
State-3	AB 1190	18,927
State-4	Solar Water Heating	363
State-5	Industrial Boiler Efficiency	2,931
State-6	Pavley and Low Carbon Fuel Standard	121,280
State-7	AB 32 Transportation Reduction Strategies	10,940
State-8	Low Carbon Fuel Standard-Off-road	4,508
State-9	AB 32 Methane Capture	40
County-1	County GHG Reduction Plan Landfill Controls	11
<b>LOCAL MEASURES</b>		
<b>Building Energy</b>		
Energy-1	Energy Efficiency of Existing Buildings	6,356
Energy-2	Outdoor Lighting	3,032
Energy-3	Green Building Ordinance	6,551
Energy-4	Solar Installation for New Housing	97
Energy-5	Solar Installation for New Commercial	6,031
Energy-6	Solar Installation for Warehouse Space	2,976
Energy-7	Solar Installation for Existing Housing	6,198
Energy-8	Solar Installation for Existing Commercial/Industrial	2,810
Energy-9	Co-Generation Facilities	360
Land Use-1 (BE)	Tree Planting	182
Land Use-2 (BE)	Promote Rooftop Gardens	47
Wastwater-2 (BE)	Equipment Upgrades	765
Water-1 (BE)	Require Tier 1 Voluntary CALGreen Standards for New Construction	2,146
Water-2 (BE)	Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	3,766
Water-4 (BE)	Implement SBX 7-7	637

<b>Table 4.19-4 GHG Reduction Measures and Estimated 2020 Reduced Emissions in Victorville</b>		
<b>Reduction Measure Number</b>	<b>Description</b>	<b>Emissions Reductions</b>
<b>On-Road Transportation</b>		
Transportation-1	Sustainable Communities Strategy	3,929
<b>Off-Road Equipment</b>		
OffRoad-1	Construction Equipment	3,490
OffRoad-2	Idling Ordinance	538
OffRoad-3	Landscaping Equipment	202
<b>Solid Waste Management</b>		
Waste-2	Waste Diversion	762
<b>Wastewater Treatment</b>		
Wastewater-1	Methane Recovery	31
<i>Water-1 (WT)</i>	<i>Require Tier 1 Voluntary CALGreen Standards for New Construction</i>	64
<i>Water-2 (WT)</i>	<i>Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency</i>	78
<i>Water-4 (WT)</i>	<i>Implement SBX 7-7</i>	10
<b>Water Conveyance</b>		
Water-1	Require Tier 1 Voluntary CALGreen Standards for New Construction	346
Water-2	Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	609
Water-3	Water Efficient Landscaping Practices	784
Water-4	Implement SBX 7-7	55
<i>Wastewater-3 (WC)</i>	<i>Recycled Water</i>	577
<b>GHG Performance Standard for New Development</b>		
PS-1	GHG Performance Standard for New Development (30% below Projected BAU emissions for projects)	14,015
<b>Total Reductions</b>		<b>346,928</b>

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

## ■ Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Victorville chapter describes the proposed project including the reduction measures and reduction targets chosen by the City of Victorville. The physical impacts of implementing these reduction measures and achieving the reduction targets is reviewed in this chapter of

the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Victorville. No comment letters specific to the City of Victorville were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.19-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Victorville) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impact to less-than-significant levels:

Cultural Resources (Historical Resources)

**MM4.19.5-1** *Prior to activities that would physically affect any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History shall be retained to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Victorville, the appropriate archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

**Table 4.19-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Victorville**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																					
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1
<b>Aesthetics</b>																						
Scenic vistas	LS	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Scenic highways	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Visual character or quality	LS	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	LS	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Light and glare	LS	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Agriculture/Forestry Resources</b>																						
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Air Quality</b>																						
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	NI	LS	NI
Violation of air quality standard	LS	NI	NI	NI	LS	LS	LS	LS	LS	NI	NI	LS	LS	LS	LS	LS	NI	NI	NI	NI	NI	NI
Exposure of sensitive receptors	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI
Creation of objectionable odors	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI

**Table 4.19-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Victorville**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																					
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1
Cumulatively considerable net increase of any nonattainment criteria pollutant	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	NI
<b>Biological Resources</b>																						
Special-status species	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Protected wetlands	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Wildlife movement	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Cultural Resources</b>																						
Substantial adverse change in significance of a historical resource	LS/MM	NI	NI	NI	LS/MM	LS/MM	LS/MM	LS/MM	NI	NI	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Disturb any human remains	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/MM	NI	NI	NI	LS/MM	LS/PR	LS/MM	LS/MM	NI	NI	NI	NI	LS/MM	NI	NI	NI	NI	NI	NI	NI	NI	NI

**Table 4.19-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Victorville**

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																					
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1
<b>Geology/Soils</b>																						
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Substantial soil erosion or loss of topsoil	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located on expansive soil	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	LS	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Greenhouse Gas Emissions/Global Climate Change</b>																						
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
<b>Hazards/Hazardous Materials</b>																						
Create significant hazard through the routine transport, use, or disposal of hazardous materials	LS/PR	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																						
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1	
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS/PR	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Hydrology/Water Quality</b>																							
Violate any water quality standards or waste discharge requirements	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Otherwise degrade water quality	NI	NI	NI	NI	LS	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																						
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1	
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Land Use/Planning</b>																							
Physically divide an established community	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	LS	LS	LS	LS	LS	LS	LS	NI	LS	LS	LS	LS	NI	LS	LS	LS	LS	LS	LS	LS	LS	LS	LS
<b>Mineral Resources</b>																							
Loss of availability of a known mineral resource	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Noise</b>																							
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																						
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1	
Excessive groundborne vibration or groundborne noise levels	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	NI	NI	LS/PR	LS/PR	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	LS/PR	NI	LS/PR	LS/PR	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Population/Housing</b>																							
Induce substantial population growth	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Public Services</b>																							
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Recreation</b>																							
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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Environmental Impacts	Regional Reduction Plan Local Reduction Measure																						
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1	
Construction or expansion of recreational facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Transportation/Traffic</b>																							
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with an applicable congestion management program	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Inadequate emergency access	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	LS/PR	NI	LS/PR	NI	NI	NI	NI	NI	LS/PR	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
<b>Utilities/Service Systems</b>																							
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	LS	LS	LS	NI	NI	NI	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	Regional Reduction Plan Local Reduction Measure																					
	Energy-1	Energy-2	Energy-3	Energy-4	Energy-5	Energy-6	Energy-7	Energy-8	Energy-9	Land Use-1	Land Use-2	Wastewater-2	Transportation-1	Off-Road-1	Off-Road-2	Off-Road-3	Water-1	Water-2	Water-3	Water-4	Waste-2	PS-1
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	LS	LS	NI	NI	NI
Inadequate wastewater treatment capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	LS	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	LS	NI	NI	NI	NI	LS	LS	LS	LS	NI	NI

## 4.19.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### *Visual Character*

The City of Victorville is located in southwestern San Bernardino County. It is situated primarily on the broad surface of a large alluvial fan referred to as the Cajon Fan (or Victorville Fan). The Mojave River runs along the fan's eastern margin and is the City's most notable topographic feature. Victorville is in a geographic subregion of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert". The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel Mountains. The area is generally flat to moderately sloping desert terrain characterized by a gradual incline from the Mojave River towards the San Bernardino Mountains to the south, and from the Mojave River to the mountains in and surrounding the northern part of the City, including Quartzite Mountain. Elevations in the City range from approximately 2,600 to 2,875 feet above sea level.

Most undeveloped, open areas presently have no artificial sources of light. With the introduction of street lighting, additional automobile headlights, accent lights, residential lighting, commercial lighting, security lighting, and other new lighting sources, the visual character of a project site will change from that of a "dark" site to an area more characteristic of an urban setting.

#### *Visual Resources*

Surrounding areas of high aesthetic sensitivity that provide southerly vistas to the City of Victorville (but not located within the City) are the San Bernardino and San Gabriel Mountain ranges located approximately 10 miles to the south. The North Sphere Expansion Area is dominated by Quartzite Mountain, which rises to 4,025 feet above sea level.

Areas of high visual sensitivity within/adjacent to the City include the Mojave River, the rocky bluffs of the Mojave Narrows, and the Mojave Narrows Regional Park. The Mojave River crosses the City from the southeast to the northwest conveying runoff out of the San Gabriel and San Bernardino Mountains. The river is a perennial desert river containing a variety of vegetation and irregular rocky bluffs and terraces in some areas. At Mojave Narrows, the terrain becomes steep and predominately rocky, and the river encounters an impenetrable layer of bedrock that forces water to the surface even during dry periods. The Narrows is a unique topographical and visual point of interest that separates the City of Victorville from the Town of Apple Valley to the east. Mojave Narrows Regional Park, located on the

City's southeastern border, supports extensive native riparian woodlands. Another notable feature of the area is Joshua trees, which are distributed on gentle slopes and on valley floors of upper bajadas and sandy areas.

## ■ Regulatory Framework

### ***Federal***

There are no federal regulations that are applicable to aesthetics.

### ***State***

#### **Scenic Highways**

The California State Legislature established the Scenic Highway Program, which is administered by the California Department of Transportation (Caltrans). The State Scenic Highway System is a list of highways, mainly state highways, which have been designated by Caltrans as scenic highways. There are no existing or proposed state scenic highways in the Victorville planning area.

#### **Outdoor Lighting Energy-Efficiency Standards**

California Code of Regulations (CCR) Title 24, Parts 1 and 6, Building Energy Efficiency Standards, establishes requirements for outdoor lighting for residential and nonresidential development. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone, which are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

#### **Solar Energy Systems**

Government Code Section 65850.5 provides statewide standards to promote development of solar energy by providing timely and cost-effective administrative review of these systems for installation within residential, agricultural, and business areas. The law prohibits local jurisdictions from adopting ordinances that create unreasonable barriers to development of solar energy systems and specifically identifies design review for aesthetic purposes as an unreasonable barrier.

### ***Regional***

#### **San Bernardino County Ordinance**

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

## Local

### City of Victorville Municipal Code

The City of Victorville Municipal Code (Development Code Title 16, Chapter 3) contains design guidelines that indirectly regulate the aesthetic quality of new development with respect to structures, signs, walls, landscaping, street widths, street lighting. There also are zoning codes that address signs, walls, fences, hedges, structure heights, structure projections, and architectural design controls. Victorville Municipal Code Chapter 18.60.140 lists standards for landscape development.

Under the Development Code (Municipal Code Section 16-3.07-010, Table 7-1), solar panels as accessory structures are a permitted use in all zoning districts. Wind-powered generators are a conditionally permitted use in all agricultural, commercial, industrial, and public/civic districts, and in suburban residential and single-family residential districts. Each of the land use districts identifies development standards such as height and setbacks.

Joshua trees are protected by Victorville Municipal Code Title 13.33, Chapter 13.33, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Community Services.

### Victorville General Plan

The Victorville General Plan Lane Use Element policy that is applicable to aesthetics<sup>1</sup> is:

**Policy 4.1.1** Promote high quality development.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

### Analytic Method

Regional Reduction Plan reduction measures were reviewed to determine if they would include elements that, if implemented, would result changes in the viewshed that could be subjectively perceived as

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<sup>1</sup> This is not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

adverse or negative, or if implementation of the measures would be inconsistent with applicable General Plan goals or City standards pertaining to community design and visual quality.

### Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect on a scenic vista?
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Surrounding areas of high aesthetic sensitivity that provide southerly vistas to the City of Victorville (but not located within the City) are the San Bernardino and San Gabriel Mountain ranges located approximately 10 miles to the south. The North Sphere Expansion Area is dominated by Quartzite Mountain, which rises to 4,025 feet above sea level. Areas of high visual sensitivity within/adjacent to the City include the Mojave River, the rocky bluffs of the Mojave Narrows, and the Mojave Narrows Regional Park.

Regional Reduction Plan measures that could involve solar energy systems for existing and new residential and commercial development could alter the integrity of a scenic vista if not properly sited and designed. Under the Development Code (Municipal Code Section 16-3.07-010, Table 7-1), solar panels as accessory structures are a permitted use in all zoning districts. Wind-powered generators are a conditionally permitted use in all agricultural, commercial, industrial, and public/civic districts, and in suburban residential and single-family residential districts. The City would review projects to ensure consistency with height limits, which would ensure scenic vistas are not adversely affected.

Measures that would be implemented under On-Road-1, which encourages transit-oriented development, could include features to promote transit use (e.g., park-and-ride lots). Park-and-ride lots would be situated adjacent to established roadways, which would not alter a scenic vista. Pedestrian and bicycle network improvements would generally be within existing areas or where the City has determined future trail systems would be situated. Therefore, impacts on scenic vistas would be *less than significant*.

Threshold	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
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Scenic resources within and adjacent to the City include the Mojave River, the rocky bluffs of the Mojave Narrows, and the Mojave Narrows Regional Park. General Plan Land Use Element Policy 4.1 promotes high quality development that will be aesthetically pleasing to the community. This policy offers broad protection of scenic resources for the community. The Regional Reduction Plan does not propose specific development that would affect scenic resources. Further, there are no existing or proposed state scenic highways in the Victorville planning area. There would be *no impact*.

Threshold	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
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The visual character of the City as a whole has already been established, particularly in the urbanized areas.

Regional Reduction Plan measures that could involve solar energy systems for existing and new residential and commercial development could alter the visual character or quality of a site and its

surroundings if not properly sited and designed. Under the Development Code (Municipal Code Section 16-3.07-010, Table 7-1), solar panels as accessory structures are a permitted use in all zoning districts. Wind-powered generators are a conditionally permitted use in all agricultural, commercial, industrial, and public/civic districts, and in suburban residential and single-family residential districts. The City would review renewable energy projects for existing and proposed residential and commercial development to ensure consistency with height and setback limits, which would help minimize potential adverse effects.

The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Under General Plan Land Use Element Policy 4.1.1, Implementation Measure 4.1.1 requires architectural model preparation for significant developments, and Implementation Measure 4.1.3 seeks to develop streetscape design themes for major corridors into and through key City commercial districts. The City would require TOD project design to be consistent with applicable General Plan policies and associated implementation measures and the Development Code to minimize visual quality impacts. On-Road elements of the Regional Reduction Plan selected by the City of Victorville such as new or expanded park-and-ride lots and pedestrian/bicycle enhancements would result in a change in the visual quality of a site, but the features would not be of a height, mass, or scale that would contribute to visual quality degradation.

The City of Victorville has also selected reduction measure Land Use-1, which encourages a citywide tree planting goal or tree preservation goal. Implementation of this measure would help enhance overall visual quality in the City.

Therefore, implementation of the Regional Reduction Plan in Victorville would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?
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Sources of light and glare in Victorville are associated with urbanized areas. Implementation of Regional Reduction Plan measures that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be within urbanized areas or areas planned for development. New TOD projects, along with new transit facilities such as bus shelters and park-and-ride lots, could be a source glare or light. However, the City would require TOD project design to be consistent with applicable General Plan policies and design standards to minimize light and glare impacts. On-Road elements of the Regional Reduction Plan selected by the City of Victorville such as pedestrian/bicycle network enhancements would not be expected to be a source of light or glare.

Measure Energy-2 encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard. It also would prohibit continuous all night outdoor lighting in parks, sport

facilities, and construction sites (unless safety is compromised). In addition, it encourages implementation of CALGreen outdoor lighting standards to achieve energy efficiency. This would be a benefit of the proposed project.

Therefore, implementation of the Regional Reduction Plan in Victorville would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and the impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

The geographic context for an analysis of cumulative impacts on a scenic vista is the City and the view seen from beyond the City, as existing scenic vistas are confined to this geographic area. Past and present development has somewhat affected scenic vistas to some extent. However, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact on scenic vistas due to the types of Regional Reduction Plan measures that would be implemented by Victorville.

Development within incorporated and SOI areas has the potential to alter the visual character and quality of a site or area and its surroundings, which would be associated with development features being unsuitable for the character and pattern of those that are inherent to the existing setting including public views, as well as adverse effects on the coherence (unity) of the patterns or features of the landscape (whether urban or rural). The proposed project would not involve specific development projects that would contribute to this impact. Regional Reduction Plan measures in Victorville would not be of a mass or scale to contribute to visual quality impacts.

Future growth would slowly and incrementally change conditions of nighttime lighting within the planning area and surrounding High Desert area. Most undeveloped, open areas presently have no artificial sources of light. With the introduction of street lighting, additional automobile headlights, accent lights, residential lighting, commercial lighting, security lighting, and other new lighting sources at specific development projects, the visual character would change from that of a “dark” site to an area more characteristic of an urban setting. However, the proposed project would not directly contribute to this impact. In addition, Measure Energy-2 encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard. This could help reduce the effects of nighttime lighting, which would be a benefit of the proposed project.

The project’s contribution, therefore, would not be cumulatively considerable, and the *cumulative impact would be less than significant*.

## ■ References

- San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.
- Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.
- . 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.
- . 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

## 4.19.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

The State of California designates land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. These maps are created and maintained by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Additional information on the FMMP is provided in this section under “Regulatory Framework,” “State.” The following summarizes the various lands mapped by the State.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state’s leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county’s board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land**—This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad,

and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land**—This land is not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water**—These are areas with perennial water bodies with an extent of at least 40 acres.

There are a few areas of Prime Farmland in the City, scattered along and adjacent to the Mojave River corridor in the vicinity of Highway 18. These areas, which consist of six parcels, are detailed in Figure 4.19.2-1 (Important Farmland Detail Map). Four of the Prime Farmland parcels are located fully or partially within the existing City boundaries. As numbered in Figure 4.19.2-1, Parcel #1 consisting of 27.24 acres and Parcel #2 consisting of 6.89 acres are located adjacent to the Mojave River corridor fully within the existing City boundaries. Parcel #3, consisting of 49.03 acres, is located partially within the City's eastern boundary and partially within the City's existing SOI. Parcel #4, consisting of 225.47 acres, is located partially within the City's northern boundary and partially within the proposed Northern Expansion Area. Parcels #5 (49.23 acres) and #6 (53.97 acres) are located within the City's existing SOI and within the Spring Lake Planning Area. Existing City information and recent aerial photos indicate that Parcels #1, #2, and #3 are the only currently agriculturally producing areas within the planning area.

No Farmlands of Statewide Importance, Unique Farmlands or Farmlands of Local Importance occur within the planning area. The only existing grazing activities known to occur in the planning area is on the Kemper-Campbell Ranch site.

There are currently 357 acres within the City zoned A-E and which could be used for agricultural production. However, outside of the properties noted above, none of the remaining A-E acres are used to produce agricultural products for commercial sale or for grazing. There are no existing agricultural producing properties or zoned properties within the Northern Expansion Area.

### **Williamson Act Contract**

According to the existing County of San Bernardino Office of the Assessor Victorville District Office, the 148-acre Kemper-Campbell Ranch site is the only property within the planning area within a Williamson Act contract. The site encompasses Parcel #3, and two adjacent parcels, Assessor Parcel Numbers 0480-011-14-0000; 0480-011-20-0000; and 0480-011-32-0000.

## ■ **Regulatory Framework**

### **Federal**

There are no federal regulations pertaining to agricultural resources.

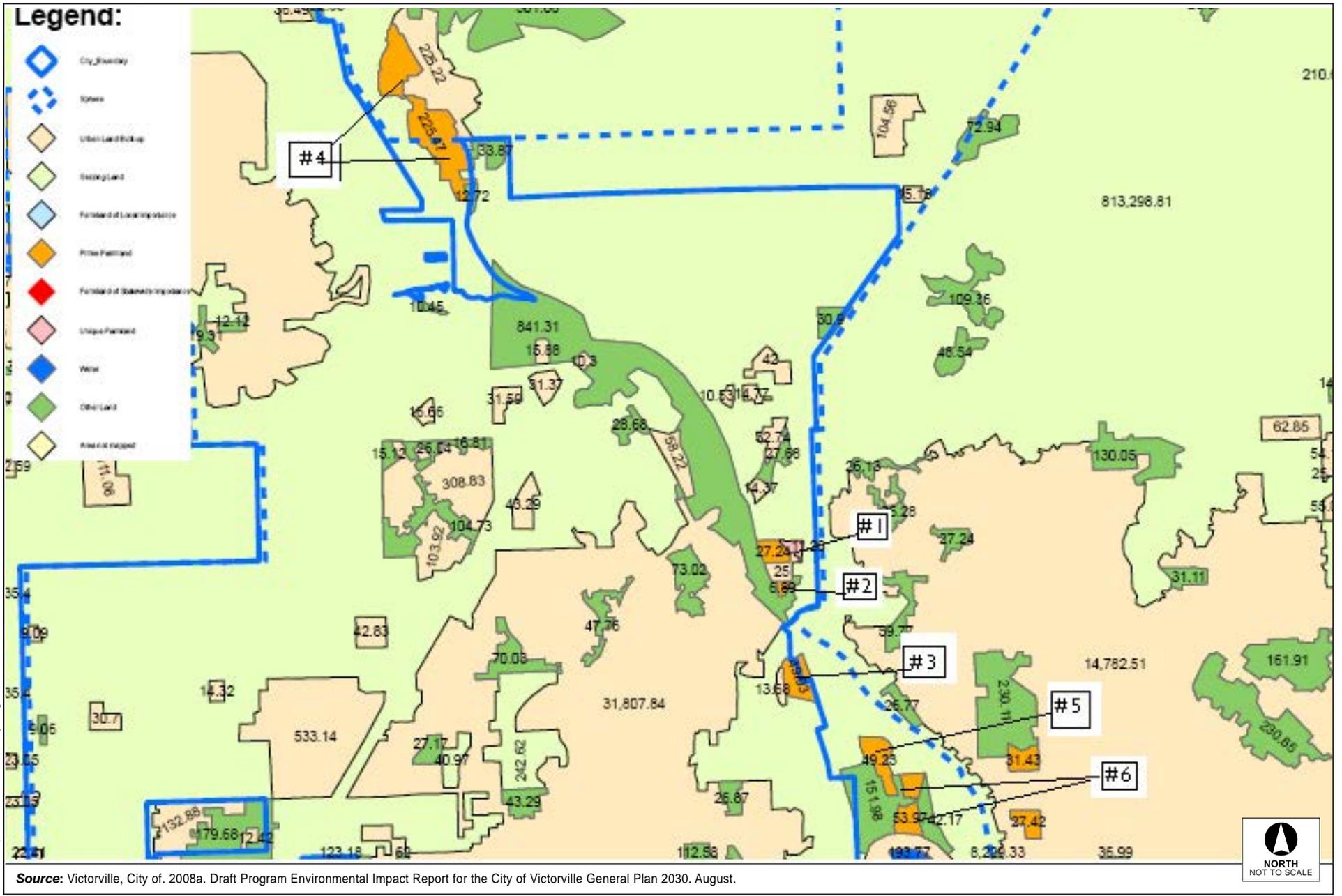


Figure 4.19.2-1  
Important Farmland Detail Map



## **State**

### **Williamson Act**

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. The preservation of agricultural land through Williamson Act contracts is meant to discourage premature and unnecessary conversion to urban uses. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. The maps and data are used to help preserve productive farmland and to analyze impacts on farmland.

## **Regional**

### **County of San Bernardino Development Code**

The County of San Bernardino Development Code includes Agricultural Land Use Zoning Districts that provide sites for commercial agricultural operations, agricultural support services, rural residential uses and similar and compatible uses. Open space and recreation uses may occur on nonfarmed lands within these AG (Agriculture) land use zoning district. In addition, the Development Code also includes Additional Agriculture (AA) Overlays, which are intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles. Agricultural Preserve (AP) Overlays were also established for properties that may be subject to a Land Conservation Contract executed between the landowner and the Board.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. For purposes

of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- 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 nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- 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))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

### **Analytic Method**

The following analysis reviews potential impacts to agricultural resources within the City of Victorville.

### **Effects Not Found to Be Significant**

Threshold	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 nonagricultural use?
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Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Victorville, but these areas near transit or urbanized mixed-use development do not include changing any existing agricultural lands. In addition, the Regional Reduction Plan includes energy efficiency retrofits of existing buildings, but does not convert any agricultural use to a nonagricultural use. In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or convert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use. Therefore, implementation of the proposed Regional Reduction Plan would not convert any of the existing agricultural use to nonagricultural use, which includes all California Resource Agency designated Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. There would be *no impact*.

Threshold	Would the project conflict with existing zoning for agricultural use or with a Williamson Act contract?
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Implementation of the Regional Reduction Plan includes densification and development near transit stations and within urbanized portions of Victorville, but does not include conversion of agricultural land that would conflict with existing Williamson Act Contracts. There would be **no impact**.

Threshold	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))?
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The City of Victorville is urbanized and does not contain areas classified as timberland, zoned as timberland, or considered forested with timber. There would be **no impact**.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?
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The City of Victorville is urbanized and does not contain forest land. There would be **no impact**.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?
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For the reasons described above, no other changes are anticipated that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be **no impact**.

## ■ Cumulative Impacts

Implementation of the Regional Reduction Plan in Victorville would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be **no cumulative impact**.

## ■ References

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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### 4.19.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a), associated environmental documents (2008b and 2008c), and the Mojave Desert Air Quality Attainment Plan (1991). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

#### ■ Environmental Setting

The City of Victorville portion of the proposed project is located within the Mojave Desert Air Basin (MDAB). The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains that dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada Mountains to the north. Air masses pushed onshore in Southern California by differential heating are channeled through the MDAB. The MDAB is separated from the Southern California coastal and central California valley regions high mountain passes that form the main channels for air movement between the basins. The Antelope Valley is bordered in the south by the San Gabriel Mountains which is bisected by Soledad Canyon (3,300 feet). The Mojave Desert is bordered in the southwest by the San Bernardino Mountains and separated from the San Gabriels by the Cajon Pass (4,200 feet). The Palo Verde Valley portion of the Mojave Desert lies in the low desert, at the eastern end of a series of valleys (notably the Coachella Valley). The primary channel for the Palo Verde Valley is the San Gorgonio Pass (2,300 feet) between the San Bernardino and San Jacinto Mountains.

The MDAB is classified as a dry-hot desert climate, with portions classified as dry-very hot desert, indicating that at least 3 months have maximum average temperatures over 100.4°F. During the summer the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB averages between 3 and 7 inches of precipitation per year (from 16 to 30 days with at least 0.01 inch of precipitation).

#### ***Air Pollutants of Concern***

##### **Criteria Air Pollutants**

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable

particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and nitrogen dioxide (NO<sub>2</sub>) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide (CO<sub>2</sub>), a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.19.7 [Greenhouse Gas Emissions]).

**Carbon monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

**Volatile organic compounds (VOC)** are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as O<sub>3</sub> (SCAQMD 2005).

**Nitrogen oxides (NO<sub>x</sub>)** serve as integral participants in the process of photochemical smog production. The two major forms of NO<sub>x</sub> are nitric oxide (NO) and NO<sub>2</sub>. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO<sub>2</sub> is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO<sub>x</sub> acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO<sub>2</sub> is a by-product of fuel combustion. The principal form of NO<sub>2</sub> produced by combustion is NO, but NO reacts with oxygen to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO<sub>2</sub> is only potentially irritating. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (2 and 3 years old) has also been observed at concentrations below 0.3 part per million (ppm). NO<sub>2</sub> absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>, PM<sub>2.5</sub>, and O<sub>3</sub> (SCAQMD 2005).

**Sulfur dioxide (SO<sub>2</sub>)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO<sub>2</sub>. At sufficiently high concentrations, SO<sub>2</sub> may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO<sub>2</sub> may do greater harm by injuring lung tissue. A primary source of SO<sub>2</sub> emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO<sub>2</sub> (SCAQMD 2005).

**Particulate matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable coarse particles, or  $PM_{10}$ , include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or  $PM_{2.5}$ , have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both  $PM_{10}$  and  $PM_{2.5}$  may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

**Ozone ( $O_3$ )**, or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and  $NO_x$  (both by-products of the internal combustion engine) react with sunlight.  $O_3$  poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally,  $O_3$  has been tied to crop damage, typically in the form of stunted growth and premature death.  $O_3$  can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

### **Toxic Air Contaminants**

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to federal Clean Air Act (CAA) Section 112, subsection (b) (42 United States Code [USC] Section 7412(b)), is a TAC. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. California ARB has, to

date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

### **Existing Ambient Air Quality**

The MDAQMD collects data at six air quality monitoring stations. The nearest monitoring station is the Victorville monitoring station (AQS # 060710306) at the MDAQMD offices. Air Quality data is available for 2006 through 2011. The pollutants measured at station include NO<sub>2</sub>, SO<sub>2</sub>, CO, O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The air quality data monitored, including federal and state air quality standards for 2007 through 2011 are presented in Table 4.19.3-1 (Ambient Air Quality Monitoring at Victorville Station). All data is from the Victorville station. The data show recurring violations of both the state and federal O<sub>3</sub> standards. The data also indicate that the area regularly exceeds the state and federal PM<sub>10</sub> standards. The CO, SO<sub>2</sub>, and NO<sub>2</sub> standards have not been violated in the last 5 years at the stations.

## **Regulatory Framework**

### **Federal**

#### **U.S. Environmental Protection Agency and the Federal Clean Air Act**

The federal CAA of 1970 and the CAA Amendments of 1971 required the USEPA to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air

pollutant concentrations considerably above these minimum standards before adverse effects are observed.

<b>Table 4.19.3-1 Ambient Air Quality Monitoring at Victorville Station</b>					
<b>Pollutant/Standard</b>	<b>Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year</b>				
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Ozone (O<sub>3</sub>)</b>					
State 1-Hour ≥ 0.09 ppm	7	16	8	6	2
State 8-Hour ≥ 0.07 ppm	27	30	53	35	13
Federal 8-Hour ≥ 0.075 ppm	47	58	23	19	5
Maximum 1-Hour Average Concentration (ppm)	0.107	0.109	0.111	0.111	0.098
Maximum 8-Hour Average Concentration (ppm)	0.090	0.098	0.097	0.092	0.085
<b>Carbon Monoxide (CO)</b>					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Max. 8-Hour Average Concentration (ppm)	1.61	1.04	1.14	5.17	1.51
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>					
State 1-Hour ≥ 0.18 ppm <sup>a</sup>	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.071	0.074	0.064	0.137	0.075
<b>Sulfur Dioxide(SO<sub>2</sub>)</b>					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.005	0.002	0.005	0.007	0.007
<b>Suspended Particulates (PM<sub>10</sub>)<sup>b</sup></b>					
State 24-Hour > 50 µg/m <sup>3</sup>	4	2	6	0	0
Federal-24 Hour > 150 µg/m <sup>3</sup>	1	2	1	0	0
Maximum 24-Hour Average Concentration (µg/m <sup>3</sup> )	358	285.5	307.2	49	110.2
<b>Fine Particulates (PM<sub>2.5</sub>)<sup>b</sup></b>					
Federal-24 Hour ≥ 35 µg/m <sup>3</sup>	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m <sup>3</sup> )	28.0	17.0	20.0	18.0	15.0

SOURCE: California ARB Ambient Air Quality Monitoring Data (obtained February 2013).  
ppm = parts per million; µg/m<sup>3</sup>= micrograms per meter cubed  
a. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California’s SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans

and rules and regulations of the various agencies with jurisdiction over the state’s air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

**State**

**California Air Resources Board**

The California ARB, a part of Cal/EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures and provides oversight of local programs. California ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California’s SIP and works closely with the federal government and the local air districts.

Table 4.19.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

<b>Table 4.19.3-2 State and Federal Ambient Air Quality Standards</b>				
<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>Federal Primary Standard</i>	<i>Major Sources</i>
Ozone (O <sub>3</sub> ) <sup>a</sup>	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>b</sup>	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Fine Particulates (PM <sub>2.5</sub> ) <sup>c</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Primarily from Internal combustion engines
	24 hours	—	35 µg/m <sup>3</sup>	
Lead (Pb)	Monthly	1.5 µg/m <sup>3</sup>	—	Lead smelters and lead battery manufacturing & recycling
	Quarterly	—	1.5 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> )	24 hours	25 µg/m <sup>3</sup>	—	Industrial processes

SOURCE: California ARB (2012).

ppm = parts per million; µg/m<sup>3</sup> = micrograms per meter cubed

a. USEPA recently updated the 8-hour O<sub>3</sub> standard from 0.8 ppm to 0.075 ppm.

b. California ARB updated the state NO<sub>2</sub> standard in 2007 from 0.25 ppm to 0.18 ppm.

c. USEPA recently updated the 24-hour PM<sub>2.5</sub> standard from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>.

## ■ Regional

### ***Southern California Association of Governments (SCAG)***

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by the MDAQMD.

### **Regional Comprehensive Plan**

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots

- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to TACs, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and CO

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **Mojave Desert Air Quality Management District**

The MDAQMD is responsible for monitoring air quality and planning, implementing and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs developed include air quality rules and regulations that regulate stationary source emissions including area and point sources and certain mobile source emissions. The MDAQMD is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring that new, modified or relocated stationary sources do not create net emissions increases. The MDAQMD enforces air quality rules and regulations through a variety of means including permitting, inspections, education and training programs and fines.

In 2009, the MDAQMD adopted the CEQA and Federal Conformity Guidelines. These guidelines provide a framework for the district to monitor development to ensure they do not cause or contribute to any new violation of any air quality standard; increase the frequency or severity of any existing violation of any air quality standard; or delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

Under the provisions of the federal and California CAAs, air quality management districts, with air basins not in attainment of the air quality standards, are required to prepare a plan that establish an area-specific program to control existing and proposed sources of air emissions so that the air quality standards may be attained by an applicable target date.

Table 4.19.3-3 (Attainment Status of MDAB) shows the attainment status for criteria air pollutants in the MDAB. As shown, the MDAQMD is a designated nonattainment basin for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. In 1991, the San Bernardino County Air Pollution Control District (APCD)<sup>2</sup> prepared the Air Quality Attainment Plan (AQAP) for O<sub>3</sub>. This plan established programs and control strategies to achieve the O<sub>3</sub> standards and to maintain attainment of the other criteria pollutants. Measures in the 1991 AQAP include an updated permitting program for stationary pollution sources, reasonable control technology for all existing and future sources, provisions to develop area and indirect control programs such as land use and transportation measures and public education programs. In 1993 the APCD was separated from the County under AB 2522 and an autonomous agency—the MDAQMD—was created that encompassed the High Desert region of San Bernardino County.

<i>Pollutant</i>	<i>State</i>	<i>Federal</i>
Ozone—1-hour	Nonattainment	Nonattainment
Ozone—8-hour	Nonattainment	Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment
Suspended Particulates (PM <sub>10</sub> )	Nonattainment	Nonattainment
Fine Particulates (PM <sub>2.5</sub> )	Nonattainment	Attainment
Lead	Attainment	Attainment
Sulfates (SO <sub>4</sub> )	Attainment	Unclassified

SOURCE: California ARB (2012).

In 1994, the USEPA designated most of the Mojave Desert as nonattainment for PM<sub>10</sub> based on violations of standards between 1989 and 1991. The MDAQMD prepared the Mojave Desert Planning Area (MDPA) federal PM<sub>10</sub> Attainment Plan in 1995 to provide dust control programs to meet federal PM<sub>10</sub> standards by the year 2000. The MDPA covers only the southwestern portions of the Mojave Desert (Victor Valley area) because most of the controllable sources and receptors of PM<sub>10</sub> and recording instrumentation are located in the Victor Valley. The plan outlines a program for implementation and enforcement of dust control measures. These measures are generally reflected through MDAQMD Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust Control). The federal standard for

<sup>2</sup> The San Bernardino County Air Pollution Control District was a precursor Agency to the MDAQMD which had jurisdiction over the desert portions of San Bernardino County from February 1977 through the formation of the MDAQMD.

PM<sub>10</sub> has been met within the area for the past 8 years and a change of status to attainment is currently being evaluated.

The MDAQMD has adopted attainment plans for a variety of nonattainment pollutants. Table 4.19.3-4 (MDAQMD Attainment Plans) lists the attainment plans applicable to the project area.

**Table 4.19.3-4 MDAQMD Attainment Plans**

<i>Name of Plan</i>	<i>Date of Adoption</i>	<i>Standards Targeted</i>	<i>Applicable Area</i>	<i>Pollutants Targeted</i>	<i>Attainment Date<sup>a</sup></i>
1991 Air Quality Attainment Plan	8/26/91	State 1-hour O <sub>3</sub>	San Bernardino County portion	NO <sub>x</sub> and VOC	1994
Further Progress Rate-of-Progress Plan	10/26/94	Federal 1-hour O <sub>3</sub>	Southeast Desert Modified AQMA	NO <sub>x</sub> and VOC	2007
Post 1996 Attainment Demonstration and Reasonable Further Progress Plan	10/26/94	Federal 1-hour O <sub>3</sub>	Southeast Desert Modified AQMA	NO <sub>x</sub> and VOC	2007
Searles Valley PM <sub>10</sub> Plan	6/28/95	Federal daily and annual PM <sub>10</sub>	Searles Valley Planning Area	PM <sub>10</sub>	1994
Mojave Desert Planning Area Federal Particulate Matter Attainment Plan	7/31/95	Federal daily and annual PM <sub>10</sub>	Mojave Desert Planning Area	PM <sub>10</sub>	2000
Triennial Revision to the 1991 Air Quality Attainment Plan	1/22/96	State 1-hour O <sub>3</sub>	Entire District	NO <sub>x</sub> and VOC	2005
Attainment Demonstration, Maintenance Plan, and Redesignation Request for the Trona Portion of the Searles Valley PM <sub>10</sub> Nonattainment Area	3/25/96	Federal daily and annual PM <sub>10</sub>	Searles Valley Planning Area	PM <sub>10</sub>	N/A
2004 Ozone Attainment Plan (State and Federal)	4/26/04	Federal 1-hour O <sub>3</sub>	Entire District	NO <sub>x</sub> and VOC	2007
Federal 8-Hour Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)	6/9/08	Federal 8-hour O <sub>3</sub> (84 ppb)	Western Mojave Desert Nonattainment Area (MDAQMD portions)	NO <sub>x</sub> and VOC	2021

SOURCE: MDAQMD (2011).

ppb = parts per billion

a. A historical attainment date given in an attainment plan does not necessarily mean that the affected area has been re-designated to attainment; please refer to Table 4.8.3-3 (Attainment Status of MDAB).

## Local

### Victorville General Plan

The Victorville General Plan policies that are applicable to the development of infrastructure pertinent to utilities and service<sup>3</sup> systems include:

<sup>3</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Land Use

**Policy 1.2.3** Ensure that new development is compatible with existing developments and public infrastructure.

**Implementation Measure 1.2.3.4:** Establish policies to promote drought resistant landscaping and water conservation irrigation systems to help preserve water supplies.

**Policy 2.2.1** Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.

Circulation

**Policy 2.1.1** Each year, as part of the CIP effort, consider allocation of funds toward completion of some portion of the Non-Motorized components of the Circulation Plan.

**Policy 2.2.1** Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTA).

**Policy 3.2.1** Minimize or prohibit the use of landscape materials that require regular watering in the design of landscaping for public streets.

Housing

**Policy 4.1** Promote infill development.

Resource Element

**Policy 1.1.1** Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.

**Policy 1.1.2** Penalize high volume water consumers that operate with wasteful water consumption practices

**Policy 1.1.3** Support conversions of wasteful water practices to water conserving practices, including public and private water consumers

**Policy 1.2.1** Support VVWRA's development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes

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

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

Energy Conservation

**Policy 7.1.1** Support development of solar, hybrid, wind and other alternative energy generation.

- Policy 7.2.1** Support energy conservation by requiring sustainable building design and development
- Policy 7.2.2** Support energy conservation by using low-emission non-fossil fuel reliant vehicles.
- Policy 7.2.3** Establish a Climate Action Plan.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality management plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The MDAQMD has developed CEQA air pollutant thresholds for projects within the MDAB. The MDAQMD thresholds of significance for air quality are shown in Table 4.19.3-5 (MDAQMD Thresholds of Significance).

<b>Table 4.19.3-5 MDAQMD Thresholds of Significance</b>	
<i>Pollutant</i>	<i>Daily Threshold (lb/day)</i>
Volatile Organic Compounds (VOC; an ozone precursor)	137
Nitrogen Oxides (both NO <sub>2</sub> and NO <sub>x</sub> as an ozone precursor)	137
Sulfur Oxides (SO <sub>x</sub> , both SO <sub>2</sub> and SO <sub>4</sub> )	137
Carbon Monoxide (CO)	548
Suspended Particulates (PM <sub>10</sub> )	82
Fine Particulates (PM <sub>2.5</sub> )	82
SOURCE: MDAQMD (2011).	

In addition, MDAQMD’s health related thresholds associated with TACs are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

## Analytic Method

The impact analysis for the Regional Reduction Plan is based on the air quality emissions analysis in the Victorville General Plan EIR, and predicted air pollutant reductions that would be expected from implementation of the Regional Reduction Plan.

## Effects Not Found to Be Significant

Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?
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Table 4.19.3-4 lists the applicable air quality management plans for the region that are designed to meet the state and federal Clean Air Act planning requirements with a focus on state and federal O<sub>3</sub> and federal PM<sub>10</sub> standards. The plans incorporate control strategies, including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in U.S. USEPA requirements.

In addition to the statewide measures to reduce VMT and vehicular emissions, the Proposed Project (Regional Reduction Plan) would implement measures within Victorville that are designed to further reduce VMT, increase energy efficiency, increase waste diversion, and reduce emissions from construction and landscaping equipment. While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction On-Road-1.2 (Transit Improvements), On-Road-1.6 (Traffic Calming Measures), and On-Road-1.9 (Trip Reduction Ordinance). Other reduction measures that relate to reduced vehicle emissions include a Transportation Demand Management (TDM) program that requires large employers and offers incentives to smaller employers to offer programs to employees that reduce employee commuter trips through ride-share and transit programs, telecommuting programs, and nonmotorized commutes to work.

Additionally, the Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality.

The City will also implement measures to improve air quality from off-road diesel equipment. These include emissions reduction strategies, such as Regional Reduction Plan reductions Off-Road-1 (Construction Equipment) and Off-Road-3 (Landscaping Equipment). These measures would reduce the use of gasoline-powered construction and landscaping equipment, and reduce the time the construction equipment is allowed to idle beyond existing California ARB idling regulations. Implementation of these strategies would reduce O<sub>3</sub> and particulate matter emissions from operation of diesel engines.

In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial and

industrial land uses within the City, which will reduce criteria air pollution locally, including O<sub>3</sub> precursors. The implementation of the Regional Reduction Plan will further the goals of the air quality management plan for the MDAB by reducing criteria air pollutant emissions. Therefore, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
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Construction activities, such as building energy retrofits and grading or excavation activities, if required for installation of energy-generating structures, would result in temporary, short-term emissions of air pollutants. The primary source of NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions is the operation of construction equipment. The primary sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits, and renewable energy project that are part of the reduction measures in the Regional Reduction Plan that would result in an overall reduction in both GHG and criteria air pollutant emissions. Additionally, as described in the previous sections, the Regional Reduction Plan reduction strategies Off-Road-1 (Construction Equipment) would reduce criteria pollutant emissions during construction, including O<sub>3</sub> and diesel particulate matter emissions.

While short-term construction emissions are not quantifiable at this time, long-term emissions of criteria pollutants from operation of the energy efficiency measures, renewable energy generation, methane capture systems, water conservation measures, recycled water measure, solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Victorville has chosen in implementing the reduction measures in the Regional Reduction Plan, which would reduce criteria pollutants as well as GHG emissions. Table 4.19.3-6 (City of Victorville Regional Emissions [lb/day]) compares the criteria pollutant emissions predicted in the General Plan EIR with the predicted reductions in those emissions through implementation of the Regional Reduction Plan.

The Proposed Project (Regional Reduction Plan) will reduce anticipated criteria air pollutant emissions resulting from buildout of the General Plan, but the net emissions from buildout of the General Plan are still over the MDAQMD Thresholds. This significant impact was addressed in General Plan Update EIR. Impacts from the Regional Reduction Plan reduce criteria pollutants and benefit air quality in Victorville. Therefore, the impact would be **less than significant**. No mitigation is required.

<b>Table 4.19.3-6 City of Victorville Regional Emissions (lb/day)</b>						
<b>Emission Sources</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Existing Land Use Emissions</b>						
Transportation	7,177	11,243	78,893	99.6	7,775	1644.9
Area Sources	2403.3	714.8	1580.4	0.1	4.5	4.5
<b>Total Existing Emissions<sup>a</sup></b>	<b>9,580</b>	<b>11,958</b>	<b>80,474</b>	<b>100</b>	<b>7,780</b>	<b>1,649</b>
<b>Victorville General Plan Buildout Emissions</b>						
Transportation	5,976	5,649	53,996	156.9	24,538	4781.3
Area Sources	9117.2	2,759	5,373	0.2	24467.6	4781.3
<b>Total General Plan Emissions<sup>b</sup></b>	<b>15,093</b>	<b>8,408</b>	<b>59,369</b>	<b>157</b>	<b>49,005</b>	<b>9,563</b>
<b>Changes in Emissions with the Regional Reduction Plan<sup>b</sup></b>						
Transportation	-1,649	-1,559	-14,903	-43	-6,772	-1320
Area Sources	-1,424	-431	-839	0	-3,821	-747
GHG Performance Standard <sup>c</sup>	-610	-340	-2,398	-6	-1,980	-386
<b>Total Changes to Emissions</b>	<b>-3,683</b>	<b>-2,330</b>	<b>-18,140</b>	<b>-50</b>	<b>-12,573</b>	<b>-2,453</b>
<b>Emission Comparison</b>						
Net General Plan Emissions with implementation of the Regional Reduction Plan	11,410	6,078	41,229	107	36,432	7,110
Estimated Regional Reduction Plan Percent Reduction in Air Pollution	-24%	-28%	-31%	-32%	-26%	-26%
<b>MDAQMD Threshold</b>	<b>137</b>	<b>137</b>	<b>548</b>	<b>137</b>	<b>82</b>	<b>82</b>
General Plan with Regional Reduction Plan Reductions Significant?	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Regional Reduction Plan Significant?	No	No	No	No	No	No

SOURCE: City of Victorville, *Draft Program Environmental Impact Report City of Victorville General Plan 2030* (2008).

lb/day = pounds per day

a. Excludes emissions from stationary sources.

b. Regional Reduction Plan reductions based on percentage reductions by sector (energy sector = natural gas, etc.).

c. GHG Performance Standard is not sector specific. Estimated reductions based upon expected reductions of totals for new development.

Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?
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As shown in Table 4.19.3-5, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Victorville. On-Road Transportation-1 (Sustainable Communities Strategy [SCS]) in the Regional Reduction Plan supports transit-oriented development and increased public transportation availability. Within the City public transportation service consists of buses that are operated by Victor Valley Transit Authority (VVTA). There are no commuter rail services within the City. The Amtrak Southwest Chief passenger train has a station located in the City of Victorville. The VVTA bus fleet runs on compressed natural gas (CNG), which reduces particulate matter emissions by more than 80 percent. Therefore, the project would not expose sensitive receptors in the City to substantial pollutant concentrations. This impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?
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Implementation of the Regional Reduction Plan will not create objectionable odors. Reduction measures in the Regional Reduction Plan selected by the City of Victorville related to methane collection systems will reduce existing odors within the City, specifically within agricultural land uses by capturing and containing methane that currently escapes into the air as fugitive emissions and creates odors in the vicinity of these types of agricultural land uses. Therefore, this impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
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As shown in Table 4.19.3-6, the Regional Reduction Plan will reduce criteria pollutant emissions within the City of Victorville. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will result in a cumulative net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Victorville 2030 General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the General Plan with implementation of the Regional Reduction Plan reductions is still a cumulatively considerable contribution to criteria air pollutants for which the MDAB is in nonattainment (O<sub>3</sub>, suspended particulates, and fine particulates). This significant impact of the General Plan was identified in the General Plan EIR. However, because implementation of the Regional Reduction Plan has a net reduction in air pollution, this impact would be *less than cumulatively considerable* with respect to the Regional Reduction Plan impacts in Victorville. No mitigation is required.

## ■ References

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- . 2013. iADAM: Air Quality Data Statistics. <http://www.arb.ca.gov/adam/index.html> (accessed March 15, 2013).
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## 4.19.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

As set forth in CEQA Guidelines Section 15125(a) this section describes the physical environmental conditions in the City at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the Lead Agency and the City of Victorville will determine whether a Biological Resources impact is significant.

#### **Existing Habitats and Vegetation Communities within the City of Victorville**

The following plant communities occur within the City: Creosote Bush Scrub, Mojave Desert Saltbush Scrub, Rabbitbrush Scrub, ruderal (disturbed) communities, Joshua tree woodland, and riparian communities associated with the Mojave River and its flood plain, which includes transmontane alkali and freshwater marsh, Mojave riparian forest, and southern willow scrub. The vegetation communities are described below.

#### **Creosote Bush Scrub**

This characteristic community of the western Mojave Desert is dominated by Creosote Bush (*Larrea tridentata*). Other native species often present include the smaller White Bursage (*Ambrosia dumosa*) and a robust species of native grass, Big Galleta (*Pleuraphis rigida*), as well as various annual grasses and wildflowers. Creosote Bush Scrubs are typically widely spaced, usually with bare ground between. Growth occurs during spring (or rarely in summer or fall) if rainfall is sufficient. Growth is prevented by cold in winter and limited by drought in other seasons. Many species of ephemeral herbs may flower in late March and April if the winter rains are sufficient. Other, less numerous species of annuals appear following summer thundershowers.

#### **Mojave Desert Saltbush Scrub**

This widespread vegetative association is dominated by three species of saltbush: Allscale (*Atriplex polycarpa*), Shadscale (*A. confertifolia*), and Desert Holly (*A. hymenelytra*). Saltbush scrub is usually low, grayish, microphyllous shrubs, 0.3 to 1 meter tall, with some succulent species. Total coverage is often low, with much bare ground between the widely spaced shrubs.

#### **Rabbitbrush Scrub**

This low-growing native community is dominated by Rubber Rabbitbrush (*Chrysothamnus nauseosus*) and may contain other species of *Chrysothamnus* along with other low-growing plants. Dominated by rubber

rabbitbrush, this species is usually 1 meter tall, with fairly evenly spaced gray shrubs flowering in late summer or fall.

### **Ruderal (Disturbed) Communities**

Disturbed areas are found throughout the City and are most often associated with nearby developments. A majority of these areas lack vegetation. When vegetation is present, it is dominated by non-native species.

### **Joshua Tree Woodland**

Joshua Trees (*Yucca brevifolia*) are distributed on gentle slopes and on valley floors and sandy areas of the City. The understory of this highly variable community typically includes Creosote Bush and/or species of saltbush. The Joshua Tree is an archetypal plant of the Mojave Desert that provides valuable habitat for a variety of native wildlife species.

### **Mojave River Riparian Communities**

Mojave Narrows Regional Park, located on the City's eastern border, supports extensive native riparian woodlands dominated by Fremont Cottonwood (*Populus fremontii*), Black Willow (*Salix gooddingii*), and Honey Mesquite (*Prosopis glandulosa*). Other native tree species found locally include Sandbar Willow (*Salix exigua*), White Alder (*Alnus rhombifolia*), and California Sycamore (*Platanus racemosa*). Desert Willow (*Chilopsis linearis*) grows along the river's drier ephemeral reaches. The other native communities mapped along the river include cottonwood-willow woodland, monotypic cottonwood woodland, mesquite bosque, a willow-baccharis streamside community, and hydrophytes.

The extent of well-developed riparian woodland in the City has increased substantially over the course of several decades. The main contributors appear to be increased urban runoff into the Mojave River combined with a decrease in major flood events due to damming of the river. The largest increases in riparian vegetation have occurred in the area that now is Mojave Narrows Regional Park, upstream of the Upper Narrows between Victorville and Apple Valley. In addition to the Fremont Cottonwood (*Populus fremontii*) and the California Sycamore (*Platanus racemosa*), the most widespread and prevalent plant species identified in the Mojave River riparian zone is the nonnative Saltcedar (*Tamarix ramosissima*). Saltcedar progressively desiccates and salinizes floodplains due to its salt exudation and high transpiration rates. Moreover, dry Saltcedar is highly flammable, and burning of Saltcedar-invaded stands usually favors regeneration of Saltcedar over native species.

### **Wildlife**

The Mojave River forms a regionally important corridor of natural open space between the San Bernardino Mountains to the south and natural open spaces that lie within and north of the City. Portions of the river support species of invertebrates, fish, amphibians, and pond turtles, and migratory birds such as turkey vultures and Swainson's hawks, which are dependent on the source of water. Now-dry, ancient portions of the river and lakes formed sandy beaches that support unique species of insects, plants, and reptiles, including the Mojave fringe-toed lizard.

The Mojave River has been substantially altered within the past 100 years as a result of flood control provided by the Mojave Forks dam, and groundwater extraction. These alterations have had adverse impacts on wildlife habitat including a reduction in the extent of the riparian woodland and forest, fragmentation of habitat for the arroyo toad, interruption of ecosystem processes associated with infrequent flooding, and drying of wetlands. In addition, introduction of non-native species, including fish, bullfrogs, cowbirds, and starlings, has displaced some sensitive species. Despite these changes, the Mojave River supports abundant wildlife where the groundwater surfaces at the upper and lower narrows and downstream at Camp Cady and Afton Canyon. Endemic species, including the Mojave River vole, the Mojave shoulderband snail, and the Mojave fringe-toed lizard are found along the river. The West Mojave River is the sole locality for the Mojave River vole and the Mojave shoulderband snail. Limited-range species, primarily birds dependent on the riparian habitat, are a major wildlife feature. The San Emigdio blue butterfly is at from the edge of the river near Victorville. The river also serves as a water source for wide-ranging species, including bats, which are abundant in certain locations.

### ***Sensitive Biological Resources***

Sensitive biological resources include vegetation types and habitats that are either unique, of relatively limited distribution in a region, or of particularly high value to wildlife. These resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by federal and state government resource agencies as threatened or endangered. Species listed as threatened are those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction.

Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered. These include plants identified as sensitive by the California Native Plant Society (CNPS), wildlife considered as species of special concern, special animals, or fully protected species in California.

### ***Sensitive Natural Communities***

The sensitive natural communities in Victorville occur within riparian corridors. The riparian communities in the City, including transmontane alkali and freshwater marsh, Mojave riparian forest, and southern willow scrub, are classified as “communities of highest inventory priority” by the California Department of Fish and Wildlife (CDFW). These natural communities are described above in the discussion of Existing Habitats and Vegetation Communities within the City of Victorville.

### ***Sensitive Plants***

There are no federally or state listed threatened or endangered species known or having moderate potential to occur in the City. However, several plant species identified as sensitive by the CNPS do have potential to occur within the City. Table 4.19.4-1 (Sensitive Plant Species Known or with Moderate

Potential to Occurring in the City of Victorville) summarizes sensitive plant species of concern for the City.

**Table 4.19.4-1 Sensitive Plant Species Known or with Moderate Potential to Occur in the City of Victorville**

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation
<i>Abronia villosa</i> var. <i>aurita</i>	Chaparral sand-verbena	Chaparral, coastal scrub, desert dunes	None	1B.1
<i>Androstephium breviflorum</i>	Small-flowered androstephium	Creosote bush scrub	None	2.2
<i>Camissonia boothii</i> ssp. <i>boothii</i>	Booth's evening primrose	Joshua tree woodland and pinyon juniper woodland at elevations from 900 to 2,400 meters	None	2.3
<i>Canbya candida</i>	Pygmy-poppy	Creosote bush scrub and Joshua tree woodland	None	4.2
<i>Cymopterus deserticola</i>	Desert cymopterus	Joshua tree woodland and Mojavean desert scrub	None	1B.2
<i>Eriophyllum Mojavense</i>	Barstow woolly sunflower	Chenopod Scrub, Mojavean desert scrub, Playas	None	1B.2
<i>Mentzelia tridentata</i>	Creamy blazing star	Mojavean desert scrub/rocky, gravelly, sandy	None	1B.3
<i>Mimulus mohavensis</i>	Mojave monkeyflower	Joshua tree woodland and Mojavean desert scrub/sandy or gravelly, often in washes	None	1B.2
<i>Opuntia basilaris</i> var. <i>brachyclada</i>	Short-joint beavertail	Chaparral, Joshua tree woodland, Mojavean desert scrub, and Pinyon and juniper woodland	None	1B.2
<i>Symphyotrichum defoliatum</i>	San Bernardino aster	Meadows and seeps, marshes and swamps, coastal scrub, woodland, lower montane coniferous forest, grassland. Occurs in moderately moist grassland, or near ditches streams, springs, and disturbed areas	None/None	1B.2

SOURCES: City of Victorville (2008); CNPS (2013).

CNPS Categories

- 1A** = Plants presumed extinct in California
- 1B** = Plants that are rare, threatened, or endangered in California and elsewhere
- 2** = Plants that are rare, threatened, or endangered in California but more common elsewhere
- 3** = Plants about which the CNPS needs more information; this is a review list
- 4** = Plants of limited distribution; this is a watch list

CNPS Threat Code Extensions

- None** = Plant is lacking threat information
- 1** = Seriously endangered in California
- 2** = Fairly endangered in California
- 3** = Not very endangered in California

**Chaparral Sand-Verbena (*Abronia villosa* var. *aurita*)**

Chaparral sand-verbena is found in desert dune, scrub, and chaparral communities at elevations ranging between 80 and 1,600 meters. Chaparral sand-verbena has been recorded at two locations in the vicinity of Barstow, roughly 20 miles north of the City. This species has potential to occur in the City.

### **Small-Flowered Androstephium (*Androstephium breviflorum*)**

The California distribution of this species is poorly known, consisting of scattered populations in San Bernardino, Riverside, and possibly Inyo counties. Small-flowered Androstephium flowers in March and April, and occurs in desert dune and Mojavean desert scrub communities at elevations ranging between 220 and 640 meters. The status of this species in the City is uncertain.

### **Booth's Evening-Primrose (*Camissonia boothii* ssp. *boothii*)**

This annual herb has scattered populations in western San Bernardino, southeastern Inyo, and Mono counties. Booth's evening-primrose flowers from April to September. It occurs between 800 and 2,400 meters elevation in Joshua Tree woodland and pinyon and juniper woodland communities, on rocky or gravelly slopes and along sandy washes. The species is recorded along the Mojave River and it is likely that this species still occurs in the City.

### **Pygmy Poppy (*Canbya candida*)**

The range of the pygmy poppy includes Inyo, Kern, Ventura, San Bernardino, and Imperial counties. The species flowers from March to June and occurs between 600 and 1,460 meters in elevation in Joshua Tree woodland, Mojavean desert scrub, and pinyon-juniper woodland communities. Soils are sandy, gravelly, or granitic. The species has been recorded in the City and populations of this plant are potentially present in the City.

### **Desert Cymopterus (*Cymopterus deserticola*)**

This herbaceous perennial plant is known from a limited number of populations in western San Bernardino, southeastern Kern, and northeastern Los Angeles counties. Desert cymopterus flowers between March and early May, and occurs in deep, loose, well drained, and fine to coarse sandy soils of alluvial fans and basins, often in swales or on stabilized low sand dunes, and occasionally on sandy slopes. The known elevation range is 630 to 1,500 meters. It occurs in Creosote Bush scrub, Desert Saltbush scrub, and Joshua Tree woodland with creosote bush scrub or desert saltbush scrub understory. Desert cymopterus has never been found in Victorville, but populations were historically known near Highway 18 in Apple Valley. Desert cymopterus has some potential to occur in the City.

### **Barstow Woolly Sunflower (*Eriophyllum Mojavense*)**

This small annual herb is found in a very limited range in northwestern San Bernardino County and adjacent counties. Flowering takes place between late March or April and May, and the plants rapidly dry out and decompose, becoming nearly impossible to detect by the end of May or beginning of June.

The Barstow woolly sunflower is usually found in creosote bush scrub, sometimes adjacent to or with an overstory of Joshua Trees, and in arid-phase saltbush scrub, with an elevation range of about 600 to 1,100 meters. The Barstow woolly sunflower is unrecorded in the City but has potential to occur there.

### **Creamy Blazing Star (*Mentzelia tridentata*)**

This annual herb flowers between March and May and occurs in Mojavean desert scrub with rocky, gravelly, or sandy soils at elevations ranging from 700 to 1,160 meters. This species is known to occur at

several locations in northwestern San Bernardino County, all of them north and east of the City; however, it has potential to occur.

**Mojave Monkeyflower (*Mimulus mohavensis*)**

This annual herb, known only from western San Bernardino County, flowers April to June and occurs between 600 to 1,200 meters in Joshua Tree woodland and creosote bush scrub communities. This species has been recorded north of the City. This wildflower occurs mainly on granitic soils on gravelly banks of desert washes, in sandy openings between creosote bushes, and along rocky slopes above washes (areas that are not subject to regular water flows).

**Short-Joint Beavertail (*Opuntia basilaris* var. *brachyclada*)**

This small cactus is a California endemic with a range centered in southwestern San Bernardino and northeastern Los Angeles counties, plus a few populations to the west and east. Short-joint beavertail flowers in May and June, and occurs in chaparral, Joshua Tree woodland, Mojave Desert scrub, and pinyon-juniper woodland communities at elevations of 425 to 2,000 meters. This species could occur in the Planning Area.

**San Bernardino Aster (*Symphyotrichum defoliatum*)**

San Bernardino aster is a California endemic known from populations in Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and possibly San Luis Obispo counties. San Bernardino aster is a rhizomatous herb that flowers from July to November. It occurs in a wide variety of habitats below 2,040 meters, including disturbed areas, and is listed as an “obligate” wetland plant, meaning that it almost always occurs in wetlands. The plant was collected near a pond south of Victorville in 1924, and may still occur in Victorville and surrounding areas.

**Sensitive Wildlife**

Within the City boundaries, six wildlife species considered threatened or endangered as listed by either or both the CDFW and the United States Fish and Wildlife Service (USFWS) occur. Several other species of concern potentially occur within the City. Table 4.19.4-2 (Sensitive Wildlife Species Known or With Moderate Potential to Occur in the City of Victorville) summarizes the sensitive wildlife species known to occur in the City, or that have moderate potential to occur in the City.

**Table 4.19.4-2 Sensitive Wildlife Species Known or With Moderate Potential to Occur in the City of Victorville**

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designation
<b>Amphibians</b>				
<i>Bufo microscaphus californicus</i>	Arroyo toad	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, along rivers with sandy banks, willows, cottonwoods, and sycamores, specifically in loose, gravelly areas of streams in drier parts of its range	None	CSC

**Table 4.19.4-2 Sensitive Wildlife Species Known or With Moderate Potential to Occur in the City of Victorville**

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designation
<b>Reptiles</b>				
<i>Gopherus agassizii</i>	Desert tortoise	Desert scrub	FT/ST	None
<i>Clemmys marmorata</i>	Western pond turtle	Permanent and intermittent aquatic habitats from near sea level to approximately 2,050 meters	None	CSC
<i>Phrynosoma coronatum</i>	Coast horned lizard	Scrubland, grassland, coniferous forests and broadleaf woodland vegetation	None	CSC
<b>Birds</b>				
<i>Haliaeetus leucocephalus</i>	Bald eagle	Most often recorded at large deep inland bodies of water; have been observed foraging along the Mojave River	None/SE	None
<i>Coccyzus Americana</i>	Yellow-billed cuckoo	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats	None/SE	None
<i>Empidonax traillii</i>	Willow flycatcher	Riparian woodland, typically adjacent to or over water	FE/SE	None
<i>Vireo bellii pusillus</i>	Least Bell's vireo	Riparian habitats throughout the Central Valley and other low elevation river systems	FE/SE	None
<i>Athene cunicularia</i>	Burrowing owl	Grasslands and flat to low rolling hills in treeless terrain	None	CSC
<i>Accipiter striatus</i>	Sharp-shinned hawk	Variety of habitats during the winter and migration, with riparian areas being the most common	None	WL
<i>Lanius ludovicianus</i>	Loggerhead shrike	Grasslands and other dry, open habitats	None	CSC
<i>Circus cyaneus</i>	Northern harrier	Prairie, savannah, slough, wet meadow and marsh vegetation types	None	CSC
<i>Accipiter cooperii</i>	Cooper's hawk	Wooded urban areas and native woodland vegetation types. Preferred nesting habitats are oak and riparian woodlands dominated by sycamores and willows	None	CSC
<i>Buteo regalis</i>	Ferruginous hawk	Open, dry habitats such as grasslands, shrublands, rangelands and plowed agricultural fields	None	CSC
<i>Aquila chrysaetos</i>	Golden eagle	Grasslands, deserts, savannas and early successional stages (i.e. the orderly process of one plant community replacing another) of forest and shrub habitats	None	CSC
<i>Falco mexicanus</i>	Prairie falcon	Grassland and scrub vegetation types	None	CSC
<i>Asio otus</i>	Long-eared owl	Grasslands and other open habitats. Nesting occurs in dense trees such as oaks and willows	None	CSC
<i>Myiarchus tyrannulus</i>	Brown-crested flycatcher	Riparian woodland or forest dominated by cottonwoods and willows	None	WL
<i>Toxostoma bendirei</i>	Bendire's thrasher	Desert areas that contain cactus, Mojave Yucca and Joshua Trees	None	CSC
<i>Toxostoma lecontei</i>	Le Conte's thrasher	Sparsely vegetated desert flats, dunes, alluvial fans and gently rolling hills with a high proportion of saltbush and/or cholla	None	CSC

**Table 4.19.4-2 Sensitive Wildlife Species Known or With Moderate Potential to Occur in the City of Victorville**

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Other Designation
<i>Dendroica petechia</i>	Yellow warbler	Riparian woodland or forest dominated by cottonwoods and willows	None	CSC
<i>Icteria virens</i>	Yellow-breasted chat	Riparian woodland, forest, and scrub dominated by cottonwoods, willows, arrow weed, tamarisk, and mulefat	None	CSC
<i>Piranga rubra</i>	Summer tanager	Riparian woodlands dominated by willows and cottonwoods at lower elevations and mesquite and salt cedar habitats at higher elevations	None	CSC
<i>Agelaius tricolor</i>	Tricolored blackbird	Breeds in freshwater marshes, and occasionally in other types of dense, often thorny, vegetation, and requires expansive nearby grasslands, rangelands, or other open habitats for foraging	None	CSC

**Mammals**

<i>Spermophilus mohavensis</i>	Mohave ground squirrel	All major desert scrub habitats types in the western Mojave Desert	None/ST	None
<i>Chaetodipus fallax pallidus</i>	Pallid San Diego pocket mouse	Arid coastal and desert border areas	None	CSC
<i>Microtus californicus mohavensis</i>	Mojave River vole	Moist habitats including meadows, freshwater marshes and irrigated pastures in the vicinity of the Mojave River	None	CSC
<i>Antrozous pallidus</i>	Pallid bat	Grasslands, shrublands and woodlands but is most common in open habitats with rocky areas for roosting. Roosting habitat consists of caves, crevices, mines, and occasionally hollow trees and buildings	None	CSC
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	Roosts in caves and other similar situations, including lava tubes and mine tunnels; buildings and other human-made structures are also utilized	None	CSC
<i>Euderma maculatum</i>	Spotted bat	Arid desert and grasslands through mixed conifer forests	None	CSC
<i>Eumpos perotis californicus</i>	California mastiff bat	Rocky areas at low elevations, where roosting occurs primarily in crevices in cliffs and trees	None	CSC
<i>Taxidea taxus</i>	American badger	Grasslands and other relatively open habitats with friable, uncultivated soils	None	CSC

SOURCE: City of Victorville 2008

Federal Designations

**FE** = Federally listed as Endangered

**FT** = Federally listed as Threatened

State Designations

**SE** = State listed as Endangered

**ST** = State listed as Threatened

**CSC** = California Species of Special Concern

**WL** = Watch List

**None** = Not listed or designated as sensitive.

**Observed** = Recorded observation during previous surveys.

### **Arroyo Toad (*Bufo microscaphus californicus*)**

This species occurs along the Mojave River above Mojave Forks Dam, but has disappeared from areas downstream of this dam. Arroyo Toads are largely nocturnal, and have highly specialized habitat requirements. They typically frequent sandy washes and arroyos with shallow pools that lack predatory fish or crayfish, and that have damp, sandy or gravelly banks. The adults dig deep burrows in sandy stream terraces and remain underground from late summer through the winter. The USFWS designated critical habitat for the arroyo toad at the upper reaches of the Mojave River near the Mojave Forks dam and in a stretch of the river in Victorville, including Mojave Narrows Regional Park. This designation has been withdrawn by court order, and a new critical habitat designation is pending. The Victorville reach has historical records of occurrence of the arroyo toad, but biological surveys within the past 10 years have failed to detect this species. The Old Fire and subsequent debris flows in 2003 and 2004 damaged a great deal of occupied arroyo toad habitat in the upper tributaries. Although the Arroyo Toad appears to be extirpated from the Mojave River downstream of Mojave Forks Dam, the river lies within this toad's historic range, and the toad could potentially be found there in the future.

### **Desert Tortoise (*Gopherus agassizii*)**

The desert tortoise is widely distributed across the Mojave and Sonoran deserts of California, Nevada, Utah, Arizona, Sonora, and Sinaloa. The Mojave population exists at varying densities in six distinct population segments. One major segment of the Mojave population of the desert tortoise is the West Mojave Recovery Unit, which is within the vicinity of the City but does not extend into City limits. The greatest population densities are found in creosote bush scrub with lower densities occurring in Joshua Tree woodland and Mojave-saltbush scrub. Direct threats to desert tortoises include collisions with motorized vehicles, illegal collecting, and disease. Indirect threats likely affecting tortoise populations include: habitat loss from construction and agricultural development; habitat alterations from livestock grazing, recreational activities, atmospheric pollution, global warming, and invasions of exotic plants. Desert tortoises have historically occurred in the City, but have not been found there in recent years.

### **Bald Eagle (*Haliaeetus leucocephalus*)**

The eagle's range in California is restricted to the northern, forested parts of the state with the exception of a reintroduced population on the Channel Islands. Northern populations are partially migratory, and some of these birds winter at water bodies in Southern California. At all times of year, bald eagles require access to water bodies that provide adequate supplies of fish. The City does not include any water bodies known to support bald eagles, but the species could occasionally wander into this area from Mojave Narrows Regional Park, Apple Valley, or elsewhere.

### **Yellow-Billed Cuckoo (*Coccyzus americanus*)**

The species has been observed during the breeding season at several locations along the Mojave River between Victorville and Barstow. The species probably breeds at Mojave Narrows near Victorville, but nests or fledged young have not been located. Yellow-billed cuckoos have one of the most restrictive habitat requirements of any bird species. Not only are they restricted to a single habitat type, but the size and configuration of the habitat are also extremely important. During the breeding season in California,

they are confined to areas comprised of large patches of cottonwood-willow riparian habitat. This species has declined primarily due to habitat loss on the breeding grounds.

### **Willow Flycatcher (*Empidonax traillii*)**

Fragmentation, modification, and destruction of the dense, expansive riparian woodlands that willow flycatchers require for nesting, combined with brood parasitism by brown-headed cowbirds (*Molothrus ater*), have greatly reduced breeding numbers of willow flycatchers in California and the West. The drawing down of water tables that support expansive riparian habitat is also implicated in this species' widespread decline in the West. Willow flycatchers are widespread during migration, and occur regularly throughout Southern California, generally favoring riparian areas. From 1990 to 1995, territorial willow flycatchers were found sparingly along the Mojave River, at Mojave Narrows Regional Park and about 0.25 mile downstream of Interstate 15. Nesting has not been confirmed in this area, and the species' current status there is unknown.

### **Least Bell's Vireo (*Vireo bellii pusillus*)**

This vireo once nested commonly throughout much of lowland California and northern Baja California, but its breeding range is now largely limited to a small number of major riparian systems in Southern California and Baja California. This decline has been attributed to loss and degradation of riparian habitat, combined with brood parasitism by the brown-headed cowbird, and is being reversed through preservation and restoration of habitat combined with aggressive cowbird control. Least Bell's vireos typically breed along the margins of dense willow-riparian habitat that possesses high structural diversity. The West Mojave Plan indicates that only one or two pairs of least Bell's vireos are known to breed at Mojave Narrows Regional Park.

### **Mohave Ground Squirrel (*Spermophilus mohavensis*)**

This ground squirrel ranges from near Palmdale on the southwest to Lucerne Valley on the southeast, Olancho on the northwest, and the Avawatz Mountains on the northeast. Most of the City lies within this species' range. The Mohave ground squirrel occupies all of the region's major desert scrub habitats, preferring flat to moderately hilly terrain; steep areas are generally avoided. This ground squirrel is most frequently in sandy, alluvial soils, but is also found in gravelly and occasionally rocky soils. The main threats to this species come from destruction, degradation, and fragmentation of habitat. In addition, agricultural development can bring the animals into contact with harmful toxins and may also increase populations of the California ground squirrel, a species that competes for resources with the Mohave ground squirrel.

### **Western Pond Turtle (*Actinemys marmorata pallida*)**

This turtle species ranges from Washington to northern Baja California. Western pond turtles occupy a wide range of permanent and intermittent aquatic habitats from near sea level to approximately 2,050 meters, and require some slack- or slow-water aquatic habitat as well as sandy banks or open fields in which to estivate, hibernate, and lay eggs. Nesting sites are usually located along stream or pond margins. The Western pond turtle has been recorded in the vicinity of Victorville.

### **San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*)**

This lizard occurs in Southern California and northwestern Baja California. The species historically occurred along the Mojave River north to near Oro Grande, but is reportedly extirpated from this part of the range. However, it has also been recorded within approximately 10 miles of Victorville, to the south and southwest, suggesting that the species could possibly still be found within the limits of the City.

### **Northern Harrier (*Circus cyaneus*)**

This raptor breeds widely in marshlands and open upland habitats across North America and Europe. Northern Harriers may occasionally nest in agricultural or grassland areas elsewhere in the West Mojave Plan Area (WMPA), which covers approximately six million acres of land in San Bernardino, Inyo, Kern, and Los Angeles counties. This species winters fairly commonly in the Victorville area but is unlikely to nest in the City.

### **Sharp-Shinned Hawk (*Accipiter striatus*)**

This small hawk is a widespread migrant and wintering species that occurs across most of North and Central America, including Southern California. Sharp-shinned hawks winter regularly throughout the WMPA, and are expected to occur in both developed and undeveloped portions of the City.

### **Cooper's Hawk (*Accipiter cooperii*)**

This medium-sized hawk is a generally uncommon breeding species and fairly common wintering species in Southern California. This hawk typically nests in well-developed oak woodlands and riparian forests, and occurs in a wider variety of habitats, including residential areas, during the fall and winter months. Cooper's Hawks winter regularly in the WMPA and breed locally at a handful of sites. Mojave Narrows Regional Park is the only known breeding site near the City.

### **Ferruginous Hawk (*Buteo regalis*)**

The ferruginous hawk is an uncommon migrant and winter visitor that occurs primarily in agricultural fields, as well as other open habitats that offer adequate supplies of jackrabbits, ground squirrels, gophers, and other suitable prey. Ferruginous hawks probably occur as rare migrants and winter visitors in undeveloped portions of the City.

### **Golden Eagle (*Aquila chrysaetos*)**

Golden eagles are year-round residents across much of Southern California, nesting in hilly and mountainous areas well removed from human presence and foraging over an open desert in a range of close to 100 square miles. Areas north of the City include rocky cliffs potentially suitable for use as nesting substrate for the golden eagle. The potential for this species to occur in the City is limited to wandering and foraging birds.

### **Prairie Falcon (*Falco mexicanus*)**

This large falcon is increasingly rare throughout the region, particularly as a breeder. It is possible that the area north of the City includes rocky cliffs suitable for use as nesting substrate for the prairie falcon. The species' occurrence in the City would be limited to wandering and foraging birds.

### **Burrowing Owl (*Athene cunicularia*)**

This small, ground-dwelling raptor lives in grasslands, rangelands, along the edges of agricultural fields, and in sparsely vegetated scrub lands. They usually occupy ground squirrel burrows but have been known to use drain pipes and other types of holes or other structures. Burrowing Owl has been recorded within Victorville City limits in recent years. The species presumably still occurs in open lands in the City, particularly in areas that have healthy ground squirrel populations.

### **Long-Eared Owl (*Asio otus*)**

This owl is found across large portions of North America, including most of the West. Populations have declined greatly throughout much of the species' range due to habitat loss and degradation. In the California deserts, Long-eared owls nest and/or roost in a variety of plant communities, including riparian woodlands, junipers, and even stands of exotic tamarisk (*Tamarix* spp.) or other artificial plantings. The species has not been recorded in or around the City of Victorville, but the species is known to nest along the Mojave River and possibly in undeveloped or lightly developed areas within the City where stands of suitable trees occur.

### **Loggerhead Shrike (*Lanius ludovicianus*)**

This small predatory bird inhabits open country, where they feed primarily on large insects and occasionally small vertebrate prey. Southern California's resident populations are increased somewhat by winter visitors that breed elsewhere. The loggerhead shrike is known to occur in the City, with resident birds presumably augmented by winter visitors from elsewhere. Potential threats to this species include the use of biocides (herbicides and insecticides), competition from human-tolerant species like the common raven, collisions with vehicles, and possibly invasion of desert scrub by non-native annual grasses, which may decrease shrike foraging efficiency.

### **Brown-Crested Flycatcher (*Myiarchus tyrannulus*)**

The brown-crested flycatcher is a very localized breeder in southeastern California, where it requires riparian woodland or forest dominated by large cottonwoods and willows, and these birds migrate southward to winter in Mexico or Central America. Up to three pairs of Brown-crested Flycatchers nest each year at Mojave Narrows Regional Park, the only pocket of potentially suitable habitat for this species in or around Victorville. Loss of well-developed riparian woodlands along the river resulting from drawing down of groundwater probably represents the greatest threat to this small breeding population of brown-crested flycatchers.

### **Bendire's Thrasher (*Toxostoma bendirei*)**

The breeding distribution of Bendire's thrasher in California is restricted almost exclusively to the Mojave Desert. The primary distribution of Bendire's Thrasher breeding habitat extends as a discontinuous band in suitable habitat from Joshua Tree National Park (JTNP) to near Victorville. The species has not been recorded in or around the area, but may potentially occur.

### **Le Conte's Thrasher (*Toxostoma lecontei*)**

This thrasher generally occurs in open desert with scattered shrubs and sandy and/or alkaline soil, rarely on rocky soil, hillsides, in riparian vegetation or on agricultural lands. This species is not found in urban or dense residential areas, but may be found in proximity to scattered rural residences. Loss of suitable habitat is identified as the main threat to Le Conte's thrasher. This species has been recorded in the vicinity of Victorville. The species may occur in undeveloped or lightly developed parts of the City where suitable habitat is present.

### **Yellow Warbler (*Dendroica petechia*)**

This widespread wood-warbler breeds in a variety of woodland habitats in the state, and is widespread in migration. Southern California breeding populations declined markedly due to habitat loss, habitat degradation, and parasitism by brown-headed cowbirds, but have rebounded in recent years in response to habitat preservation, restoration, and cowbird control measures. Mojave Narrows Regional Park is one of only four places that currently host breeding yellow warblers. The species occurs as a regular spring and fall migrant within the City but it is unlikely to breed there.

### **Yellow-Breasted Chat (*Icteria virens*)**

Mojave Narrows Regional Park is one of only five places that currently host breeding yellow-breasted chats. The City lacks habitat that appears to be suitable for nesting by the yellow-breasted chat.

### **Summer Tanager (*Piranga rubra*)**

The summer tanager breeds across large parts of the United States and northern Mexico. Populations scattered through the Southern California deserts breed almost exclusively in well-developed cottonwood-willow riparian forests. Mojave Narrows Regional Park is one of only four places that currently host breeding summer tanagers. Threats to this species come from loss of well-developed riparian woodlands along the river resulting from drawing down of groundwater, from invasion of native riparian woodlands by non-native plant species, and possibly from cowbird parasitism. The City lacks habitat that appears to be suitable for nesting by the summer tanager.

### **Tricolored Blackbird (*Agelaius tricolor*)**

The tricolored blackbird breeds in freshwater marshes, and occasionally in other types of dense, often thorny, vegetation, and requires expansive nearby grasslands, rangelands, or other open habitats for foraging. Tricolored blackbirds have bred along the Mojave River near Interstate 15. Suspected threats to Tricolored Blackbird include loss and destruction of suitable nesting and foraging habitat, contamination by biocides and other toxins, and human disturbance of colonies. Tricolored blackbirds could potentially nest in small "pocket" wetlands in the City and/or forage in open fields, golf courses, and other open situations.

### **Pallid San Diego Pocket Mouse (*Chaetodipus fallax pallidus*)**

This small mouse occupies desert areas from eastern Los Angeles County south and east through San Bernardino and Riverside counties to eastern San Diego County southwestern Imperial County. The species occurs in a variety of habitats, including desert wash, desert scrub, desert succulent scrub, and

pinyon-juniper woodland. Sandy soils are selected, usually in association with rocks or coarse gravel and herbaceous vegetation. This species has been recorded in Victorville, and presumably still occurs in suitable habitat throughout the City.

### **Mojave River Vole (*Microtus californicus mohavensis*)**

The Mojave River vole is limited to moist habitats in the vicinity of the Mojave River between Victorville and Helendale. Suitable habitat is associated with ponds and irrigation canals along with the Mojave River proper. The Mojave Narrows Regional Park is the only protected land in this core area. The primary threats to the Mojave River vole are the destruction and fragmentation of habitat resulting from agriculture and urbanization.

### **Pallid Bat (*Antrozous pallida*)**

Pallid bats roost in rock crevices, old buildings, bridges, caves, mines, and hollow trees. In the desert, many rock crevice roosts may be difficult to identify, and impacts may be unintentional such as the blasting of rocks for renewed mining, highway construction, and other developments. When the bats occupy mines and buildings, human entry can cause the bats to abandon the roost. In many parts of their range, pallid bats roosting in buildings are excluded by renovations or by the desire of property owners to be rid of them.

### **Townsend's Big-Eared Bat (*Corynorhinus townsendii*)**

This sedentary bat is widespread in western North America. This bat roosts in caves and other similar situations, including lava tubes and mine tunnels; buildings and other human-made structures are also utilized. Potentially suitable roosting habitat for Townsend's big-eared bat occurs in the City and area to the north.

### **Spotted Bat (*Euderma maculatum*)**

This bat is considered one of the rarest mammals in North America. This bat roosts primarily in crevices in cliffs. The spotted bat occurs to the north of the City.

### **California Mastiff Bat (*Eumops perotis californicus*)**

The California mastiff bat ranges from north-central California south to northern Baja California, eastward across the southwestern United States and northwestern Mexico to west Texas and Coahuila. In California, most records are from rocky areas at low elevations, where roosting occurs primarily in crevices in cliffs and trees. Potentially suitable roosting habitat for the California mastiff bat occurs to the north of the City.

### **American Badger (*Taxidea taxus*)**

The American badger's principal habitats include grasslands, savannas, and mountain meadows near timberline. Loss of natural open spaces to agriculture and construction represents the primary cause of the species' decline and in California. American badger has not been recorded in the City, but sightings have been reported in the Kramer Hills and Iron Mountain areas. American Badgers have potential to occur in the City.

## **Wildlife Movement Corridors**

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors are links between different populations of a species and mitigate the effects of habitat fragmentation by (1) allowing animals to move between remaining habitats (which allows replenishment of depleted populations and promotes genetic diversity); (2) providing escape routes from fire, predators, and human disturbances that put populations or local species at risk; and (3) serving as travel routes for individuals moving within their home ranges for food, water, mates, and shelter. Wildlife movement activities usually fall into one of three movement categories: dispersal, seasonal migration, or movements related to home range activities. Large open spaces will generally support a diverse wildlife community engaging in all types of movement. Wildlife movement may range from non-migratory movement of amphibians, reptiles, and some birds on a local level to the many-square-mile home ranges of large mammals moving at a regional level. The Mojave River forms a regionally important wildlife movement corridor between the San Bernardino Mountains to the south and natural open spaces that lie within and north of the City.

## **Jurisdictional Waters and Wetlands**

United States Army Corps of Engineers (USACE) jurisdiction must exhibit specific characteristics related to hydrology, soils, and hydrophytic plants, which are plants that grow in soils that are permanently or periodically saturated. In the absence of wetlands, USACE jurisdiction in nontidal waters such as rivers, lakes, and intermittent streams extends to the ordinary high-water mark. Pursuant to California Fish and Game Code Sections 1600–1603, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. There are differences between USACE and CDFW jurisdictions. The CDFW uses less defined and more ecologically based criteria in their jurisdiction determinations. For a watercourse to be considered under CDFW jurisdiction, it must have a terminus, banks, and channel through which water can flow, at least periodically, and needs to exhibit evidence of an ordinary high water mark. CDFW jurisdiction may only exhibit one of the three USACE indicators. Generally, CDFW jurisdiction may extend to the wider limit of riparian vegetation associated with the watercourse, encompassing the entire limits of USACE jurisdiction. Areas of the Mojave River and other washes and rivers in the City, such as Oro Grande Wash, could be subject to the jurisdiction of the CDFW and/or the USACE.

The Mojave River flows from south to north along the eastern edge of the City, conveying runoff out of the San Gabriel and San Bernardino Mountains. The river's natural floodplain is up to a mile wide, and its waters flow below the surface for most of its length except following storms. At Mojave Narrows, however, the river encounters an impenetrable layer of bedrock that forces water to the surface even during dry periods. Oro Grande Wash, the City's second-largest drainage course, conveys flows only following intense storms. It parallels Interstate 15 and crosses beneath the freeway in a culvert between La Mesa Road and Olivera Road. The wash becomes channelized at Bear Valley Road, passes through the Victorville Municipal Golf Course in a culvert, and is eventually dispatched into an underground culvert in Center Street Park, near Hesperia Road at Verde Street.

## ■ Regulatory Framework

### **Federal**

#### **Endangered Species Act**

The federal Endangered Species Act of 1973 (FESA), as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. “Take” of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” FESA Section 7 requires federal agencies to consult with the USFWS on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. FESA Section 4(a) requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.”

Critical habitat consists of specific areas, both occupied and unoccupied by a federally protected species, that are essential to the conservation of a listed species and that may require special management considerations or protection. The location of a proposed project within critical habitat typically warrants a habitat assessment and, if suitable habitat is present, focused (protocol) surveys to determine presence or absence of the listed species. Any project involving a federal agency, federal monies, or a federal permit that falls within an area designated as critical habitat requires the project proponent to consult with the USFWS regarding potential impacts to the listed species and conservation measures to offset identified impacts.

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Critical habitat receives protection under Section 7 of the act through the prohibition against destruction or adverse modification of critical habitat with regard to actions carried out, funded, or authorized by a federal agency. Federal agencies and proponents of other projects involving federal funding or permits that are proposing projects within critical habitat are required to consult with USFWS as to the impacts such projects may have on protected species, and mitigation for any such impacts. FESA Section 10 provides the regulatory mechanism that allows the incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

#### **Migratory Bird Treaty Act**

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States’ commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a

valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

### **Clean Water Act, Sections 401 and 402**

Federal Clean Water Act (CWA) Section 401(a)(1) specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable Regional Water Quality Control Board (RWQCB) must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the U.S. Environmental Protection Agency (USEPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Victorville is within the jurisdiction of the Lahontan Region RWQCB (Region 6).

### **Clean Water Act, Section 404**

USACE regulates discharges of dredged or fill material into waters of the United States including wetlands and non-wetland bodies of water that meet specific criteria. Pursuant to Section 404 of the CWA, a permit is required for any filling or dredging in waters of the U.S. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the RWQCB.

## **State**

### **California Endangered Species Act**

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Known and recorded occurrences of sensitive species are listed on the CDFW's California Natural Diversity Data Base (CNDDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

## **California Fish and Game Code, Section 1600**

California Fish and Game Code Section 1600 requires that a project proponent notify the CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

## **California Desert Plant Protection Act**

Joshua Trees are protected under this Act, which requires a tag through the Department of Food and Agriculture if five or more trees are to be removed.

## **Regional**

### **West Mojave Plan**

The West Mojave Plan is a multiple species planning effort that encompasses 9.4 million acres in the Mojave Desert. The plan area extends from Olancho in Inyo County in the north to the San Gabriel and San Bernardino Mountains in the south, and from the Antelope Valley in the west to the Mojave National Preserve in the east. The plan focuses on the federally and state-listed desert tortoise and the state-listed Mohave ground squirrel, but also addresses 100 other special status plant and wildlife species. Twenty-eight participating federal, state, and local agencies and jurisdictions have teamed in this planning effort. The purpose of the West Mojave Plan is to provide regional or area-wide protection of natural areas and to promote perpetuation of natural wildlife diversity while allowing compatible development and growth.

Preparation of the West Mojave Plan began in 1992 with a series of scoping meetings, which continued over a period of 10 years. The Biological Opinion to amend the BLM California Desert Conservation Area Plan was issued by the U.S. Fish and Wildlife Service in January 2006. As of February 2013, the HCP for non-federal lands is not yet complete; the covered species, boundaries of the conservation areas, survey requirements, funding requirements, and implementing conservation actions for each species require a more detailed description for the local governments to obtain Incidental Take Permits (ITPs) under the federal and state Endangered Species Acts. The City of Victorville lies within the WMPA; however, until the Implementation Agreement is signed, the West Mojave Plan will not be in effect on lands under the jurisdiction of the City.

## **Local**

### **City of Victorville Joshua Tree Ordinance**

City Municipal Code Title 13, Chapter 13.33, is the City's Joshua Tree Ordinance. The purpose and intent of the ordinance is to protect and preserve, to the greatest extent possible, Joshua trees in all areas of the City so as to preserve the unique natural desert environment throughout the City and for the health, safety and welfare of the community. Section 13.33.040 prohibits Joshua tree removal and provides for enforcement.

## Victorville General Plan

The Victorville General Plan Resource Element includes the following policies that are applicable to biological resources:<sup>4</sup>

- Policy 4.1.1** Encourage development natural habitat that supports rare, threatened or endangered plants and wildlife (i.e., “sensitive” species), or require restoration of the same type of impacted habitat within an existing, planned or potential conservation area.
- Policy 4.1.2** Support and participate in the West Mojave Plan
- Policy 4.2.1** Generally prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- 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
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

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<sup>4</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

## Analytic Method

The following analysis reviews potential impacts to biological resources within the City of Victorville.

### Effects Not Found to Be Significant

Threshold	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?
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Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain habitat.

Sensitive plant and animal species that may occur within the City are discussed above under Environmental Setting. As discussed in this section, the City has the potential to support sensitive species throughout its limits.

It is the policy of the City to comply with state and federal regulations regarding protected species. Additionally, as stated in General Plan Implementation Measure 4.1.1.2, the City requires biological surveys and an assessment of biological resource impacts for projects in undeveloped areas. Policy 4.1.2 also promotes efforts to participate in the West Mojave Plan, which would establish additional biological resource protection requirements for future projects. Policy 4.2.1 generally prohibits development in areas containing sensitive biological resources.

Renewable energy projects considered for approval on vacant land under the Regional Reduction Plan would be required to provide independent CEQA and need to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on site, focused surveys for those sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on site or off site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS.

After compliance with requirements of the California and federal endangered species acts the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species. Therefore, this impact would be *less than significant*. No mitigation is required.

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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Implementation of the Regional Reduction Plan would not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might contain riparian habitat.

As stated previously, individual projects undergoing the City's development approval process would be required to survey for sensitive biological resources, including sensitive riparian habitat. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. Additionally, General Plan Policy 4.2.1 generally prohibits development in areas containing sensitive biological resources. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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There are several drainages that could contain federally protected wetlands within the Project Area including the Mojave River and Oro Grande Wash.

Implementation of the Regional Reduction Plan includes energy efficiency standards for new development, energy efficiency retrofits for existing buildings, water conservation measures, transportation measures to reduce trips and vehicle miles traveled, waste diversion programs. Implementation of these types of reduction measures will not affect bodies of water or wetlands.

Increased renewable energy generation will also be developed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. Additionally, General Plan Policy 4.2.1 generally prohibits development in the Mojave River corridor. In the unlikely event that a renewable energy project results in impacts to waters of the state, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	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 wildlife corridors, or impede the use of native wildlife nursery sites?
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The Mojave River through the City provides a major regional wildlife corridor. As discussed above related to riparian habitat, implementation of the Regional Reduction Plan is not expected to affect

bodies of water or wetlands, including the Mojave River corridor. Development in the corridor would generally be prohibited. Additionally, if a potential impact to the Mojave River would be allowed to occur, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. The Regional Reduction Plan would not grant specific entitlements for development; therefore, implementation of the Regional Reduction Plan would not directly impact vegetation that could be used by migrating birds. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to migratory birds. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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Implementation of the Regional Reduction Plan would be required to comply with the Victorville General Plan policies and the City of Victorville Joshua Tree Ordinance, which prohibits Joshua tree removal. The Victorville General Plan policies support the protection of biological resources through requirements for biological resource assessments and encouraging participation in the West Mojave Plan. Projects that implement the Regional Reduction Plan would be required to comply with the Joshua Tree Ordinance and General Plan policies. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	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?
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There are no local habitat conservation plans or natural community conservation plans that apply to the City of Victorville. The West Mojave Plan may be expanded to include non-federal land in the future, but does not apply to development in the City at this time. Compliance with the City's existing development review process would require surveys and mitigation for sensitive species, including those covered by the West Mojave Plan, such as the desert tortoise and Mohave ground squirrel. Therefore, impacts would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Threshold	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?
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As discussed at a project-level analysis, the Regional Reduction Plan does not directly result in removal of vegetation or wildlife in the City because the Regional Reduction Plan does not confer entitlements for development. The Regional Reduction Plan does include an increase in renewable energy sources within the City. Renewable energy generation facilities could potentially be built on vacant land that might

contain habitat. After compliance with requirements of the California and federal endangered species acts, renewable energy facilities built during implementation of the proposed Regional Reduction Plan would not have substantial adverse impacts on sensitive animal species at a project-level. Because the City, state, and federal biological resources requirements are intended to protect biological resources at a regional level, and individual projects implementing the Regional Reduction Plan would be in compliance with these regional level habitat units, the project's ***cumulative impact would also be less than significant.***

Threshold	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
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Increased renewable energy generation could be proposed during implementation of the proposed Regional Reduction Plan. As stated previously, individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat onsite for sensitive species. If sensitive species were found onsite, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects affecting riparian habitat in the City would be required through the existing permitting process to mitigate potential impacts to riparian areas. This existing permitting process substantially limits degradation of habitat on a regional level. Therefore, on a cumulative level, implementation of the proposed project would not substantially degrade the riparian habitat on a regional basis, and the ***cumulative impact would be less than significant.***

Threshold	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
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Increased renewable energy generation could be proposed during implementation of the proposed Regional Reduction Plan. However, these types of projects are not likely to affect bodies of water or wetlands. In the unlikely event that a methane capture system or renewable energy project results in impacts to waters of the state, that project would be subject to approval by the CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts. With Streambed Alteration Agreements, impacts to water bodies would be minimal and not result in cumulative impacts. The ***cumulative impact would be less than significant.***

Threshold	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 wildlife corridors, or impede the use of native wildlife nursery sites?
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The Mojave River serves as a local regional wildlife movement corridor. However, implementation of the Regional Reduction Plan will not impair the use of the Mojave River as a wildlife movement corridor, as discussed above regarding impacts to riparian habitat. Development of renewable energy generation projects under the Regional Reduction Plan would be required to comply with the federal MBTA. Therefore, the Regional Reduction Plan is not anticipated to have substantial adverse impacts to

migratory birds. Because the Regional Reduction Plan does has no impact on wildlife corridors at a project-level, the Regional Reduction Plan will not participate in a cumulative impact. Furthermore, compliance with the MBTA reduces both potential project-level and cumulative impacts to migratory birds to less than significant. Consequently, the ***cumulative impact would be less than significant.***

Threshold	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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Projects proposed under the Regional Reduction Plan and cumulative projects in the City would be required to demonstrate compliance with City requirements related to biological resources during the project's development review process. Therefore, a ***cumulative impact would not occur.***

Threshold	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?
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There are no regional habitat conservation plans or natural community conservation plans that apply to the City at this time. Therefore, a ***cumulative impact would not occur.***

## ■ References

- California Native Plant Society. 2013. Inventory of Rare and Endangered Plants, Version 7-13mar. March 14.
- Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.
- . 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.
- . 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

## 4.19.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a), associated environmental documents (2008b and 2008c), and searches were conducted on-line for resources listed in the NRHP and CRHR (OHP 2013). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

#### ***Prehistoric Setting***

The City of Victorville lies within an area known to contain prehistoric archaeological materials, which include the material culture reflective of groups that preceded Euro-American contact and settlement. The prehistoric setting is defined by five periods based on general changes in artifact content, population, changes in food procurement and resource exploitation, and more cultural complexity over time. The prehistoric periods are as follows (Victorville 2008b):

- Lake Mohave Period (12,000 years to 7,000 years ago)
- Pinto Period (7,000 years to 4,000 years ago)
- Gypsum Period (4,000 years to 1,500 years ago)
- Saratoga Springs Period (1,500 years to 800 years ago)
- Protohistoric Period (800 years ago to European contact)

#### ***Ethnohistoric Setting***

Victorville is situated within the Serrano traditional use area. The Serrano traditional use area is mapped as encompassing the San Bernardino Mountains from the Cajon Pass in the west to beyond modern Twentynine Palms in the east, and from about Victorville in the north to near the San Gorgonio Pass in the south (Bean and Smith 1978). However, these borders are ill defined, due to a lack of reliable data and to the Serrano sociopolitical organization. The Serrano were organized into autonomous lineages occupying defined territories; however, these groups rarely identified a permanent habitation site. These groups were neither politically aligned, nor were they socially connected outside of each localized lineage (Strong 1972). For these reasons, the borders of the arbitrarily grouped Serrano peoples would vary greatly from lineage to lineage, depending upon their respective worldviews.

Studies on linguistic characteristics have indicated that the term Serrano had been academically applied to four different groups, including the Serrano, Kitanemuk, Vanyume, and the Tataviam (Alliklik) (Bean and Smith 1978; Johnston 1965). The Vanyume use area has been mapped to the north of Victorville, extending from the Cajon Pass in the west, to near modern Ludlow between the Cady and Bristol Mountains (Bean and Smith 1978). The Kitanemuk and Tataviam are found within the general vicinity of the Tehachapi Mountains.

### **Historic Setting**

Exploration, settlement, and exploitation of this region by Europeans were comparatively slow, due the harsh environmental conditions in the Mojave Desert. Nonetheless, there are some early American expeditions across the Mojave in 1827 and 1831 to establish routes from the Colorado River. Now known as the Mojave Trail, this route was based upon a pre-existing Native American trail complex, and linked the northernmost portion of Alta California to well established Mexican outposts, and then to locales beyond the modern California border. The Mojave Trail (CA-SBR-3033/H/CHL-963—Mojave Road) traverses the Victor Valley (Victorville 2008b).

In the early 1830s, traders established the route through to Los Angeles by crossing at Green River, Utah, allowing American access to the Four Corner states (Arizona, Colorado, New Mexico and Utah). Known as the Old Spanish Trail, the route paralleled the Mojave River and passed through the Victor Valley. The Mormon Trail, the Spanish Trail, also known as the Santa Fe and Salt Lake Trail (CA-SBR-4272H), are all situated along the same general route. By 1845, approximately 300 to 500 people used the Mormon Trail or portions of the trail each year, and the number continued to increase over time (Victorville 2008a, 2008b; Hesperia 2010).

In 1885, Victorville was established as a result of a railroad station constructed approximately one mile northwest of the narrows of the Mojave River. At this time, the community was known as Victor, and was named after Jacob Nash Victor, a construction superintendent for the California Southern Railroad (Santa Fe Railroad). On January 18, 1886, the Plan of the Town of Victor was prepared, which created the grid pattern of the original town. The Victor townsite included approximately 200 acres and exhibited a grid pattern of streets bounded by modern A, G, 1<sup>st</sup>, and 11<sup>th</sup> Streets. By 1890, the Victor settlement boasted approximately 100 residents. In 1901, the community's name was changed from Victor to Victorville by the United States Post Office to avoid confusion associated with the community of Victor, Colorado (Victorville 2008a, 2008b; Victorville 2013).

Agriculture shaped the early development of the Victor Valley area. In the late nineteenth and early twentieth century, settlers in the valley attempted to grow alfalfa and deciduous fruits, as well as raise poultry. However, despite fertile soils and an abundance of available groundwater, these efforts were met with limited success. Near the turn of the century, large deposits of limestone and granite were discovered, and cement manufacturing became the leading industry in the valley. In 1916, the Southwestern Portland Cement Company (SPCC) began operation approximately one mile north of downtown Victorville, on the northwest side of modern State Route 18. The Victorville SPCC plant became a major employer in the area and has been credited as a catalyst for the growth and success of the town (Victorville 2008a, 2008b).

In 1926, U.S. Highway 66 (Route 66/CA-SBR-2910H) was commissioned, and connected the Los Angeles Area to Chicago, Illinois. A segment of this route ran through Victorville along modern 7th and D Streets. During the Depression of the 1930s, Route 66 symbolized the “road to opportunity,” as people followed it from the Dust Bowl and into California. In the 1940s, Route 66 facilitated military mobilization across the country, and provided access to the Victorville Army Air Field (Victorville 2008a, 2008b).

On July 23, 1941, and during World War II, initial construction of the Victorville Army Airfield commenced approximately five miles from downtown Victorville. The base was completed on May 18, 1943, and supported two Tactical Fighter Wings of the Tactical Air Command, as well as approximately 6,000 civilian and military personnel. In September of 1950, the airfield was named George Air Force Base in honor of the late Brigadier General Harold H. George. On January 5, 1989, the Secretary of Defense announced the closure of George Air Force Base under the Base Closure and Realignment Act, and the base was deactivated on December 15, 1992. The former military base was annexed into Victorville on July 21, 1993, and has since been renamed Southern California Logistics Airport (Victorville 2008a, 2013).

During the post-World War II period, Americans became more mobile than ever before, resulting in new businesses geared toward the automobile. Along the entirety of Route 66, a variety of roadside businesses were established, including motels, gas stations and restaurants. Through Victorville, the highway was lined with retail and tourist-related businesses with a distinctive western flavor. Examples of the roadside culture associated with Route 66 are still observable along portions of the roadway, and aptly represent the automobile era in American History. Today, the importance of Route 66 has been superseded by nearby Interstate 15 (I-15), which trends through the City of Victorville in a southwest-northeast direction (Victorville 2008b).

The City of Victorville was incorporated in 1962, occupying an area measuring 9.7 square miles. At that time, the population of the City was approximately 8,110 (Victorville 2008b).

## **Historical Resources**

### **Designation Process**

Significant cultural resources can include archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. Such resources can be recognized in the context of national, state, regional or local history. Designation can occur at the federal level in the National Register of Historic Places (NRHP) and at the state level in the California Register of Historical Resources (CRHR). At the state level, resources can additionally be recognized as California Historic Landmarks (CHLs) and the California Points of Historic Interest (PHIs). Resources can often be designated locally; however, the City of Victorville has not established criteria or a register to address resources at the local level. The criteria for consideration as an NRHP or CRHR resource are further discussed below, in the Regulatory Framework.

### **Resources Listed or Eligible for Listing on the National Register of Historic Places**

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. Ten resources within the City have been previously evaluated and determined eligible for listing on the NRHP. The NRHP-eligible resources in the City of Victorville are as follows (Victorville 2008b):

- Prehistoric Camp Site (CA-SBR-72)
- Road—Route 66 (CA-SBR-2910H)
- Hearth (CA-SBR-6304)
- Prehistoric Camp Site (CA-SBR-6313)
- Historic period refuse disposal site (CA-SBR-6533H)
- Railroad (CA-SBR-6793H)
- Power Transmission Line (CA-SBR-7694H)
- Power Transmission Line (CA-SBR-10315H)
- Power Transmission Line (CA-SBR-10316H)
- Crossing over the Mojave Narrows (P1584-1)

### **Resources Listed or Eligible for Listing on the California Register of Historical Resources**

The State Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR 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 the CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain CHLs and PHIs are also listed or considered eligible for the CRHR. Ten properties in the City of Victorville have been evaluated and determined eligible for the NRHP (as listed above); therefore, these resources would also be eligible for listing on the CRHR.

### **California Historical Landmarks and Points of Historical Interest**

CHLs are 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. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (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; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired. There are no listed PHIs and three CHLs in the City of Victorville (Victorville 2008b; OHP 2013).

The CHLs in the City of Victorville are:

- Mormon Road
- Old Spanish Trail
- Mojave Road

### ***Locally Important Resources in Victorville***

The Victorville Chamber of Commerce has identified 17 historic sites as points of interest in the downtown area (Victorville 2008b). These sites include:

- Indian Marie's Grave Site
- The Barrel House
- First National Bank
- McDougal Cottage
- Methodist Church
- Old Sheriff's Office
- Old Victor School
- Victor Valley Memorial Park
- Victorville "V"
- The Chantry House
- Victor Valley Junior High School Gymnasium
- 8th Street Community Center
- U. S. Highway 66
- The Jail
- Victorville Hardware

## **Built Environment Resources**

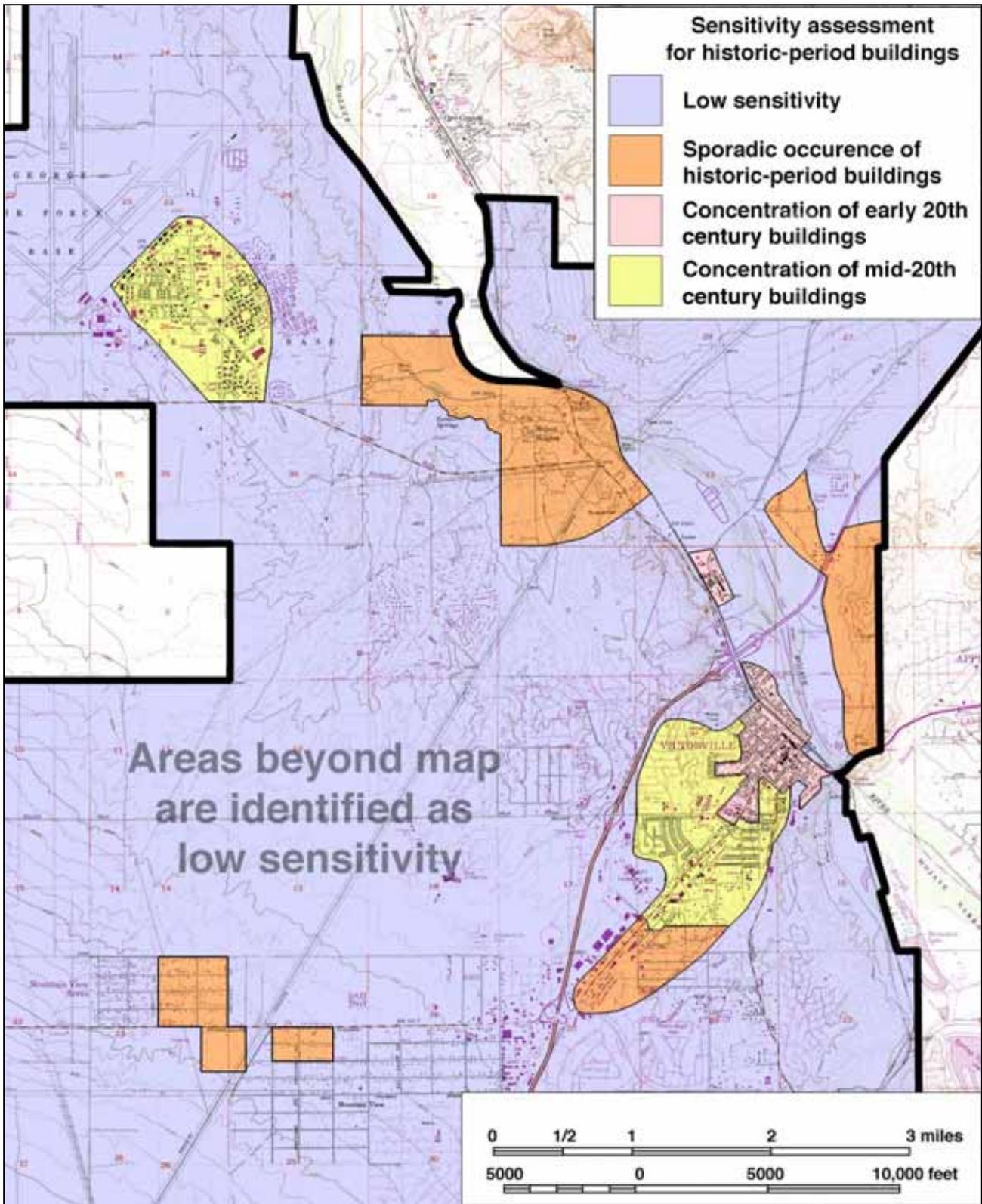
Historic age buildings and other built environment features are known to occur within the City. Early twentieth century historic-age buildings and features are mainly concentrated in the downtown area, bounded by A, E, 1<sup>st</sup>, and 11<sup>th</sup> Streets and the corridors extending southwest along 6<sup>th</sup> Street, 7<sup>th</sup> Street, Yucca Avenue, and Forrest Avenue. The neighborhoods to the southwest of the downtown area, between the I-15 and Hesperia Road, feature a relatively high percentage of mixed-vintage residences from the early and mid-twentieth century. This area also includes some buildings that are now approaching the age threshold to be considered potentially historic. Sporadic historic-age buildings can be found throughout much of the planning area, with the exception of where recent large subdivisions have been constructed. For historic-age commercial buildings, the portion of Route 66 between 1<sup>st</sup> Street and Stoddard Wells Road forms a business district with distinct historical character, and is considered highly sensitive. Historic age commercial and industrial buildings are also found along the segment of National Trails Highway between Air Expressway and I-15. Areas of sensitivity for historic-age buildings are shown on Figure 4.19.5-1 (Sensitivity for Historic Age Buildings in Victorville).

## **Archaeological Resources**

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic age. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains. According to a records search completed at the Archaeological Information Center (AIC) at the San Bernardino County Museum, at least 178 historical/archaeological sites have been detected and recorded within and adjacent to the planning area. These sites include 50 prehistoric (i.e., Native American) sites and 128 historic-age sites. Nine of the 50 prehistoric sites also have historic-age components. A total of 16 additional pending sites have been reported within the boundaries of the planning area, including 3 prehistoric resources and 13 historic-age sites. The prehistoric habitation and use areas are generally located along or near the banks of the Mojave River, near the confluence of seasonal drainages such as the Oro Grande Wash and the Bell Mountain Wash, or near springs in the Turner Springs area. The historic-age sites are generally found in the downtown Victorville area, along National Trails Highway, within and near the Southern California Logistics Airport, and in the Mojave Heights/Turner Springs areas (Victorville 2008b). Areas of sensitivity for archaeological resources are depicted on Figure 4.19.5-2 (Sensitivity for Archaeological Resources in Victorville).

## **Paleontological Resources**

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain

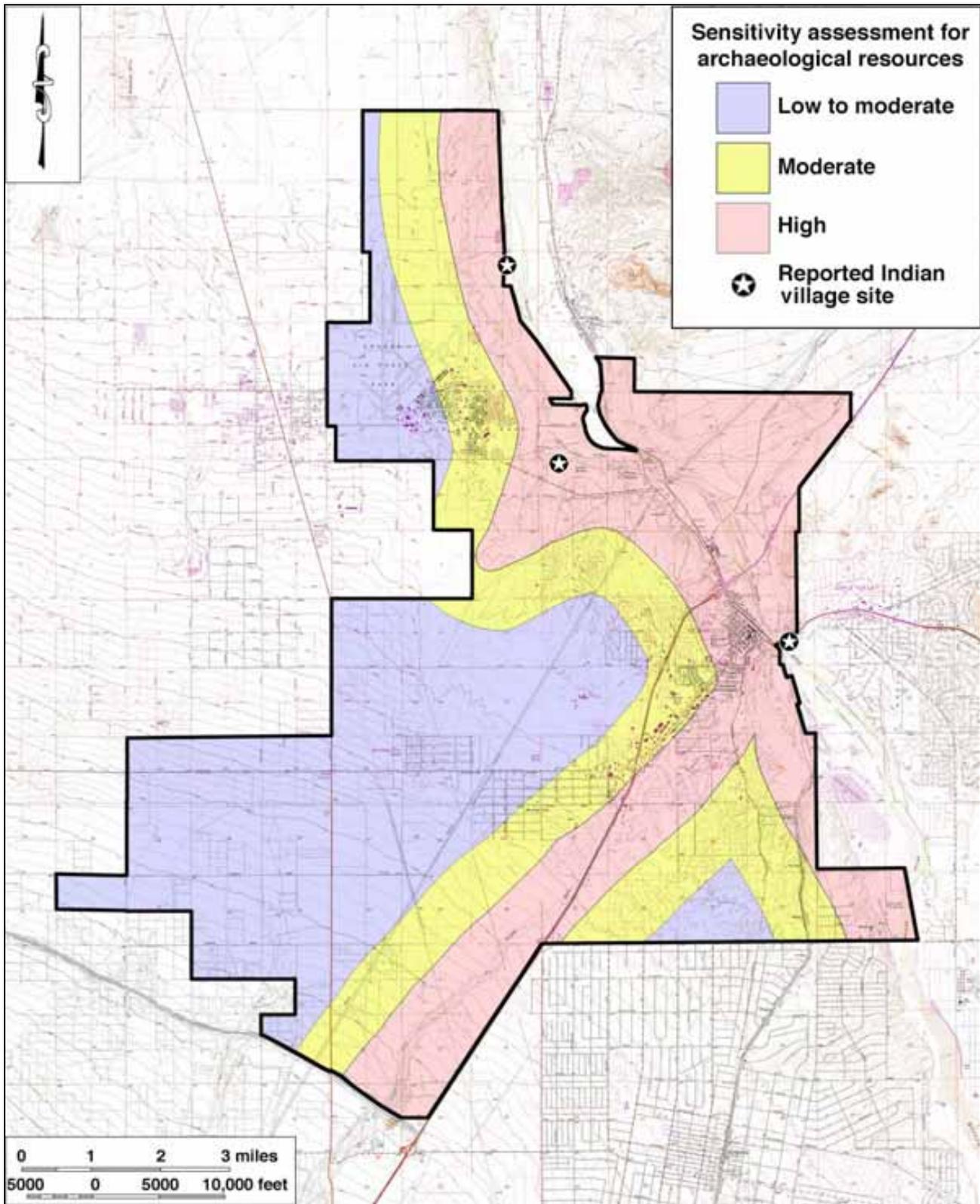


Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. Prepared by Comprehensive Planning Services, August 14.



Figure 4.19.5-1  
Sensitivity for Historic Age Buildings in Victorville





Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. Prepared by Comprehensive Planning Services, August 14.

Figure 4.19.5-2  
Sensitivity for Archaeological Resources in Victorville



important, fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

The basin areas in this portion of the Western Mojave Desert are filled with sediments ranging in geologic age from Miocene to Recent. In the vicinity of Barstow, sedimentary rocks are interbedded with flows of volcanic rocks. The Hesperia-Victorville area is located on the Victorville Fan, which are generally considered to have a high potential for containing nonrenewable vertebrate fossil remains. However, while these sediments are potentially fossiliferous, they are surpassed by the ancestral Pleistocene-age Mojave River sediments in sensitivity (Victorville 2008b). Plio-Pleistocene Mojave River deposits are distributed between the Cajon Pass and Barstow areas. These older Mojave River sediments traverse the planning area in a linear fashion, beginning in the north where the river enters the planning area and exiting at the southeast corner, near Spring Valley Lake. Such soils have the potential to yield important fossil specimens which represent extinct species (Victorville 2008b; Hesperia 2010).

## ■ Regulatory Framework

### **Federal**

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

- (a) Are associated with events that have made a significant contribution to the broad patterns of our history
- (b) Are associated with the lives of persons significant in our past
- (c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
- (d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historic Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is

defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance and integrity should help determine the boundaries.

Within historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during the period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injury or destruction without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

## **State**

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be

eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain CHLs and PHIs.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

- (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- (b) Meets any of the following criteria:
  - 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - 2) Is associated with the lives of persons important in our past;
  - 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - 4) Has yielded, or may be likely to yield, information important in prehistory or history.

(CEQA Guidelines, Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely

adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

### **California Public Resources Code 5097.5**

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a) states, in part, that:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

## **California Health and Safety Code Sections 7050.5, 7051, and 7054**

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The 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 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 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

## **California Public Resources Code Section 5097.98**

Section 5097.98 requires the Native American Heritage Commission (NAHC) to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

## **Senate Bill 18**

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

## **Regional**

### **County of San Bernardino Development Code**

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030 and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In

highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under San Bernardino County Development Code Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

## **Local**

### **City of Victorville Municipal Code**

The City's Historic Preservation Commission is established under Section 16-1.02.080. Further, this section empowers the committee to complete or commission a comprehensive survey in conformance with state survey standards and guidelines within the City; the authority to hear, make recommendations and/or decide on application types identified in Table 5-1 (Permit Approval Matrix) of Development Code Chapter 2, Article 5 (Municipal Code Title 16), which include recommending to the City Council the declaration of historic landmarks and points of interest and Districts within the City; and the maintenance of a local register of Designated Historic Landmarks, points of interest and Districts consistent with the NRHP criteria. It should be noted that the City does not maintain a formal list of designated historic sites at this time (Victorville 2008a).

Title 16 (Development Code), Section 16-1.03.010 (Definitions) defines historic structures as buildings that are:

1. Listed individually in the NRHP (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary of the Interior to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved State program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states with approved programs.

Variations may be issued for the repair or rehabilitation of historic structures under Section 16-5.16.170 (Conditions for Variations). Issuance of a variation for historic structures is permitted upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as an historic structure and that the variation is the minimum necessary to preserve the historic character and design of the structure.

Title 16 (Development Code), Article 17, defines Historic Districts. The historic (H) district zone is an established combined land use intended to apply to an area when it includes a landmark or point of interest, or any combination or combinations thereof, and it is deemed desirable to regulate such an area to:

- a. Protect against destruction or encroachment upon such areas and structures, and/or
- b. Encourage uses which promote the preservation, maintenance or improvement of landmarks and points of interest, and/or
- c. Assure that new structures and uses within such districts will be in keeping with the character to be preserved or enhanced, and/or
- d. Promote the educational and economic interests of the entire City, and/or
- e. Prevent creation of environmental influences adverse to such purposes.

Title 16 (Development Code), Section 16-5.02.130 (Archaeological, Paleontological and Historical Sites) addresses conditions which may be applied to grading permits in the vicinity of known resources, as well as procedures to enact in the event of unanticipated discovery, as follows:

- a. Known Sites. Permits to grade at or near known archaeological, paleontological or similar sites of historical significance may be conditioned so as to:
  1. Ensure preservation of the site;
  2. Minimize adverse impacts on the site;
  3. Allow reasonable time for qualified professionals to perform archaeological investigations at the site; or
  4. Preserve for posterity, in such other manner as may be necessary or appropriate, the positive aspects of the cultural historical site involved.
- b. Unknown Sites.
  1. When it is learned after a grading permit has been issued that significant archaeological, paleontological or historical site may be encompassed within the area being graded, grading shall cease and the grading permit shall be suspended.
  2. The discovery of a significant archaeological, paleontological or historical site shall be reported to the planning Director within seventy-two hours from the time the site is found. The planning Director, within five working days after receiving a discovery report, shall cause qualified professionals to conduct a preliminary investigation of the site. If the preliminary investigation confirms that the site is or may be a significant archaeological, paleontological or historical site, the grading permit shall remain suspended for a period not to exceed forty-five days from the date the discovery was reported. The suspension may exceed forty-five days under extraordinary circumstances if, upon application of the planning Director to the City Council, the City Council concurs.
  3. During the period of suspension, the planning shall develop conditions to be attached to the grading permit pursuant to subsection (a) above. When conditions are developed and

attached to the permit, the permit shall be reissued subject to the conditions, and the suspension shall be terminated.

4. A condition imposed pursuant to subsection (a) or (b) of this section may be appealed to the City Council in the manner prescribed in this chapter and the determination of the Council shall be final.

## Victorville General Plan

The General Plan Resources Element goal, objective, policies, and implementation measures applicable to cultural resources<sup>5</sup> are as follows:

**Goal 5** Preservation of important cultural resources—Protect identified archaeological, paleontologic resources, and historic resources within the planning area.

**Objective 5.1** Preserve known and expected cultural resources.

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

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

**Implementation Measure 5.1.1.2:** Establish a transmittal system with the AIC at the San Bernardino County Museum, Redlands. When a project is in its initial phase, the City may send a location map to the AIC for a transmittal-level records search. The transmittal identifies the presence or absence of known cultural resources and/or previously performed studies in and near the project area. The AIC also offers recommendations regarding the need for additional studies, if warranted.

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

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<sup>5</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

**Implementation Measure 5.1.1.4:** Complete a planning area-wide assessment of the paleontological sensitivity, based on a review of geologic formations and a review of paleontological records that identify those formations that have yielded or are expected to yield fossil materials of importance to the scientific community.

**Policy 5.1.2**

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

**Implementation Measure 5.1.2.1:** Enact a historic preservation ordinance and/or prepare a historic preservation plan to outline the goals and objectives of the City's historic preservation programs and present an official historic context statement for the evaluation of cultural resources within the City's jurisdiction.

**Implementation Measure 5.1.2.2:** Assist local property owners in finding and taking advantage of incentives and financial assistance for historic preservation that are available through various federal, state, or city programs.

**Implementation Measure 5.1.2.3:** Require paleontological monitoring of land alteration projects involving excavation into native geologic materials known to have a high sensitivity for the presence of paleontological resources.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

## Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified in a local historical resources inventory. The presence of historical, archaeological, or paleontological resources is then considered against the potential impacts on such resources from implementation of the Regional Reduction Plan. To gather information on known resources within Victorville, City planning documents were reviewed, and searches were conducted on-line for resources listed in the NRHP and CRHR (Victorville 2008a, 2008b; OHP 2013).

## Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
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The City of Victorville is known to have been home to Native American groups prior to settlement by Euro-Americans. Archaeological resources associated with the past occupation of the planning area are known to exist and are concentrated along or near the banks of the Mojave River, near the confluence of seasonal drainages such as the Oro Grande Wash and the Bell Mountain Wash, or near springs in the Turner Springs area, in the downtown Victorville area, along National Trails Highway, and within and near the Southern California Logistics Airport (see Figure 4.19.5-2). These resources have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses (“native soils,” which include agricultural lands), have the potential to damage or destroy historic-age or prehistoric archaeological resources that may be present on or below the ground surface. Such resources may be considered as historical resources, as defined in Section 15064.5(a)(3)(D) (“[h]as yielded, or may be likely to yield, information important in history or prehistory”). In addition to the status of archaeological resources as historical resources, a resource may also be a “unique archaeological resource,” as defined in CEQA Section 21083.2(g)(1)–(3). Further, archaeological resources are often of cultural or religious importance to Native American groups. The potential for impacts on archaeological resources as a result of the Regional Reduction Plan is considered low, as project implementation would not result in extensive ground disturbance in previously undisturbed soils.

Policies and implementation measures in the Victorville General Plan incorporate specific measures to protect and preserve cultural resources. The General Plan policies and measures relevant to this impact are as follows:

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

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

**Implementation Measure 5.1.1.2:** Establish a transmittal system with the AIC at the San Bernardino County Museum, Redlands. When a project is in its initial

phase, the City may send a location map to the AIC for a transmittal-level records search. The transmittal identifies the presence or absence of known cultural resources and/or previously performed studies in and near the project area. The AIC also offers recommendations regarding the need for additional studies, if warranted.

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

**Policy 5.1.2**

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

All projects within the City of Victorville are required to follow these policies and associated implementation measures, which include identifying the presence or absence of archaeological resources, completing a Phase I assessment of such resources when deemed necessary by the AIC and especially when located in areas of high sensitivity (see Figure 4.19.5-2), and mitigating any significant impacts. Furthermore, the City's Municipal Code establishes conditions which may be placed upon grading permits issued near known resources, aimed at protecting such resources, and provides steps to enact in the event of an inadvertent discovery of resources (Section 16-5.02.130 [Archaeological, Paleontological and Historical Sites]). Compliance with this section of the Municipal Code requires the cessation of ground disturbing activities in the event of an unanticipated discovery, notification of the City, and subsequent evaluation of the find for significance. Adherence to General Plan policies and implementation measures, as well as existing ordinances, reduces impacts to archaeological resources to a less-than-significant level by requiring the examination and evaluation of archaeological resources encountered, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
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The City's planning area contains deposits that are sensitive for fossils. Examples include sediments known as the Victorville Fan and sediments derived from the ancestral Mojave River. The ancestral Mojave River deposits have yielded numerous fossil localities in the region, and these older Mojave River

sediments traverse the planning area in a linear fashion, beginning in the north where the river enters the planning area and exiting at the southeast corner, near Spring Valley Lake. Excavations into the Victorville Fan or sediments derived from the ancestral Mojave River would have the potential to impact paleontological resources. However, the Regional Reduction Plan does not include activities that would directly result in extensive ground disturbance in previously undisturbed soils.

Policies and implementation measures in the Victorville General Plan incorporate specific measures to protect and preserve paleontological resources. The General Plan policies and measures relevant to this impact are as follows:

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

**Implementation Measure 5.1.1.4:** Complete a Planning Area-wide assessment of the paleontological sensitivity, based on a review of geologic formations and a review of paleontological records that identify those formations that have yielded or are expected to yield fossil materials of importance to the scientific community.

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

**Implementation Measure 5.1.2.3:** Require paleontological monitoring of land alteration projects involving excavation into native geologic materials known to have a high sensitivity for the presence of paleontological resources.

All projects within the City of Victorville are required to follow these policies and associated implementation measures, which include identifying the presence or absence of paleontological resource localities and sensitive geologic units, as well as monitoring within high sensitivity areas. Furthermore, the City's Municipal Code establishes conditions which may be placed upon grading permits issued near known resources, aimed at protecting paleontological resources, and provides steps to enact in the event of an inadvertent discovery of resources (Section 16-5.02.130 [Archaeological, Paleontological and Historical Sites]). Compliance with this section of the Municipal Code requires the cessation of ground disturbing activities in the event of an unanticipated discovery, notification of the City, and subsequent evaluation of the find for significance. Adherence to General Plan policies and implementation measures, as well as existing ordinances, reduces impacts to paleontological resources to a less-than-significant level by requiring the examination and evaluation of paleontological resources encountered. Consequently, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?
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The Regional Reduction Plan does not include activities that would directly result in extensive ground disturbing activities, which renders it unlikely that human burials would be disturbed as a result of project

implementation. In addition, and in the event human remains are encountered, the discovery is required to comply with California Health and Safety Code Sections 7050.5–7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in California PRC Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the Most Likely Descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, impacts would be reduced to *less than significant*. No mitigation is required.

### **Project Impacts and Mitigation Measures**

Implementation of the Regional Reduction Plan will include energy-efficiency retrofit activities and the installation of solar on existing housing and existing commercial/industrial properties. These activities could be proposed at the site of an historical resource or at the site of a resource considered to be a potential historical resource. Future energy-efficiency retrofit activities and the installation of solar have the potential to result in significant impacts on historical resources within the City, including resources listed in or eligible for listing in the NRHP and/or CRHR. Significant impacts could include the delisting or loss of eligibility of such resources. In addition, the completion of energy-efficiency retrofit activities and the installation of solar have the potential to result in significant impacts on buildings or structures of historic age (50 years old or older), or buildings or structures that may eventually be of historic age, and which may qualify as historical resources pursuant to CEQA upon evaluation.

CEQA Guidelines Section 15064.5(b) states that “a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” The Regional Reduction Plan may allow for energy-efficiency retrofit activities and solar installation on existing housing and existing commercial/industrial buildings, and these activities have the potential to cause a substantial adverse change in the significance of an historical resource through alteration of a historical resource’s physical characteristics that conveys its historical significance. This is considered a potentially significant impact. General Plan Policies 5.1.1 and 5.1.2 and associated implementation measures, shown above, would minimize impacts to historical resources through determining the presence or absence of historical resources, completing a Phase I assessment of such resources when deemed necessary by the AIC and especially when located in areas of high sensitivity (see Figure 4.19.5-1 and Figure 4.19.5-2), and mitigating any significant impacts.

With the application of the General Plan policies and implementation measures for historical resources, as well as mitigation measure MM4.19.5-1 to address unidentified, potential historical resources (buildings or structures 50 years and older), impacts would be reduced to *less than significant*.

**MM4.19.5-1** *Prior to activities that would physically affect any buildings or structures 50 years old or older or affect their historic setting, a cultural resource professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History shall be retained to determine if the*

*project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Victorville, the appropriate archival research, including, if necessary, a records search of the Archaeological Information Center (AIC) of the California Historical Resources Information System (CHRIS) and a pedestrian survey of the proposed improvements area to determine if any significant historic-period resources would be adversely affected by the proposed Regional Reduction Plan activities. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the improvements area and includes recommendations and methods for eliminating or reducing impacts on historical resources. Methods could include, but are not limited to, written and photographic recordation of the resource in accordance with the level of Historic American Building Survey (HABS) documentation that is appropriate to the significance (local, state, national) of the resource.*

## ■ Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the Mojave Desert within San Bernardino County. In this area, common patterns of prehistoric and historic development have occurred. The analysis accounts for anticipated cumulative growth within the region.

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
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Urban development that has occurred over the past several decades in the Mojave Desert within San Bernardino County has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. However, compliance with existing City policies and implementation measures as outlined in the General Plan, existing ordinances, and the implementation of mitigation measure MM4.19.5-1, requires qualified professionals to conduct site-specific cultural resource investigations for future activities associated with the Regional Reduction Plan. Compliance with existing City policies, ordinances, and MM4.19.5-1 will ensure that impacts on historical resources are appropriately assessed and that mitigation is performed, as necessary. In this manner, the project's incremental contribution to cumulative effects on historical resources would not be cumulatively considerable, and ***cumulative impacts would be less than significant.***

Threshold	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
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Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the Mojave Desert within San Bernardino County is known to have high archaeological sensitivity, and development

has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing General Plan Policies 5.1.1 and 5.1.2 and associated implementation measures, and existing City of Victorville ordinances. Potential impacts would be mitigated to levels that would not be significant through applicable regulations and existing policy. Therefore, ***cumulative impacts would be less than significant.***

Threshold	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
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Past development has resulted in destruction of unique paleontological resources and unique geologic features. Based upon the geologic history of the Mojave Desert within San Bernardino County, and the high paleontological sensitivity of the rock units within this region, there is always the possibility that ground-disturbing activities during future construction may uncover previously unknown paleontological resources or sites or unique geologic features. Impacts to such resources would be determined on a discretionary case-by-case basis, and follow CEQA, existing General Plan Policies 5.1.1 and 5.1.2 and associated implementation measures, and existing City of Victorville ordinances. Potential impacts would be mitigated to levels that would not be significant through applicable regulations and existing policy. Therefore, ***cumulative impacts would be less than significant.***

Threshold	Would the project disturb any human remains, including those interred outside of formal cemeteries?
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Past development has disturbed human remains, including those interred outside of formal cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. There is always the possibility that ground-disturbing activities during future construction may uncover previously unknown and buried human remains. Treatment of human remains is covered under these standard regulatory requirements. Therefore, there is no significant cumulative impact with respect to disturbance of human remains. The proposed Regional Reduction Plan would be subject to the same regulations, and ***cumulative impacts would be less than significant.***

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## 4.19.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Geology and Physiography***

Victorville is within the southern portion of the Mojave Desert Geomorphic Province of California. The Mojave Desert is bounded on the north and northwest by the Tehachapi Mountains, on the west by the Garlock fault, on the east by the Colorado River, and on the south and southwest by the San Andreas Fault. The Mojave Desert Province is characterized by broad alluvial basins of Cenozoic sedimentary and volcanic materials overlying older plutonic and metamorphic rocks. The plutonic and metamorphic rocks are exposed as eroded hills throughout the region. The alluvial basins are up to several thousand feet thick.

A major portion of the Victorville Planning Area is located on top of a gently sloping large alluvial fan situated to the northeast of the San Bernardino Mountains and referred to as the Cajon Fan (or Victorville Fan). The alluvium was derived from erosion of the San Gabriel and San Bernardino Mountains to the south. The Mojave River runs along the alluvial fan's eastern margin. The Mojave River channel and associated tributaries have dissected the alluvium and continue to deposit younger alluvium in active channels. Regionally, the ground surface slopes gently downward in a northwest direction at a gradient of less than 2 percent.

#### ***Faults and Seismic Hazards***

Victorville is located in seismically active Southern California, a region that has experienced numerous earthquakes in the past. There are no active faults in the Victorville planning area, but there are five regional fault systems that could produce major earthquakes with the potential to result in strong to severe groundshaking. The San Andreas Fault is located approximately 24 miles south of the Victorville and is considered most likely to produce a major earthquake (up to 8.3 Richter magnitude) within the planning period. The Helendale fault, the closest fault to Victorville, located approximately 9 miles northeast could result in a moderate earthquake with a Richter magnitude of approximately 5.9. A third major fault system, the San Jacinto fault, is located approximately 26 miles south and runs parallel to the San Andreas Fault. The North Frontal fault zone of the San Bernardino Mountains is located approximately 5.5 miles southeast along the base of the Ord Mountains. This active fault has the potential to produce a moderate earthquake with a Richter magnitude of 6.2. The Landers fault is located approximately 50 miles southeast of the planning area.

Portions of the Victorville planning area, especially those areas along the Mojave River, may be susceptible to liquefaction. Detailed studies have not been prepared to indicate the precise locations prone to liquefaction.

## **Soils**

Soils in most of the Victorville planning area are composed mainly of sands, silty sands, and sand with silt. Where native soils are exposed to wind and water, these types of soils are susceptible to erosion. Soils in the planning area generally exhibit low expansion potential, with the exception of areas underlain by clay; however, those areas are relatively deep. Alluvial soils in arid and semi-arid environments have the tendency to possess characteristics that make them prone to collapse with increase in moisture content. There are areas within the Victorville planning area where the potential exists for collapsible soils.

## **Subsidence**

Subsidence due to groundwater withdrawal has been documented in various regions of the Mojave Desert, such as in the area around Lancaster in Los Angeles County and in the southern portion of San Bernardino County. However, subsidence has not been reported in the Victorville area and is considered unlikely.

## **Landslide Hazards**

The majority of the Victorville planning area consists of generally flat terrain that is not prone to significant slope stability problems. The gently sloping topography is occasionally dissected by an intermittent stream channel with moderate slopes less than 9 percent grade. Steep slopes (greater than 15 percent to near-vertical) are present along the Mojave River in the northern part of the planning area and where the river flows through Mojave Narrows Regional Park in the southern part of the planning area.

## **■ Regulatory Framework**

### **Federal**

There are no federal regulations related to geologic and soil resources and hazards.

### **State**

#### **California Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. There are no Alquist-Priolo Earthquake Fault Zones in Victorville.

## **Seismic Hazard Mapping Act**

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The State has not published maps that cover the portion of San Bernardino County where Victorville is located.

## **Senate Bill 547**

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

## **California Building Code (2010)**

California Code of Regulations (CCR) Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the state. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Victorville has adopted the 2010 CBC.

CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). Appendix J of the CBC includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR Title 8).

## Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

### Local

#### City of Victorville Municipal Code

Portions of several chapters of the Municipal Code apply to geology and soils. These include Title 15 (Buildings and Construction), Municipal Code Chapter 15.04 (Building Code), Chapter 15.06 (Grading), Chapter 15.20 (Flood Damage Prevention), Chapter 15.38 (Earthquake Hazard Reduction for Unreinforced Masonry Buildings), all contain provisions relative to geology and soils.

#### Victorville General Plan

The Victorville General Plan policies that are applicable to geology and soils<sup>6</sup> are as follows:

##### Resource Element

- Policy 3.2.1** Results of preliminary geotechnical investigations shall be considered by the City’s decision-makers, prior to approval of all discretionary actions to allow for public or private development projects.

##### Safety Element

- Policy 1.2.1** Require an adequate assessment of site specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project or public infrastructure plan or project.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - > Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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<sup>6</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- > Strong seismic groundshaking
- > Seismic-related ground failure, including liquefaction
- > Landslides
- Result in substantial soil erosion or the loss of topsoil
- 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
- Be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- 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

### **Analytic Method**

Baseline information to characterize geologic and soils conditions that could affect or be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Victorville in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect or be affected by seismic hazards, erosion, or other geologic or soils hazards.

### **Effects Not Found to Be Significant**

Threshold	<p>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>■ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> <li>■ Strong seismic groundshaking</li> <li>■ Seismic-related ground failure, including liquefaction</li> <li>■ Landslides</li> </ul>
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There are no Alquist-Priolo Earthquake Fault Zones in Victorville, and no known active faults are located within the City limits. There would be **no impact** associated with fault rupture.

There are five regional fault systems that could produce major earthquakes with the potential to result in strong to severe groundshaking, the closest of which is the Helendale fault, approximately 9 miles northeast of the planning area. A major earthquake associated with any of these faults could result in moderate to severe groundshaking within the City, which could result in damage to buildings and infrastructure. Groundshaking could also cause liquefaction and could result in landslides along steep slopes along the Mojave River.

Implementation of Regional Reduction Plan measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development, which would be an indirect effect of the Regional Reduction Plan. New park-and-ride lots could also be constructed. In addition, measures also encourage installation of renewable energy features on new commercial development, which could be on- or off-site. These projects could be susceptible to seismic hazards. As part of project approvals, the City would require geotechnical investigations, as required by General Plan Resource Element Policy 3.2.1 and Safety Element Policy 1.2.1 and Municipal Code Title 15 to determine appropriate design and construction to mitigate seismic hazards such as groundshaking and liquefaction.

Therefore, implementation of the Regional Reduction Plan would not expose people or structures to groundshaking-related seismic hazards, and the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project result in substantial soil erosion or the loss of topsoil?
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The City is relatively flat resulting in a low potential for soil erosion, with the exception of steep slopes along the Mojave River corridor. However, General Plan Resource Element Policy 4.2.1 generally prohibits development in the Mojave River corridor.

Potential erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan such TOD projects and off-site solar systems for new commercial land uses, and would depend largely on the areas affected and the length of time soils are subject to erosion. Any reduction measure that would result in ground disturbance would require a grading permit and an approved Erosion Control Plan (Municipal Code Chapter 15.06 [Grading]). This would reduce soil erosion potential related to construction activities associated with the Regional Reduction Plan. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	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?
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Implementation of Regional Reduction Plan measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development, which would be an indirect effect of the Regional Reduction Plan. New park-and-ride lots could also be constructed. As part of project approvals, the City would require geotechnical investigations, as required by General Plan Resource Element Policy 3.2.1 and Safety Element Policy 1.2.1 and Municipal Code Title 15 to determine if soils would pose hazards to development. If unstable soils are present where such projects are proposed, the City would require appropriate design and construction to address expansive soils. Energy retrofits on existing residential, commercial, and industrial development and incorporation of solar energy features on new residential and commercial buildings would not be vulnerable to geologic or soil hazards. Landslide hazard is generally limited to the steep slopes along the Mojave River. General Plan Resource Element Policy 4.2.1 generally prohibits development in the

Mojave River corridor. Therefore, implementation of the Regional Reduction Plan would not result in substantial hazards from unstable geologic or soil units, and the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?
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The City’s General Plan and General Plan EIR have not identified expansive soils as a potential hazard on a citywide level. The Regional Reduction Plan does not propose specific development. However, measures that promote transit-oriented development (TOD) along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development, which would be an indirect effect of the Regional Reduction Plan. New park-and-ride lots could also be constructed. As part of project approvals, the City would require geotechnical investigations, as described above. If expansive soils are present where such projects are proposed, the City would require appropriate design and construction to address expansive soils. Energy retrofits on existing residential, commercial, and industrial development and incorporation of solar energy features on new residential and commercial buildings would not be vulnerable to expansive soil hazards. Therefore, implementation of the Regional Reduction Plan would not result in substantial hazards related to expansive soils, and the impact would be *less than significant*. No mitigation is required.

Threshold	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?
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None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be *no impact*.

## ■ Cumulative Impacts

Future growth envisioned in the General Plan would result in development of vacant and underutilized parcels, which could be affected by seismic hazards or other geotechnical conditions, or could cause erosion. Geologic and soils hazards and erosion are typically site-specific and do not combine to produce cumulative effects. Policies in the General Plan and related Implementation Measures and adherence to CBC and City standards for development would reduce impacts of new development to the extent required by law.

The Regional Reduction Plan would not result in any direct or indirect significant effects related to geology and soils, and, therefore, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, *cumulative impacts are less than significant*.

## ■ References

California Geological Survey, Seismic Hazards Mapping Program. 2008. *Official Maps Released in Southern California*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.19.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

The proposed project is located within the Mojave Desert Air (Basin). Victorville has a high-desert climate with daytime temperatures in summer often exceeding 100°F but with a large range between daytime and nighttime temperatures. Winter temperatures can be below freezing. For these reasons, homes and businesses in the high desert typically use more energy per capita to warm and cool buildings relative to more moderate climate zones in California. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Victorville emitted approximately 871,976 metric tons of carbon dioxide equivalents (MT CO<sub>2</sub>e) in 2008. The emissions were calculated based on the 2012 RTP traffic modeling, data from utilities, and land use. The largest portion of the City’s 2008 emissions was from building energy (50.77 percent) followed by transportation (46.09 percent). Table 4.19.7-1 (2008 Net Total Emissions) summarizes the City’s net 2008 emissions of CO<sub>2</sub>e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

<b>Table 4.19.7-1 2008 Net Total Emissions</b>	
<i>Category</i>	<i>Metric Tons of CO<sub>2</sub>e</i>
Energy	442,667
On-Road Transportation	363,283
Off-road Equipment	38,613
Water and Wastewater	10,885
Solid Waste	7,433
Agriculture	9,095
<b>Total</b>	<b>871,976</b>
Excluded Stationary Sources under Title V Permits <sup>a</sup>	2,235,411

a. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section below)

## **Climate Change Background**

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

### **Carbon Dioxide**

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO<sub>2</sub> emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO<sub>2</sub> emissions.

CO<sub>2</sub> is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO<sub>2</sub> occur within the carbon cycle where billions of tons of atmospheric CO<sub>2</sub> are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO<sub>2</sub> emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO<sub>2</sub> concentrations in the atmosphere by 35 percent as of 2005.

### **Methane**

Methane is emitted from a variety of both human-related and natural sources. CH<sub>4</sub> is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH<sub>4</sub> emissions are related to human activities. Natural sources of CH<sub>4</sub> include wetlands, gas

hydrates,<sup>7</sup> permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH<sub>4</sub> emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH<sub>4</sub> emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH<sub>4</sub> from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

### **Nitrous Oxide**

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N<sub>2</sub>O.

### **Chlorofluorocarbons**

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF<sub>4</sub> (carbontetrafluoride) and SF<sub>6</sub> (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF<sub>4</sub>, SF<sub>6</sub>, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

### **Potential Effects of Global Climate Change**

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

**Water Supply.** California Health and Safety Code Section 38501(a) recognizes that climate change “poses a serious threat to the economic well-being, public health, natural resources, and the environment of California,” and notes, “the potential adverse impacts of [climate change] include ... reduction in the quality and supply of water to the state from the Sierra snowpack.” As most of the state depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

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<sup>7</sup> Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a “cage” of water molecules.

Most of the scientific models addressing climate change show that the primary effect on California's climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state's water delivery systems.

In Victorville, an increase in dry years associated with climate change would affect water supply by reducing groundwater recharge.

**Water Quality.** Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

**Ecosystems and Biodiversity.** Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur effecting the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that "20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels" (IPCC 2007). Shifts in existing biomes<sup>8</sup> could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

**Human Health Impacts.** Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects—malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

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<sup>8</sup> A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

## **Potential Effects of Human Activity on Climate Change**

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO<sub>2</sub> emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO<sub>2</sub> concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions are typically measured in terms of pounds or tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e), and are often expressed in metric tons (MT CO<sub>2</sub>e) or millions of metric tons of CO<sub>2</sub> equivalents (MMT CO<sub>2</sub>e).

- **Global Emissions**—Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO<sub>2</sub>e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions**—In 2004, the United States emitted 7.1 billion tons of CO<sub>2</sub>e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO<sub>2</sub>e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions**—In 2004, California emitted approximately 483 million tons of CO<sub>2</sub>e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state’s GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California’s fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California’s GHG emissions were approximately 478 million metric tons CO<sub>2</sub>e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - > The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as “other,” which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that

new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

## ■ Regulatory Framework

### **Federal**

#### **U.S. Environmental Protection Agency**

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO<sub>2</sub> gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

#### **Federal Mandatory Greenhouse Gas Reporting Rule**

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), which required USEPA to develop “mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy ...” The Reporting Rule would apply to most entities that emit 25,000 MT CO<sub>2</sub>e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

#### **USEPA Endangerment and Cause and Contribute Findings**

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA’s CAA Title V permitting regulations known as the “Tailoring Rule” under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

#### **Clean Air Act Permitting (Tailoring Rule) for GHG Emissions**

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two states, the USEPA will take over the issuing of air permits until such a time that the state can resume

compliance. The final rule, called the “Tailoring Rule,” established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA’s commitment to future rulemaking that will describe subsequent steps for GHG permitting. The “Tailoring Rule” requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT CO<sub>2</sub>e per year. In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO<sub>2</sub>e per year must provide BACT for GHG emissions.

### **Updated Corporate Average Fuel Economy (CAFE) Standards**

The current Federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

## **State**

### **California Air Resources Board**

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California’s State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

### **Executive Order S-3-05**

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

### **Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006**

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO<sub>2</sub>e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state’s strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California’s strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

### **Assembly Bill (AB) 1493—Pavley Rules**

Known as “Pavley I,” AB 1493 standards were the nation’s first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as “Pavley II”, now referred to as the “Advanced Clean Cars” measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California’s waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

### **Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard**

SB 1078 and SB 107, California’s Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and California Energy Commission (CEC) are jointly responsible for implementing the program. SB 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

### **Executive Order S-01-07—Low Carbon Fuel Standard**

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement

of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

### **Senate Bill (SB) 375**

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

### **Senate Bill (SB) 97**

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

### **Executive Order S-13-08**

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

### **California Code of Regulations (CCR) Title 24**

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity.

Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

### **Greenhouse Gas Cap-and-Trade Program**

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

### **Regional**

#### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover Riverside County, which includes the City and SOI, and five other counties within Southern California.

#### **Regional Comprehensive Plan**

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.

- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

### **Regional Transportation Plan**

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region’s TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **The San Bernardino County GHG Reduction Plan**

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on-track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

## Local

### City of Victorville Municipal Code

The City Municipal Code includes ordinances that reduce greenhouse gas emissions directly or indirectly:

- **Chapter 13.60 (Water Conservation).** This section provides information on prohibited water uses and water waste, limitations on water intensive landscape and turf areas for non-residential facilities, limitation on model home and new residential development landscaping, public education, drought management plan implementation, and reclaimed water pipelines.
- **Section 16-5.11.060 (Construction Waste Reduction, disposal and recycling plan requirement [during project construction]).** Indicates that construction activities within the city shall recycle or salvage a minimum of 50 percent of the site's nonhazardous construction and demolition debris waste.

### Victorville General Plan

The General Plan policies that are applicable to GHG emissions and reductions<sup>9</sup> are as follows:

#### Land Use

- Policy 1.1.1** Encourage development that does not conflict with or adversely affect other existing or potential developments.
- Implementation Measure 1.1.1.3:** Offer incentives through the City Redevelopment Agency to developers to develop in the Redevelopment Project Area.
- Policy 1.2.3** Ensure that new development is compatible with existing developments and public infrastructure
- Implementation Measure 1.2.3.4:** Establish policies to promote drought resistant landscaping and water conservation irrigation systems to help preserve water supplies.
- Policy 2.1.1** Encourage development of land uses and infrastructure to support growth of businesses and commerce.
- Implementation Measure 2.1.1.3:** Continue to offer incentives through the Redevelopment Agency to attract employers to develop within the Redevelopment Project Area.
- Policy 2.2.1** Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.

#### Circulation

- Policy 2.1.1** Each year, as part of the CIP effort, consider allocation of funds toward completion of some portion of the Non -Motorized components of the Circulation Plan.

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<sup>9</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Policy 2.2.1** Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTa).
- Policy 3.2.1** Minimize or prohibit the use of landscape materials that require regular watering in the design of landscaping for public streets.

Housing

- Policy 4.1** Promote infill development.

Resource Element

- Policy 1.1.1** Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.
- Policy 1.1.2** Penalize high volume water consumers that operate with wasteful water consumption practices
- Policy 1.1.3** Support conversions of wasteful water practices to water conserving practices, including public and private water consumers
- Policy 1.2.1** Support VVWRA’s development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes
- Policy 6.1.1** Encourage planning and development activities that reduce the number and length of single occupant automobile trips
- Policy 7.1.1** Support development of solar, hybrid, wind and other alternative energy generation.
- Policy 7.2.1** Support energy conservation by requiring sustainable building design and development
- Policy 7.2.2** Support energy conservation by using low-emission non-fossil fuel reliant vehicles.
- Policy 7.2.3** Establish a Climate Action Plan.

■ **Project Impact Evaluation**

**Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

## **Analytic Method**

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Victorville for the following scenarios: 2008, 2020 business-as-usual (BAU), and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

The GHG Reduction Target for the City is to reduce the GHG emissions to a level that is 29 percent below its projected GHG emissions for 2020. The 2020 BAU scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Victorville's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Refer to in the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by the California Air Pollution Control Officers Association (CAPCOA), other reference sources (such as the USEPA, CEC, California ARB, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, the Southern California Association of Governments (SCAG), and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in vehicle miles traveled determined by SCAG.

Because the impact each GHG has on climate change varies, a common metric of CO<sub>2</sub>e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions in this analysis are measured in terms of MT CO<sub>2</sub>e.

Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by MDAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devices on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources are not included in determining GHG Reduction Target setting or subject to City administered reduction measures associated with them in the Regional Reduction Plan. However,

MDAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Victorville totaled 2,235,441 MT CO<sub>2</sub>e in 2008.

### Effects Not Found to Be Significant

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
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Implementation of the Regional Reduction Plan in the City of Victorville would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits and renewable energy projects that are part of the reduction measures and would result in an overall reduction in GHG emissions.

Table 4.19.7-2 (GHG Emission Inventories and Reductions in the City of Victorville) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City of Victorville and compares the reduced emissions with the City Reduction Target.

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.19.0 (Introduction to the Analysis) of this EIR. Regional Reduction Plan Chapter 4 has additional details of these reduction measures.

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Victorville.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
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The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.19.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 871,976 MT CO<sub>2</sub>e. The largest source of emissions was energy use, followed closely by transportation.

<b>Table 4.19.7-2 GHG Emission Inventories and Reductions in the City of Victorville</b>					
<i>Category</i>	<i>Metric tons of CO<sub>2</sub>e</i>				
Emission Source	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Energy	442,667	607,252	184,659	422,592	34.40%
On-Road Transportation	363,283	493,825	136,149	357,676	27.60%
Off-road Equipment	38,613	50,458	8,738	41,720	17.30%
Solid Waste	7,433	10,551	814	9,737	7.70%
Agriculture	9,095	4,635	0	4,635	0.00%
Wastewater Treatment	4,524	5,915	182	5,733	3.10%
Water Conveyance	6,361	21,298	2,371	18,927	11.10%
GHG Performance Standard for New Development <sup>a</sup>	—	—	14,015	—	—
<b>Total</b>	<b>871,976</b>	<b>1,193,933</b>	<b>346,928</b>	<b>847,005</b>	<b>29.10%</b>
<b>Reduction Target</b>	—	—	<b>346,241</b>	<b>847,693</b>	<b>29.00%</b>
Does the Plan Meet the Reduction Target?	—	—	yes	yes	yes
<b>Reductions Beyond Target</b>	—	—	<b>668</b>	—	—
Excluded Stationary Sources under Title V Permits <sup>b</sup>	2,235,411	2,528,364	—	—	—

Values may not sum due to rounding.

- a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.
- b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section above).

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using the General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU inventory represents the projected City emissions without the incorporation of reduction measures included in the proposed project. Table 4.19.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 1,193,933 MT CO<sub>2</sub>e, an increase of 321,957 MT CO<sub>2</sub>e (or 26.97 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be energy use followed closely by emissions associated with transportation. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 346,241 MT CO<sub>2</sub>e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 346,928 MT CO<sub>2</sub>e of emissions in 2020 which exceeds the reduction goal by approximately 688 MT CO<sub>2</sub>e. This is a reduction of approximately 29.1 percent in 2020. Therefore the Regional Reduction Plan fulfills GHG reduction goals.

AB 32 is implemented through the Scoping Plan which is the statewide plan for the reduction of GHG emissions. The Regional Reduction Plan complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. For example, the Regional Reduction Plan Reduction Measure Energy-1 (Energy Efficiency for Existing Buildings) implements the energy efficiency retrofits contemplated in the Scoping Plan. Energy-3 through Energy – 8 (Solar installation for new and existing housing and existing commercial/industrial buildings) shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was

contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Victorville chapter of the Regional Reduction Plan demonstrates that the City meets that level of reduction. Since all of the reduction measures in the Victorville chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.19.0 of this EIR and are described in further detail in Regional Reduction Plan Chapter 4.

SB 375 requires SCAG to provide a Sustainable Communities Strategy (SCS) that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Victorville include On-Road Transportation-1 (Sustainable Communities Strategy). This reduction measure provides the land use changes within the City of Victorville needed to fulfill the City's portion of the Regional SCS land use patterns.

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.
- **Entity Responsible for Implementation:** The City of Victorville and SCAG are responsible for implementing this measure. The City of Victorville provides land use density and development patterns consistent with the SCS such as increased density and mixed use development near transit stations that provides transit oriented development. SCAG leads and SANBAG plays a supporting role in enabling transportation improvements.

The following details each components of On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**—To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.
- **On-Road-1.2: Other Transit Improvements (Regional)**—SANBAG and Victorville will work with local and regional transit agencies to secure the following services.
  - > Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
  - > Convenient feeder service from multimodal transit center to downtown employment centers.
  - > Region wide bus/transit passes.
  - > Park-and-ride lots.
  - > New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.
  - > Shuttle service to transport facilities (e.g., park-and-ride lots).
  - > Idling limits for transit fleets.
- **On-Road-1.3: Public Transit Funding (Regional)**—SANBAG and the City of Victorville will collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.
- **On-Road-1.4: Adopt Land Use Patterns to Favor Transit-Oriented Development**—This strategy would involve changes to local general plans to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit oriented development at station areas.
- **On-Road-1.5: Nonmotorized Zones (Local)**—The City of Victorville will provide urban nonmotorized zones in downtown areas where feasible and will consider establishing a goal for conversion of downtown roadway miles to transit, linear parks, or other nonmotorized zones (California Air Pollution Control Officers Association 2010) and provide for the following services:
  - > Monitor traffic and congestion to determine roadways that should be targeted for improvements.
  - > Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the city and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system
  - > Allow for more-efficient bus operation, including possible signal preemption, and expand signal-timing programs where air quality benefits can be demonstrated.
- **On-Road-1.6: Traffic Calming (Local)**—The City of Victorville provides traffic calming measures to encourage people to walk or bike instead of using a vehicle.

- **On-Road-1.7: Traffic Signal Synchronization (Local)**—The City of Victorville is improving travel speed by enhanced signal synchronization.
- **On-Road-1.10: Employer Provided Fringe Benefits (Local)**—The City of Victorville encourages the use of telecommuting and alternative work schedules for employees and other employer benefits to reduce VMT, including a Guaranteed Ride Home Program.
- **On-Road-1.11: Pedestrian Bicycle Lanes (Local/Regional)**—The City of Victorville is creating bicycle lanes directed to the location of schools and major employment districts.
- **On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional)**—The City of Victorville is improving the existing pedestrian and bicycle network as follows:
  - > Encourage the development of bicycle stations, attended parking, and other attended bicycle parking support facilities at intermodal hubs.
  - > Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.
  - > Evaluate and consider free bicycles for public use and/or charge a nominal fee for their use.
  - > Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including “Complete Streets” policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.
  - > Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.
  - > Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.
  - > Develop and implement a bicycle safety education program to teach drivers and bike riders the laws, riding protocols, routes, safety tips, and emergency maneuvers to increase confidence, safety, and frequency of use for new and existing bike riders.
- **On-Road-1.13: Alternative Fuel Infrastructure (Local/Regional)**—SANBAG and the City of Victorville promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure. Examine the use of smaller, more fuel-efficient taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles.
- **On-Road-1.14: School Programs and Outreach (Local)**—The City of Victorville collaborates with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport including the following.

- > Continue to provide public education and information about options for reducing motor vehicle related GHG emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low- or zero-emission vehicles; and car and ride sharing.

The following summarizes the General Plan policies that correlate with the reduction measure implementing the SCS within the City of Victorville:

On-Road Transportation-1 (Sustainable Communities Strategy)

- **Implementation Measure 6.1.1.3** Maintain parking standards that encourage and facilitate alternative transportation modes, including reduced parking standards for transit-oriented developments, mixed-use developments, and preferential parking for carpoolers.
- **Implementation Measure 2.2.1.1** Consult with the VVTA during planning/design of major new development and redevelopment projects and public facilities, to incorporate appropriate public transit improvements, in optimal locations.
- **Implementation Measure 6.1.1.1** Require large projects (exceeding 150,000 square feet of development) to incorporate Transportation Demand Management (TDM) techniques, such as promoting carpooling and transit, as a condition of project approval.
- **Implementation Measure 6.1.1.1** Create a Transit-Oriented Development Plan: identify ideal locations for residential housing near public transportation, identify areas for mixed use development, walkable development near transportation hubs.
- **Implementation Measure 6.1.1.5** Replace fleet vehicles with more efficient vehicles with a goal of 100% low emission vehicle fleet.
- **Implementation Measure 6.1.1.6** Any city-operated parking facility must have car pool passes (reduced rate or preferential parking for vehicles with two or more passengers to be verified by attendant).
- **Implementation Measure 6.1.1.7** Designate preferential parking for hybrid vehicles at city buildings.
- **Implementation Measure 6.1.1.8** Adopt diesel idling restrictions to limit idling at all commercial facilities.
- **Implementation Measure 6.1.1.9** Encourage the provision of on-site electrical outlets at all commercial facilities.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG's SCS strategy in Victorville. Therefore, this impact is *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

## ■ References

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

- . 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.
- . 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.
- San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.19.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Victorville from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.19.6 (Geology/Soils) and Section 4.19.9 (Hydrology/Water Quality), respectively. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Hazardous Materials and Hazardous Waste***

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial and industrial uses, businesses, hospitals/health care facilities, and households, which are all present in Victorville. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Major truck transportation routes that carry hazardous materials include Interstate 15, US Highway 395, State Highway 18, as well as the Atchison, Topeka, and Santa Fe Railroad. In addition, local roadways are used for transport to the various businesses using or disposing of such materials.

#### ***Hazardous Materials Sites***

The former George Air Force Base (now Southern California Logistics Airport) is listed as a federal Superfund site and has been undergoing remediation. Portions of the former air force base were deemed remediated and suitable for transfer for other uses. The Department of Toxic Substances Control (DTSC) EnviroStor database for hazardous materials sites shows no additional sites listed in the City of Victorville. The Regional Water Quality Control Board (RWQCB) Geotracker database shows reports for leaking underground storage tanks, underground storage tanks, and wells in the City of Victorville.

#### ***Airports***

The Southern California Logistics Airport (SCLA) is in the northwestern part of the Victorville planning area. Most of the operations are categorized as General Aviation. A Comprehensive Land Use Plan (CLUP) has been prepared by Victorville in 2008. The SCLA CLUP is intended to protect and promote the safety and welfare of airport users, residents, and visitors to the Cities of Victorville and Adelanto,

while promoting the continued operation of the airport. It further establishes a combination of six safety zones and associated policies, including a Runway Protection Zone, Approach/Departure Zones, Inner Turning Zone, Sideline Zone, and Traffic Pattern Zone, which are shown in Figure 4.19.8-1 (Southern California Logistics Airport Safety Zones).

### **Wildland Fire Hazard**

Under the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resources Assessment Program (FRAP), the City of Victorville is designated as “Moderate” and “Unzoned” for wildland fire hazard.

### **Federal**

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

### **Hazardous Materials and Hazardous Waste**

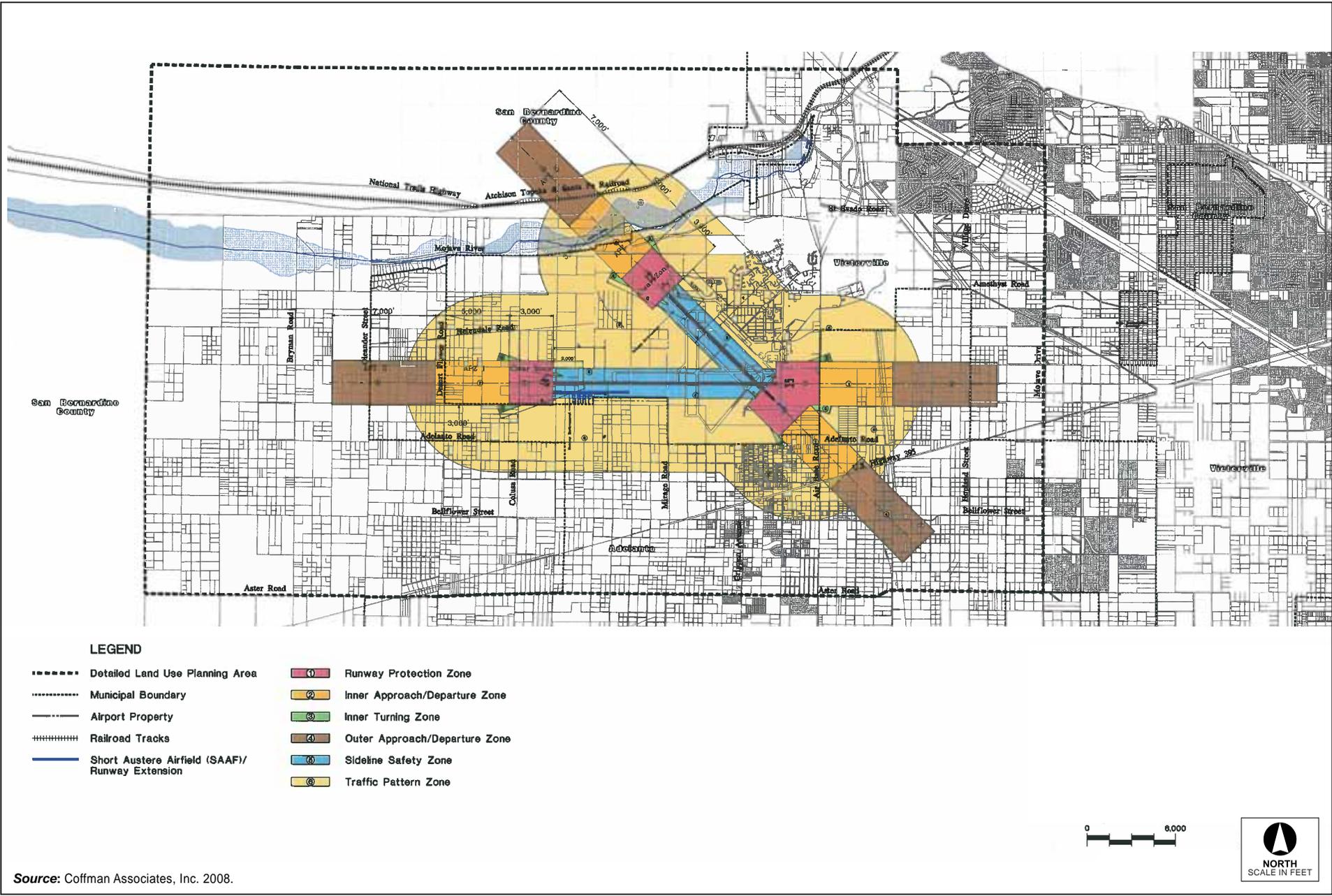
#### *United States Environmental Protection Agency (USEPA)*

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

#### *Resource Conservation and Recovery Act (RCRA)*

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the USEPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum



Source: Coffman Associates, Inc. 2008.

Figure 4.19.8-1  
Southern California Logistics Airport Safety Zones



and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the USEPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

#### Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

#### Superfund Amendments and Reauthorization Act

SARA reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. SARA Title III also authorized the Emergency Planning and Community Right-to-Know Act.

#### Emergency Planning and Community Right-to-Know Act

EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report off-site transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC) to coordinate planning and implementation activities associated with hazardous

materials. The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. In California, the SERC oversees six LEPCs throughout the state. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

#### Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

#### **Airport Hazards**

##### *Federal Aviation Administration (FAA)*

The basic responsibilities of the Federal Aviation Administration (FAA), under the US Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

#### **Fire Hazards**

##### *Federal Emergency Management Agency (FEMA)*

The Federal Emergency Management Agency (FEMA) coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including fire and acts of terror. The U.S. Fire Administration, a department within FEMA, is the lead Federal agency for fire data collection, public fire education, fire research and Fire Service training.

#### **State**

#### **Hazardous Materials and Hazardous Waste**

##### *California Department of Toxic Substances Control*

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California

Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Victorville, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

- Hazardous Materials Business Plan/Emergency Response Plan
- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

#### Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)

- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1(b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and California Labor Code Section 9030.

## **Airport Hazards**

### *California Department of Transportation*

California Department of Transportation, Division of Aeronautics, is responsible for airport safety in California. The State Aeronautics Act, Public Utilities Code (PUC) Sections 21001 et seq., is the foundation for the Department's aviation policies. The Aeronautics Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within 2 miles of an airport runway; and authorizes helicopter landing sites at or near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics publishes the California Airport Land Use Commission (ALUC) Planning Handbook. The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

## **Fire Hazards**

### *California Department of Forestry and Fire Protection (CAL FIRE)*

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state-owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

### *California Uniform Fire Code*

CCR Title 24, Part 9, is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of CCR Title 24.

## *California Fire Plan*

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

## **Regional**

### **Hazardous Materials and Hazardous Waste**

Certified Unified Program Agency (CUPA) is a regional or local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA Board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on regional level to solve hazardous waste problems. The San Bernardino County Fire Department, Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

UST Program: Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight.

In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank

tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The San Bernardino County Fire Department HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

### *County of San Bernardino Hazardous Waste Management Plan*

Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare Hazardous Waste Management Plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County of San Bernardino Board of Supervisors and approved by the California Department of Health Services in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the San Bernardino County Fire Department HMD. As further required by the state, all cities in San Bernardino County must also adopt a City HWMP.

### *Hazardous Materials Disclosure Programs*

All businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, are required to submit a Hazardous Materials Business Plan to its local CUPA.

According to the San Bernardino County Fire Department HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year
- All hazardous waste generators, regardless of quantity generated; any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount

- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity; extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355
- Any business subject to the EPCRA, also known as SARA Title III; generally EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities; there are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plan with the San Bernardino County Fire Department HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within 30 days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

#### *Hazardous Materials Incident Response*

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities
- A plan for conducting exercises to test the plan

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The San Bernardino County Fire Department HMD is responsible for coordinating hazardous material coordination and inspection in the City.

### **Airport Hazards**

#### *San Bernardino County*

San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an Airport Land Use Compatibility Plan for each airport jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. A land use compatibility assessments has been prepared for the Southern California Logistics Airport (SCLA).

#### *Southern California Logistics Airport (SCLA) Comprehensive Land Use Plan (CLUP)*

A Comprehensive Land Use Plan (CLUP) has been adopted for the Southern California Logistics Airport, which includes land use control mechanisms to reduce the potential for and effects of an

accident related to the SCLA. The boundary for the CLUP was developed to encompass the 65 Community Noise Equivalent Level (CNEL) noise contour and general traffic patterns in the vicinity of the airport. The CLUP establishes land use restrictions within the safety zone. Safety Review Area 1 (Runway Protection Zone) is meant to protect the area immediately surrounding the runways. Development in this area is limited to aviation-related structures or agricultural use. Safety Review Area 2 (Inner Approach/Departure Zone) coincides with the 65 CNEL noise contour developed. Land uses permitted in this zone are primarily aviation-related, as well as low-density residential, commercial, and industrial. Safety Review Area 3 (Turning Zone) permits land uses with use intensity of less than 100 people.

## **Fire Hazards**

### *San Bernardino County Fire Department*

The San Bernardino County Fire Department provides fire protection services to the City of Victorville. The San Bernardino County Fire Department is a full service, regional fire and emergency medical service agency; however, the department has numerous automatic and mutual aid agreements with local, state and federal jurisdictions for use and assignment of resources in the event of major emergencies.

### *San Bernardino County Office of Emergency Services (OES)*

The OES is also a division of the San Bernardino County Fire Department and is responsible for broad disaster planning and emergency services coordination throughout the county, including the City of Victorville. OES looks broadly at emergency responses to wildfires, earthquakes, or other disasters affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies. In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan (EMP), which is currently under revision. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the EMPs for the 24 cities/towns in the operational area. The OES assists county unincorporated communities and residents by assigning an OES Officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may have the need for special considerations in a disaster.

### *Regional Fire Protection Authority*

The Regional Fire Protection Authority (RFPA) in Victorville utilizes computer aided dispatch, geographic information system, and WebCAD for dispatching for eight fire agencies in the area, in managing the Desert Communications (DesertCom) Dispatch Center.

### *Victorville Fire Department*

The Victorville Fire Department is responsible for implementing a unified hazardous materials and hazardous waste management regulatory program, and provides the following services to assist citizens and businesses in the Planning Area:

- Consulting on how to safely store and use hazardous materials
- Responding to hazardous materials complaints and emergencies
- Conducting inspections of facilities that store chemicals or generate hazardous waste
- Reviewing construction/remediation plans involving hazardous materials or wastes

As part of its CUPA responsibilities, the Victorville Fire Department implements several programs to monitor the presence, storage, use and disposal of hazardous materials and wastes, to ensure compliance with a variety of state and federal regulations developed to prevent dangerous releases of hazardous materials and to act quickly to contain any such accidental releases. Local CUPA programs include:

- Hazardous Materials Management/Business Plans
- Monitoring Underground Storage Tanks
- Monitoring Above Ground Storage Tanks
- Permitting of Hazardous Waste Generators
- Participation in California Accidental Release Prevention Program (CalARP).

## **Local**

### **City of Victorville Municipal Code**

#### *Hazardous Materials and Hazardous Waste*

Recognizing the potential risks of hazardous materials, the City has adopted Victorville Municipal Code Chapter 6.49, in compliance with California Health and Safety Code Chapter 6.95, establishing a hazardous materials release response and inventory program. Additionally, the City of Victorville Fire Department has prepared a Hazardous Materials Incident Emergency Response Plan. This plan is subject to occasional amendment as new procedures develop or situations warrant. The objectives of this plan are as follows:

- Save lives and protect the environment and property in case of emergency.
- Describe the overall emergency response organization within the City of Victorville and its relationship to those of County, State, and Federal organizations.
- Establish lines of authority and coordination for hazardous materials incidents.

- Identify and facilitate mutual aid to supplement needs.

Additionally, Victorville Municipal Code Chapter 6.50 presents detailed procedures and specifications for the underground storage of hazardous materials, including permitting, inspections, tank requirements, monitoring, records and reporting, repairs, and abandonment. Through this chapter, the City assumes responsibility for the implementation of the provisions of California Health and Safety Code Chapters 6.67 and 6.7 and designates the Victorville Fire Department as the administering agency responsible for administering and enforcing the provisions of Chapters 6.67 and 6.7 within the boundaries of the City.

### *Fire Hazards*

The City of Victorville has adopted a Fire Hazard Abatement Ordinance (Victorville Municipal Code Chapter 8.09) which requires the abatement of weeds in excess of 3 inches above the grade in the area of growth on such portion of the lot or premises within 100 feet of any structure. Russian thistle (tumbleweeds) are not permitted to grow in excess of 3 inches within City limits on any property, regardless of surrounding improvements. Adherence to this ordinance reduces the likelihood of fires on undeveloped lands and on vacant lots in the developed portions of the City.

### **Victorville General Plan**

There are no policies concerning hazardous materials that are directly applicable to implementation of the Regional Reduction Plan in Victorville. The Victorville General Plan Safety Element policy that is applicable to airport hazards<sup>10</sup> are as follows:

- Policy 1.4.2**      Avoid conflicts with the CLUP for SCLA.

## ■ **Project Impact Evaluation**

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- 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
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school

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<sup>10</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Be located on a site that 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
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

### Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

### Effects Not Found to Be Significant

Threshold	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. The GHG reductions do not involve the transport or use of hazardous materials. Waste diversion programs focus on recyclable materials and are regulated by current federal and state regulations, City ordinances, and the Victorville General Plan. These policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	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?
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As stated above, the Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. These activities do not release hazardous materials or create foreseeable upsets or accidents that would present a significant hazard to the public or the environment. Existing regulations, permits, and codes reduce the potential for upset conditions and accidents to

foreseeable safe conditions within the community. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
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As discussed under the previous thresholds, implementation of the Regional Reduction Plan will not emit hazardous emissions. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project be located on a site that 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?
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The DTSC database search conducted during General Plan preparation identified multiple hazardous materials sites and the SCLA, formerly George Air Force Base. The Regional Water Quality Control Board also identified 216 leaking underground storage tanks, underground storage tanks, and wells in Victorville (City of Victorville 2008). However, the Regional Reduction Plan does not propose siting reduction measures at particular locations. Siting of renewable energy generation would be reviewed by the City Planning to ensure that implementation of the Regional Reduction Plan does not create a hazard to the public or the environment. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?
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SCLA is in the northwestern portion of Victorville. A large portion of the northern area of the City is within an airport safety zone and subject to land use restrictions, as shown in Figure 4.19.8-1. It is the policy of the City of Victorville to coordinate with the airport authorities to ensure that proposed land uses within the airport safety zones are consistent with the CLUP for the SCLA (see General Plan Safety Element Policies 1.4.1 and 1.4.2). The City review of proposed projects such as renewable energy generation during implementation of the Regional Reduction Plan within the airport safety zones and near the airports ensures that implementation of these types of uses near airports does not result in safety hazards to people in the area. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?
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The Regional Reduction Plan does not propose land uses in particular areas. Implementation of reduction measures such as renewable generation facilities would be reviewed by the City to ensure that placement of these types of facilities near a private airstrip or heliport would not create a safety hazard. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency response or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve emergency response and evacuation within the City would be reviewed by the City Planning Division to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
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To help protect the City and its residents from fire hazards, the City of Victorville abides by the California Building Code which contains measures which reduce fire hazards in structures. The City of Victorville has adopted a Fire Hazard Abatement Ordinance (Victorville Municipal Code Chapter 8.09) which requires the abatement of weeds in excess of 3 inches above the grade (including Russian thistle) in the area of growth on such portion of the lot or premises within 100 feet of any structure. Adherence to this ordinance reduces the likelihood of fires on undeveloped lands and on vacant lots in the developed portions of the City. Prior to approval of a development project or issuance of a building permit, the City of Victorville Water District verifies that the peak load water supply requirement is not negatively affected, to ensure adequate water is available to fight fires. Additionally, Objective 2.1 in the City's General Plan Safety Element serves to achieve desired fire protection, while Policy 2.1.1 is set to ensure that new private or public development has sufficient fire protection, police and emergency medical services available. Supporting Implementation Measures 2.1.1.1 through 2.1.1.5 define and update appropriate performance standards for emergency providers; require that development proposals be reviewed to determine impacts on emergency services and ensure developments meet appropriate safety standards (such as fire hydrant spacing, sprinkler requirements, vehicular access for evacuation, that such development does not impact response times); ensure that development meets Fire Code and Municipal Code requirements; and, continue to implement weed abatement programs.

Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City would be reviewed for adherence to the building and fire codes. Therefore, the impact would be ***less than significant***. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

## ■ References

Coffman Associates, Inc. 2008. Comprehensive Land Use Plan, Southern California Logistics Airport, Victorville, California. Final Report. September.

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

## 4.19.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality, including flood hazards, in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a), associated environmental documents (2008b and 2008c), and the City's 2010 Urban Water Management Plan. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### Regional Drainage

The City of Victorville is located within the Alto (or "Upper Mojave") sub-basin of the Mojave River Ground Water Basin, located within the Lahontan Region. The Mojave River is the City's main regional drainage and runs along the northeast of the San Bernardino Mountains (referred to as the Victorville Fan). The Mojave River Watershed encompasses approximately 4,700 square miles and is located entirely within San Bernardino County. The watershed is shown as Figure 4.19.9-1 (Mojave River Watershed). The primary geographic and surface hydrologic feature of the watershed is the Mojave River. The river's natural floodplain is up to a mile wide, and its waters flow below the surface for most of its length, except following storms. Oro Grande Wash, the City's second-largest drainage course, conveys surface flows only following intense storms. It originates in the San Gabriel Mountains near the Cajon Pass, where it parallels Interstate 15 (I-15) before crossing to the east, just north of La Mesa and Nisqualli Roads. The flow of the Mojave River and its tributaries in the Mojave Desert area are mainly regulated by the Mojave River Forks Reservoir and Silverwood Lake reservoir. Lake Arrowhead reservoir provides minimal flow regulation (Victorville 2008a).

The City's Planning Area exhibits typical California and Nevada high desert meteorological conditions. Typical of these conditions are annual rainfall of less than 8 inches. While summers may produce an occasional thunderstorm, the wettest season tends to be from January to March, in which high-intensity, short-duration storms produce an annual average rainfall of 5.72 inches. George Air Force Base records from 1942 to 1992 show precipitation ranges from 0.77 to 11.22 inches annually. A 100-year storm, however, could produce up to 3 inches of precipitation in a 24-hour period. Snowfall in the region may total a few inches per year, although its occurrence is infrequent.

#### Local Surface Waters

A major portion of the Victorville Planning Area is located on top of a gently sloping large alluvial fan situated to the northeast of the San Bernardino Mountains and referred to as the Cajon Fan (or Victorville Fan). The Mojave River runs along the fan's eastern margin and is the City's most notable topographic feature. This river is very unusual in that it flows from south to north, conveying runoff out of the San Gabriel and San Bernardino Mountains for about 80 miles, until it empties at Soda Lake. Surface flows fluctuate seasonally, and are affected by discharges from Lake Arrowhead, Silverwood Lake

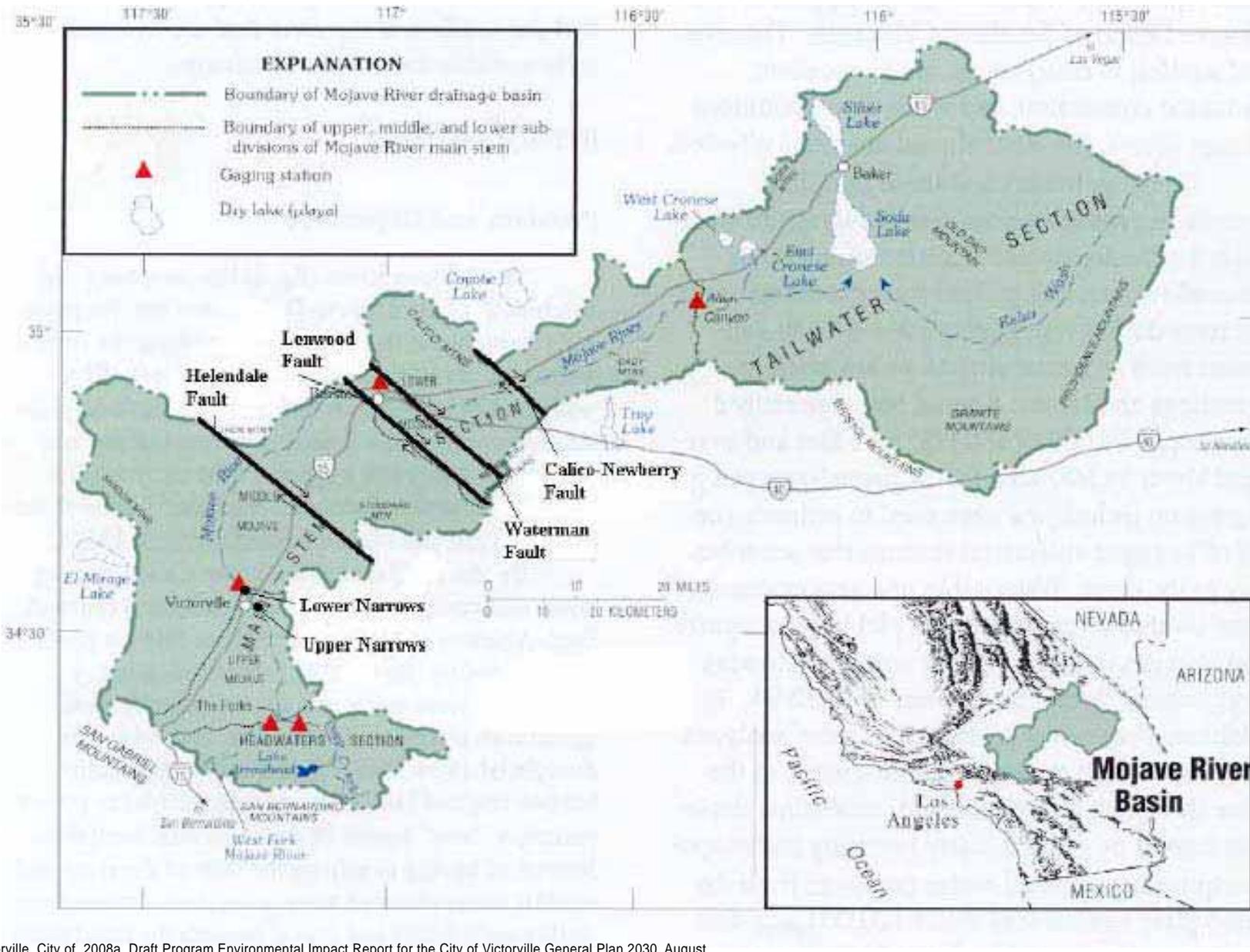
and Mojave Forks Reservoir. At Mojave Narrows, however, the river encounters an impenetrable layer of bedrock that forces water to the surface, even during dry periods (Victorville 2008a).

Additionally, there are several intermittent streams that drain the Planning Area and empty into the Mojave River. Two intermittent streams, Ossom Wash and West Fork Ossom Wash, drain a large area of the City west of the I-15 Freeway. Three smaller unnamed intermittent streams drain the areas south of Southern California Logistics Airport. The Bell Mountain Wash is located north of the Mojave River and drains a portion of the North Mojave Planning Area. The Oro Grande Wash originates in the San Gabriel Mountains near the Cajon Pass, where it parallels I-15 before crossing to the east, just north of La Mesa and Nisqualli Roads (Victorville 2008a).

## **Groundwater**

The City of Victorville is located in the Mojave Groundwater Basin, which lies beneath Victor Valley in the Mojave Desert area and is mostly located west of the Mojave River. The depth to groundwater ranges from 50 feet near the Mojave River to approximately 550 feet in the western portion of the Planning Area. The upstream portion of the Mojave River has constant flow; however, further downstream the river becomes subterranean. At one point near what is called the Mojave Narrows, the river is above ground for a while and then resumes its subterranean course. The river ends at Soda Lake. Recharge into the groundwater basin comes from infiltration of precipitation runoff from the San Bernardino and San Gabriel mountains. Dry climate within Victor Valley itself limits infiltration from rainfall to recharge the basin or formation of any surface water.

The City of Victorville is within the service area of the Mojave Water Agency (MWA)/Watermaster, which is one of twenty-nine State Water Contractors in the state of California. MWA is responsible for managing the use, replenishment, and protection of the Mojave Basin Area while groundwater quality is managed by the RWQCB. The basin has been in overdraft for the last 50 years or more with individual subareas experiencing varying degrees of overdraft. In 2004, MWA updated a Regional Water Management Plan (RWMP) for the area within its boundaries. The RWMP established the framework for managing future water supplies within MWA's service area which encompasses 4,900 square miles. Water rights within the Mojave River Basin have been the subject of litigation since the early 1990s. Riverside County Superior Court's stipulated Mojave Basin Area Judgment (Judgment) for the adjudication of the Mojave River groundwater basin identified MWA as the SWP contractor. The Judgment stipulated that MWA has both the authority and obligation to secure supplemental supplies as part of the solution to overdraft within the Mojave River Basin. While the increased groundwater pumping in excess of natural supplies over the last 50 years has resulted in a decline in groundwater elevations, the groundwater basins remain capable of meeting annual water demands through dry years and consecutive multiple dry years. The Judgment and RWMP are intended to bring all basins into long term hydrologic balance by 2020. Projects and water management actions are needed to continue to recharge the groundwater basins to maintain groundwater levels and protect quality. With the implementation of the RWMP, adequate supplies will be available through at least 2025. The RWMP includes supply options for the City including recharge with recycled water, from Oro Grande Wash recharge project, and the Regional Recharge and Recovery Project (R<sup>3</sup>) (Victorville 2011).



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Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.



Figure 4.19.9-1  
Mojave River Watershed



## **Flood Hazards**

The principal flood hazard of the Victorville Planning Area is from the Mojave River. The average annual discharge is 51,440 acre-feet and average monthly flow near the Planning Area is 71 cubic feet per second. However, the river has been subject to highly variable annual flood series, with some years having either base flow or zero discharge and other years having floods as high as 70,600 cubic feet per second. The largest flood in the gauging record occurred in 1938, which was not an El Niño year; other years with large floods include 1891, 1905, and 1916, all of which were El Niño years. In recent decades, the relation between flooding and El Niño has strengthened, with large floods in 1978, 1983, 1993, and 1998. The Mojave River only flows continuously from its source to its terminus in the Soda Lake. In the event of a 100-year flood, flood water will be confined to the river's flood plain. Some of these areas may be subject to flooding in the event of a 100-year flood. Flood control improvements, including numerous levees and the West Fork Dam, reduce the potential for this flooding. Additionally, in the event of a 100-year flood, there is a potential for flooding from several intermittent streams that drain the Planning Area and empty into the Mojave River. These streams include Ossom Wash, West Fork Ossom Wash, the Bell Mountain Wash, the Oro Grande Wash, and three smaller unnamed streams south of Southern California Logistics Airport (Victorville 2008a).

## **Designated Flood Zones**

Through the National Flood Insurance Program, the Federal Emergency Management Agency (FEMA) has identified and mapped those areas of the Planning Area that are at risk of periodic flooding. Those areas that are subject to flooding, as determined by the FEMA on their Flood Insurance Rate Maps (FIRMs) are shown in Figure 4.19.9-2 (Flood Hazards Map). The FIRMs are designed for flood insurance and flood plain management applications. They include flood zone designations for specific areas that may be subject to flooding based on engineering and hydrologic studies. The map identifies 100-year and 500-year flood plains, floodways, location of selected cross-sections used in the hydrologic studies and the anticipated floodwater depths. The following flood zone designations are found on the FIRM produced for the Planning Area (Victorville 2008a):

- **Zone A**—Areas subject to flooding in the event of a 100-year flood. No base flood elevations determined.
- **Zone AE**—Areas subject to flooding in the event of a 100-year flood. Base flood elevations determined.
- **Zone X**—Areas subject to flooding in the event of a 500-year flood, areas subject to a 100-year flood with average floodwater depths anticipated to be less than one foot or with drainage areas less than 1 square mile, and areas protected by levees from the 100-year flood.

## **Dam and Levee Failure**

Dam and levee failure constitutes a serious risk to property and life due to the potential for sudden, massive and destructive flooding. Potential threats of dam inundation to the Victorville Planning Area could occur if the dams at Silverwood or Arrowhead Lakes failed and emptied into the Mojave River through Deep Creek. Considerable inundation might also occur from failure of the Mojave River Forks Dam. Due to the distance to the nearest developed areas, and precautions built into the holding basins

below Lake Silverwood and in the Deep Creek area just before the water enters the Mojave River, the probability of extreme flood is unlikely.

### **Seiches**

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The threats of seiche hazards do not occur in the City's Planning Area.

### **Mudflows**

A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. The majority of the City's Planning Area is characterized by gently sloping topography. In areas dissected by an intermittent stream channel the terrain can vary with nearly vertical slopes adjacent to the Mojave River. These areas would be potentially vulnerable to mudflow during floods, or during heavy storms. Areas denuded by wildfire are particularly susceptible to mudflow during storms.

## **■ Regulatory Framework**

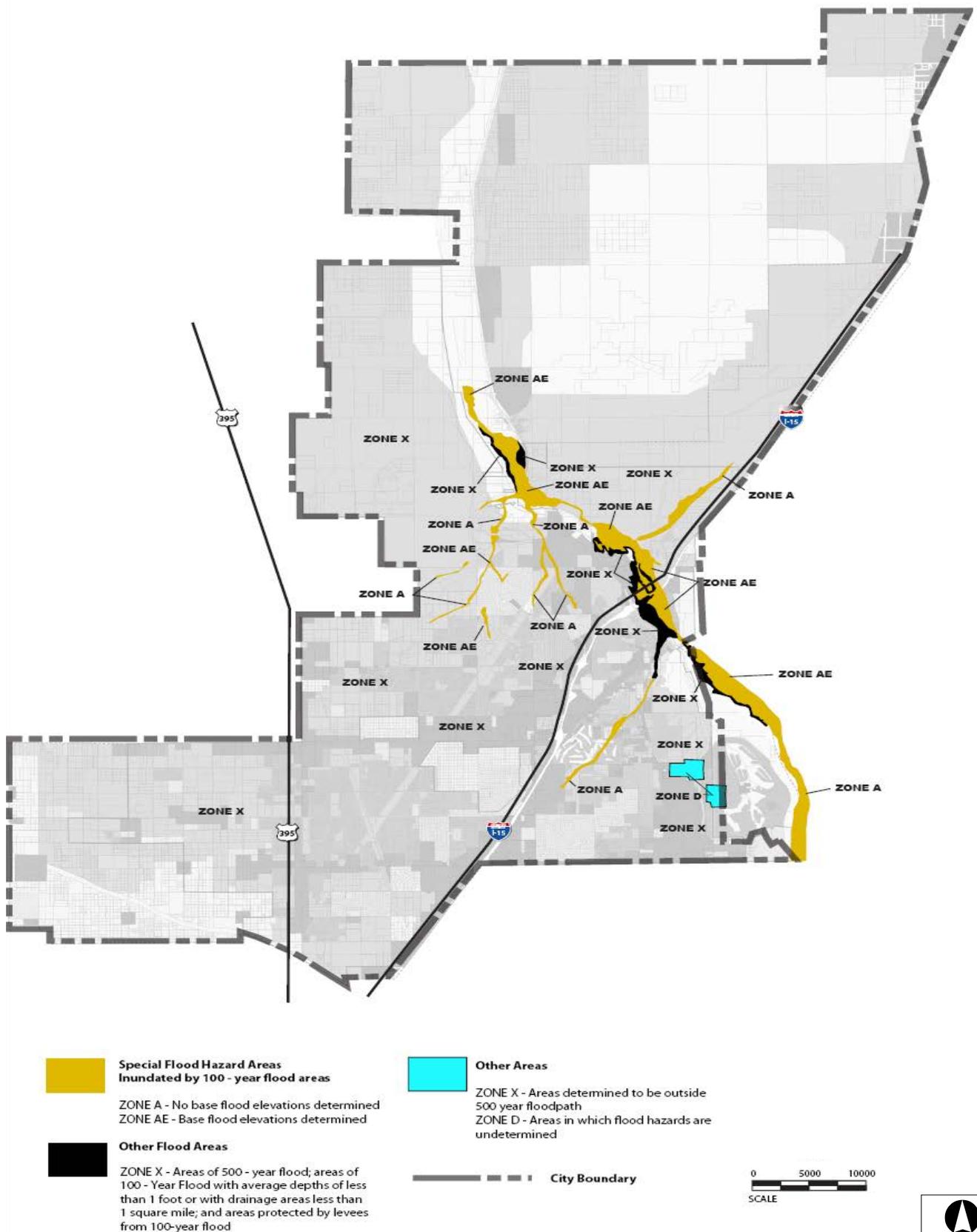
### **Federal**

#### **United States Environmental Protection Agency (USEPA)**

The USEPA is the primary federal agency that regulates water quality and water resources principally through the Clean Water Act and Safe Drinking Water Act.

#### **Clean Water Act**

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. CWA Section 402 requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.



Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.

Figure 4.19.16-2  
 Flood Hazards Map



## Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in the City. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the USEPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and Escherichia coli). Changes to the MCL list are typically made every 3 years, as the USEPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

## National Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits. Also, the USEPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate

storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to 1 acre. The City has not yet obtained an MS4 permit.

### **National Flood Insurance Program**

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards. FEMA provides FIRMs for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

### **State**

#### **State Water Resources Control Board**

The State Water Resources Control Board (SWRCB), a division of the California Environmental Protection Agency (Cal/EPA), regulates water resources including water quality within California. The SWRCB's mission is to preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations. SWRCB's regulatory authority is based upon USEPA's delegated authority of the NPDES permitting process within the state, and California's Porter-Cologne Water Quality Act. The SWRCB is divided into nine Regional Water Quality Control Boards (RWQCB, or Regional Board), each regulating watersheds within their region.

#### **Porter-Cologne Water Quality Act**

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of

water quality in each region. Each regional board is required to adopt a Water Quality Control Plan, or Basin Plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Victorville is in the Lahontan Region, Region 6. The Water Quality Control Plan for this region was last updated in 2010. This Basin Plan gives direction on the beneficial uses of the state waters within Region 6, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

### **Storm Water Pollution Prevention Plans**

Construction site runoff is regulated statewide through a statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002), adopted by the SWRCB on September 2, 2009. To obtain coverage under the Construction General Permit, project proponents must file Permit Registration Documents (PRDs) prior to the commencement of construction activity, which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other documents required by the Construction General Permit. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater, as well as non-stormwater discharges.

The Construction General Permit requires specific minimum BMPs, depending upon the project sediment risk (Risk Levels 1 through 3). Risk Level 1 projects are subject to minimum BMP and visual monitoring requirements; Risk Level 2 projects are subject to numeric actions levels (NALs) and some additional monitoring requirements; and Risk Level 3 projects are subject to numeric effluent limitations (NELs) and more rigorous monitoring requirements, such as receiving water monitoring and, in some cases, bioassessment. The risk is a calculated value that is determined when the SWPPP is prepared. The SWPPP will identify the appropriate risk level and related BMPs and other requirements. The results of monitoring and corrective actions, if any, must be reported annually to the SWRCB. This permit also specifies minimum qualifications for SWPPP developers and construction site inspectors.

## **Regional**

### **Lahontan Regional Water Quality Control Plan**

The SWRCB and the nine RWQCBs are responsible for the protection and, where possible, the enhancement of the quality of California's waters. The SWRCB sets statewide policy, and together with the Regional Boards, implements state and federal laws and regulations. Each of the nine Regional Boards adopts a Water Quality Control Plan or Basin Plan, which recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems. The Lahontan Water Quality Control Plan, updated in 2010, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Lahontan RWQCB and others needed to achieve and maintain the water quality standards. The Lahontan RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's

groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

### **San Bernardino County Flood Control District**

The San Bernardino County Flood Control District (SBCFCD) was created by the California Legislature under the San Bernardino County Flood Control District Act, Chapter 73 (Statutes of 1939), adopted and effective April 20, 1939. The District exercises control overall mainstreams in the County; acquires right-of-way for all main channels, constructs, channels, and has carried out an active program of permanent channel improvements in coordination with the U.S. Army Corps of Engineers (USACE). Through the years, the District has been primarily concerned with control of flood waters in major watercourses and channels under the jurisdiction of the District. The District is subdivided into six zones with interest responsibilities, or geographical divisions distinctive of the particular zone. In matters of taxation or ventures, each zone functions independently although by mutual agreements joint activities may be entered into. The Planning Area is located within Zone 4, which includes the Mojave River Valley from the San Bernardino mountains to Silver Lake and including the Town of Apple Valley, the cities of Adelanto, Barstow, Hesperia, and Victorville, and all or portions of other communities (Victorville 2008a).

### **Local**

#### **City of Victorville Municipal Code**

Portions of several chapters of the Municipal Code apply to hydrology and water quality. These are presented below:

- Title 16 (Development Code), Chapter 5 (Building and Fire Regulations), Article 16 (Flood Damage Prevention), is designed to promote the public health, safety and general welfare of its citizenry through adoption of floodplain management regulations. Additionally, Development Code Chapter 4 (Subdivision Regulations), Article 7 (Drainage), regulates the design of any outlet channel that carry stormwater from the proposed subdivision to a defined drainage channel or conduit. The standards require designing for the ultimate stage of development of the subdivision and any additional tributary areas and the one hundred-year frequency of occurrence flood. Also, Chapter 3 (Zoning and Land Use Requirements), Article 13 (Conservancy and Flood Plain District), provides the protection of the public health, safety, and general welfare in those areas of the City, which under present conditions, are subject to periodic flood hazards.
- Municipal Code Title 6 (Health and Sanitation), Chapter 6.30 (Storm Drainage Fees), contains methods of collecting funds for improving drainage infrastructure.
- City Municipal Code Title 13 (Public Peace, Safety, and Morals), Chapter 13.60 (Water Conservation), establishes numerous standards for water conservation and water recycling.

## **Victorville General Plan**

The Victorville General Plan policies that are applicable to hydrology, water quality and flood hazards<sup>11</sup> are as follows:

### Resources Element

- Policy 1.1.1** Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low-water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.
- Policy 1.3.1** Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and nonstructural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.
- Policy 3.1.1** Prohibit development within flood hazard areas adjacent to the Mojave River.
- Policy 4.2.1** Generally prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site

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<sup>11</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam
- Inundation by seiche, tsunami, or mudflow

### **Analytic Method**

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact hydrology, water quality, create or increase the potential for flood hazards or inhibit the ability to respond to flood hazards.

### **Effects Not Found to Be Significant**

Threshold	Would the project violate any water quality standards or waste discharge requirements?
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Water quality degradation in the City from erosion impacts would be specific to future project sites that could be developed and/or retrofitted as a result of implementing reduction measures in the Regional Reduction Plan, and depend largely on the areas affected and the length of time soils are subject to erosion. Although implementation of the Regional Reduction Plan may result in runoff during construction of individual energy-generating facilities, methane capture systems, pedestrian, bicycle, or transit infrastructure that could adversely affect water quality beyond standards specified by the SWRCB, all reduction measure development requiring ground disturbance would be subject to regional and local regulations including the need for an SWPPP under NPDES No. CAS000002. In addition the City requires the obtainment of a grading permit for all developments that would require grading. In turn, all work requiring a grading permit would be required to have an approved Erosion Control Plan. Compliance with SWRCB's General Construction Activity Stormwater Permit regulations requiring a SWPPP, and the grading permit required by the City would reduce the risk of water degradation within the City from soil erosion related to construction activities associated with the Regional Reduction Plan to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be *less than significant*. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?
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Implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in previously developed areas and consistent with the General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially increase the impermeable surface area such that groundwater recharge would be substantially affected. Energy retrofits, solar arrays, or wind turbines would not increase impermeable surface area in the City. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The impact would be *less than significant*. No mitigation is required.

Threshold	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, in a manner that would result in substantial erosion or siltation on or off site?
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Energy retrofits and passive energy-producing components such as photovoltaic arrays would not alter existing drainage patterns in the City, as they would consist of structural alterations, not an increase in overall building footprint. Some renewable energy-generating facilities that could be constructed on vacant land, hillsides, or open space areas could alter existing drainage patterns; however, as noted above, all construction would be subject to regulations related to water quality, erosion, and stormwater runoff. Individual projects associated with implementation of the Regional Reduction Plan would be subject to review by the City prior to issuance of a grading permit, which process requires preparation of a drainage study and SWPPP. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to *less than significant*. No mitigation is required.

Threshold	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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?
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Energy facilities under the Regional Reduction Plan could be constructed in a 100-year flood plain. Recognizing that the flood hazard areas of the City are subject to periodic inundation that can adversely affect the public health, safety and general welfare, all new development, including facilities constructed pursuant to implementation of the Regional Reduction Plan, would be subject to the provisions of City Development Code Section 16.6 (Flood Damage Prevention). The Flood Damage Prevention program is designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Additionally, Development Code Section 16.5 also includes provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. Also, General Plan Resources Element Policies 3.1.1 and 4.2.1 prohibit public and private development of major infrastructure within the Mojave River flood hazard areas. General Plan Safety Element Policy 1.1.2 also calls for implementation

of strategies to reduce development within the Mojave River floodplain. As such, the development of energy facilities within the City's 100-year flood areas would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. Compliance with the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
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The development of any new facilities during implementation of the Regional Reduction Plan within a road right-of-way or other areas that may impact storm drains must be coordinated with the City prior to the beginning of construction. Compliance with City provisions including the Flood Damage Prevention (Development Code Chapter 4, Article 7) would ensure that proper drainage design is in place in accordance with the standards set forth in the Code. Additionally, the City requires all projects to comply with local water quality control programs consistent with Lahontan policies including municipal Storm water NPDES permit, sediment control standards, and adaptation of best management practices to minimize runoff from new development and redevelopment. Compliance with NPDES permit requirements would ensure that the proposed project would not provide substantial additional sources of polluted runoff. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project otherwise substantially degrade water quality?
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The Regional Reduction Plan would not otherwise substantially degrade water quality. The impact would be *less than significant*. No mitigation is required.

Threshold	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
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The Regional Reduction Plan does not include a housing component. There would be *no impact*.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?
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Renewable energy generation facilities could be constructed in a 100-year flood hazard area as a result of Regional Reduction Plan implementation. Development Code Section 16.5 also includes provisions for preventing or regulating the construction of flood barriers that would unnaturally divert floodwaters or which may increase flood hazards in other areas. As such, the development of energy facilities within the City's 100-year flood areas would not impede or result in the redirection of flood flows in the City. Additionally, City Development Code Section 16.6 (Flood Damage Prevention) is designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to minimize prevent against flood damages and reduce impacts on natural drainages. Furthermore, Chapter 3 (Zoning and Land Use Requirements), Article 13 (Conservancy and Flood Plain District), regulates development in floodplains. Also, General Plan Resources Element Policies 3.1.1 and 4.2.1 prohibit public and private development of major infrastructure within the Mojave River flood hazard areas. General Plan Safety

Element Policy 1.1.2 also calls for implementation of strategies to reduce development within the Mojave River floodplain. Compliance with the Municipal Code and the General Plan policies is assured through City review of all proposed development. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
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Renewable energy generation facilities and transit infrastructure of the Regional Reduction Plan may have a risk of flooding from dam failure. If wind farms or other energy-producing facilities are built in open space areas, they could be subject to increased risk from dam inundation depending on their location. The Mojave River and its tributaries have three dams that store water and provide some flood control for the reaches in the Mojave Desert. Potential threats of dam inundation to the Victorville Planning Area could occur if the dams at Silverwood or Arrowhead Lakes failed and emptied into the Mojave River through Deep Creek. Considerable inundation might also occur from failure of the Mojave River Forks Dam. Due to the distance to the nearest developed areas, and precautions built into the holding basins below Lake Silverwood and in the Deep Creek area just before the water enters the Mojave River, the probability of extreme flood is unlikely. However, all new development would be subject to the provisions of City Development Code Section 16.6 (Flood Damage Prevention), designed to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Also, General Plan Resources Element Policies 3.1.1 and 4.2.1 prohibit public and private development of major infrastructure within the Mojave River flood hazard areas. General Plan Safety Element Policy 1.1.2 also calls for implementation of strategies to reduce development within the Mojave River floodplain. These policies identified in the General Plan would minimize the effects of prospective growth from flooding hazards. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?
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The City is not located within the immediate area of the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. Seiches are unlikely to occur as the majority of the City's Planning Area is characterized by gently sloping topography of less than 9 percent grade. In areas dissected by an intermittent stream channel the terrain can vary with nearly vertical slopes adjacent to the Mojave River. The areas of potential mudflow occurrence during heavy storms are shown on Figure 4.19.9-2 (Flood Hazards Map). The City's Flood Damage Prevention Program minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Municipal Code Section 16.5.16.130 (Mudslide Prone Areas) requires review of permits for all proposed projects to determine if it is proposed within a mudslide area. The City's Drainage Ordinance, Municipal Code Section 17.60, calls for preventing inundation from development and redevelopment projects. The General Plan Resources Element Policies 3.1.1 and 4.2.1 and Safety Element Policy 1.1.2 reduce impacts on structures associated with seiche flooding to less than significant. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City are reviewed for adherence to the General Plan policies, the City's Flood Damage Prevention

Program, and any San Bernardino County Flood Control District encroachment permits. Therefore, the impact would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact hydrology, water quality, or create flood hazards at a project level, implementation of the Regional Reduction Plan will not create impacts to hydrology, water quality or flood hazards that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

———. 2011. *Victorville Water District 2010 Urban Water Management Plan*, June.

———. n.d. *City of Victorville Municipal Code*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.19.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

The City of Victorville is located in southwestern San Bernardino County, in the geographic subregion of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the “High Desert” due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel mountains. Although the City is separated from larger urbanized areas of Southern California, it is easily accessible via Interstate 15, U.S. Highway 395, California State Highway 18 and historic Route 66.

#### **Land Uses**

Approximately 48 percent of the incorporated City area is currently developed. Residential is the predominant existing land use, comprising 9,281 acres (41 percent) of the existing City boundaries plus three unincorporated San Bernardino County “islands” within the City. Victorville has fourteen specific plans governing land use development in designated areas throughout the City. The balance of the existing land uses are a mix of commercial, industrial, open space and office. During the 40 years that it has been a City, Victorville has grown significantly in size and population. It has become the major business and commercial center for the Victor Valley.

Figure 4.19.10-1 (General Plan Land Use) shows adopted General Plan land uses. A key component of the adopted 2030 General Plan is the expansion of its northern sphere of influence encompassing approximately 37,000 acres and the definition of a new Mixed Use High Density land use category. This category, which encompasses 609 acres, is intended to facilitate well-integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses include multi-family residential up to a density of 60 dwelling units per acre; retail, office, civic, open space and other similar uses. The land use designation requires that residential occupy a minimum of 50 percent of the site.

The Southern California Logistics Airport (SCLA), formerly George Air Force Base) is in Victorville. The airport is located in the northwest area of the City. A Comprehensive Land Use Plan (CLUP) has been adopted for the airport, which includes land use control mechanisms to reduce the potential for and effects of an accident related to the SCLA. The SCLA CLUP establishes a combination of six safety zones and associated policies, including a Runway Protection Zone, Approach/Departure Zones, Inner Turning Zone, Sideline Zone, and Traffic Pattern Zone, which are shown in Figure 4.19.8-1 (Southern California Logistics Airport Safety Zones) in Section 4.19.8 (Hazards/Hazardous Materials).

## ■ Regulatory Framework

### **Federal**

There are no federal regulations pertaining to land use/planning.

### **State**

#### **California Air Resources Board**

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

#### **Executive Order S-3-05**

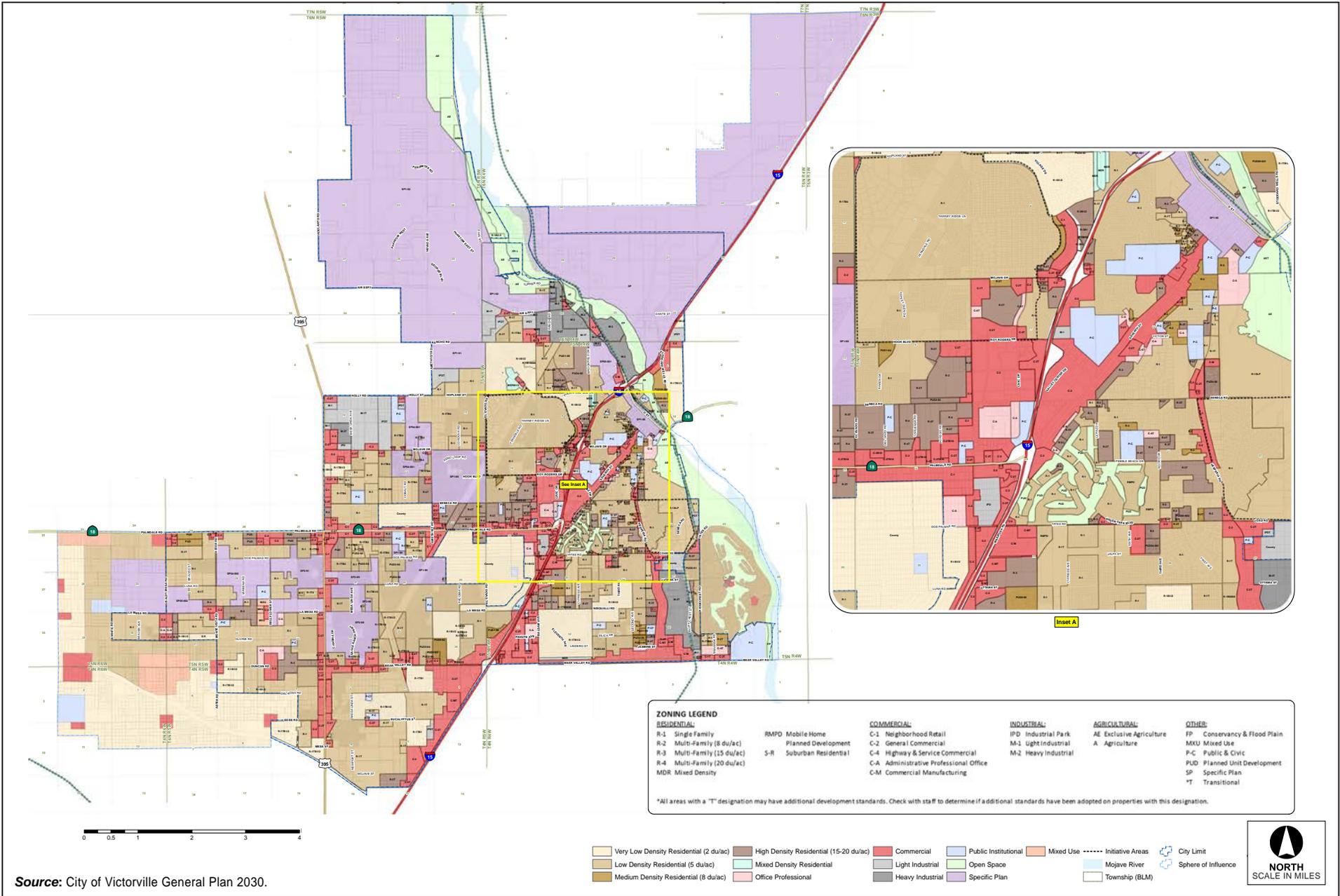
California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last 2 years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

#### **Assembly Bill 32, the California Global Warming Solutions Act of 2006**

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by



Source: City of Victorville General Plan 2030.

Figure 4.19.10-1  
General Plan Land Use



2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO<sub>2</sub>e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO<sub>2</sub>e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

### **Senate Bill 97 (SB 97)**

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents

may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
  - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
    - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
    - (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
    - (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
    - (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
    - (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
    - (F) Be adopted in a public process following environmental review.
  - (2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the C-CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

## Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

## California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak

demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions

- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

### **Senate Bill 375**

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

### **Regional**

#### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

#### **Regional Comprehensive Plan**

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.

- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

## Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG’s SCS. The 2012 RTP strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional

Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **Mojave Desert Air Quality Management District (MDAQMD)**

The City of Victorville is located within the Mojave Desert Air Basin (Basin) and is, therefore, within the jurisdiction of the MDAQMD. The MDAQMD is responsible for monitoring air quality and planning, implementing and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. In 2009, the MDAQMD adopted the CEQA and Federal Conformity Guidelines. These guidelines provide a framework for the district to monitor development to ensure they do not cause or contribute to any new violation of any air quality standard; increase the frequency or severity of any existing violation of any air quality standard; or delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan. The MDAQMD has adopted attainment plans for a variety of non-attainment pollutants. Table 4.19.3-4 (MDAQMD Attainment Plans) in Section 4.19.3 (Air Quality) lists the air quality attainment plans applicable to Victorville.

### **Habitat Conservation Plans**

The West Mojave Plan is a multiple species planning effort that encompasses 9.4 million acres in the Mojave Desert. The plan area extends from Olancho in Inyo County in the north to the San Gabriel and San Bernardino Mountains in the south, and from the Antelope Valley in the west to the Mojave National Preserve in the east. The plan focuses on the federally and state-listed desert tortoise and the state-listed Mohave ground squirrel, but also addresses 100 other special-status plant and wildlife species. The purpose of the West Mojave Plan is to provide regional or area-wide protection of natural areas and to promote perpetuation of natural wildlife diversity while allowing compatible development and growth. As of February 2013, this habitat conservation plan (HCP) for non-federal lands is not yet complete.

Until the Implementation Agreement is signed, the West Mojave Plan does not apply to lands under the jurisdiction of the City. Additional information on this plan is presented in Section 4.19.4 (Biological Resources).

## Local

### City of Victorville Municipal Code

The City of Victorville Development Code (Municipal Code Title 16, Chapter 3) provides specific standards for the development of property, such as building setbacks, parking, and allowable land uses within the City. The land uses in the Victorville Zoning Ordinance are consistent with the uses established under the General Plan.

Under the Development Code (Municipal Code Section 16-3.07-010, Table 7-1), solar panels as accessory structures are a permitted use in all zoning districts. Wind-powered generators are a conditionally permitted use in all agricultural, commercial, industrial, and public/civic districts, and in suburban residential and single-family residential districts.

### Victorville General Plan

The Victorville General Plan policies that are applicable to land use<sup>12</sup> are as follows:

#### Land Use Element

- Policy 1.1.1** Encourage development that does not conflict with or adversely affect other existing or potential developments
- Policy 1.1.2** Maintain Victorville as the commercial center for the Victor Valley.
- Policy 1.2.3** Ensure that new development is compatible with existing developments and public infrastructure.
- Policy 2.1.1** Encourage development of land uses and infrastructure to support growth of businesses and commerce.
- Policy 2.1.3** Encourage the revitalization of existing commercial areas.

#### Housing Element

- Policy 4.1.1** Encourage developers to build as close as feasible to existing infrastructure.
- Policy 4.2.1** Encourage new residential neighborhoods to develop through specific plan or other master plan processes to ensure future residents have a full array of parks, schools, community services and infrastructure.

#### Resource Element

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

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<sup>12</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Safety Element

**Policy 1.4.2** Avoid conflicts with the CLUP for SCLA.

**Southern California Logistics Airport (SCLA) Comprehensive Land Use Plan (CLUP)**

The Southern California Logistics Airport (SCLA), formerly George Air Force Base) is in Victorville. The airport is located in the northwest area of the City. A Comprehensive Land Use Plan (CLUP) has been adopted for the airport, which includes land use control mechanisms to reduce the potential for and effects of an accident related to the SCLA. The boundary for the CLUP was developed to encompass the 65 Community Noise Equivalent Level (CNEL) noise contour and general traffic patterns in the vicinity of the airport. To minimize the risk and reduce the severity of aviation accidents, the SCLA CLUP establishes a combination of six safety zones and associated policies, including a Runway Protection Zone, Approach/Departure Zones, Inner Turning Zone, Sideline Zone, and Traffic Pattern Zone, as shown in Figure 4.19.8-1 (Southern California Logistics Airport Safety Zones) in Section 4.19.8 (Hazards/Hazardous Materials). The CLUP establishes land use restrictions within the safety zone. Safety Review Area 1 (Runway Protection Zone) is meant to protect the area immediately surrounding the runways. Development in this area is limited to aviation-related structures or agricultural use. Safety Review Area 2 (Inner Approach/Departure Zone) coincides with the 65 dBA CNEL noise contour developed. Land uses permitted in this zone are primarily aviation-related, as well as low-density residential, commercial, and industrial. Safety Review Area 3 (Turning Zone) permits land uses with use intensity of less than 100 people.

■ **Project Impact Evaluation**

**Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

**Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists or whether implementation of the Regional Reduction Plan measures would result in land use incompatibilities. These land use plans include the SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), MDAQMD attainment plans, the Victorville General Plan, and the City's Zoning and Development Code.

## Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?
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Victorville’s General plan encourages development that does not conflict with other existing or potential developments. It also aims to ensure that new development is compatible with existing developments. The measures proposed under the Regional Reduction Plan would not include any physical barriers that could divide an established community. There would be *no impact*.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include SCAG’s Regional Comprehensive Plan and Guide, 2012 RTP and SCS, City Municipal Code, and MDAQMD air quality attainment plans.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.
- Reduce the City of Victorville community GHG emissions to a level that is 29 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City will meet and exceed this goal through a combination of state (~81 percent) and local (~19 percent) efforts. The Pavley vehicle standards, the state’s low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Victorville’s on-road and building energy sectors in 2020. An additional reduction of 67,443 metric tons (MT) CO<sub>2</sub>e will be achieved primarily through the following local measures, in order of greatest emissions reduction: GHG Performance Standard for New Development (PS-1); Green Building Ordinance (Energy-3); and Energy Efficiency for Existing Buildings (Energy-1). Victorville’s Plan has the greatest impacts on GHG emissions in the building energy, on-road transportation, and off-road equipment sectors.

Figure 4.19-2 (Emissions Reduction Profile for Victorville) in Section 4.19.0 (Introduction to the Analysis) shows Victorville’s 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city’s emissions reduction target (i.e., 29 percent) below its projected GHG emissions level in 2020). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total (“2020 Plan”), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~81 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.19-3 (Emissions by Sector for Victorville) in Section 4.19.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road equipment emissions sectors.

Table 4.19-1 (Emission Reduction by Sector for Victorville) in Section 4.19.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Victorville exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include building energy, on-road transportation, and off-road equipment emissions sectors.

Figure 4.19-4 (Emission Reductions by Control and by Sector for Victorville) in Section 4.19.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector and due to the GHG Performance Standard for New Development (PS-1).

The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The air quality attainment plans establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the attainment plans incorporate SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses. The goals of the Victorville General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-

oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Victorville General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element policies, as well as the others listed above, in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. However, it is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Any facilities developed adjacent to or within the safety zones of the Southern California Logistics Airport pursuant to the Regional Reduction Plan would be required to be consistent with that airport's land use plan policies for land uses adjacent to or within the airport safety zones to obtain approval.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be ***less than significant***. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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The West Mojave Plan may be expanded to include non-federal land in the future, but does not apply to development in the City at this time. Compliance with the City's existing development review process would require surveys and mitigation for sensitive species, including those covered by the West Mojave Plan, such as the desert tortoise and Mohave ground squirrel. Because there are no local habitat conservation plans or natural community conservation plans that apply to the City of Victorville, there would be no conflict, and, therefore, ***no impact***.

## ■ Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030. Implementation of the Regional Reduction Plan would not result in any inconsistencies with adopted plans that would, in turn, result in adverse environmental effects. As explained above, the Regional Reduction Plan is intended to further regional goals pertaining to reducing emissions, and the measures selected by Victorville are consistent with the goals and policies of the City's General Plan. Therefore, there would be no cumulatively considerable contribution to potential conflicts with applicable plans, and this would be a *less-than-significant cumulative impact*.

## ■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

## 4.19.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

Naturally occurring mineral resources within the planning area include sand, gravel or stone deposits that are suitable as sources of concrete aggregate, located primarily along the Mojave River. Based on the State Geologist classification (see below under “Regulatory Framework,” “State”), the Division of Mines and Geology has classified the naturally occurring sand, gravel or stone deposits in the planning area as follows:

- **MRZ-2a**—Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Areas classified as MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.
- **MRZ-2b**—Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified as MRZ-2b contain discovered mineral deposits that are significant inferred resources as determined by their lateral extension from proven deposits or their similarity to proven deposits. Further exploration work could result in upgrading these areas to MRZ-2a.
- **MRZ-3a**—Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2a or MRZ-2b categories.

Figure 4.19.11-1 depicts these areas by category and location.

### ■ Regulatory Framework

#### **Federal**

#### **United States Department of the Interior, Office of Surface Mining, Reclamation and Enforcement**

The Office of Surface Mining Reclamation and Enforcement (OSM) is a bureau within the United States Department of the Interior. OSM is responsible for establishing a nationwide program to protect society and the environment from the adverse effects of surface coal mining operations, under which OSM is charged with balancing the nation’s need for continued domestic coal production with protection of the environment. OSM was created in 1977 when Congress enacted the Surface Mining Control and

Reclamation Act. OSM works with the State and Indian tribes to assure that citizens and the environment are protected during coal mining and that the land is restored to beneficial use when mining is finished. OSM and its partners are also responsible for reclaiming and restoring lands and water degraded by mining operations before 1977.

### **Surface Mining Control and Reclamation Act**

The Surface Mining Control and Reclamation Act of 1977 (SMCRA) is the primary federal law that regulates the environmental effects of coal mining in the United States. SMCRA created two programs: one for regulating active coal mines and a second for reclaiming abandoned mine lands. SMCRA also created the Office of Surface Mining, an agency within the Department of the Interior, to promulgate regulations, to fund state regulatory and reclamation efforts, and to ensure consistency among state regulatory programs. Under SMCRA, the federal government can approve a program, which gives the state the authority to regulate mining operations, if the state demonstrates that it has a law that is at least as strict as SMCRA, and that they have a regulatory agency with the wherewithal to operate the program. OSM has delegated authority to the California Department of Conservation for enforcement of SMCRA through California Public Resources Code (PRC) Sections 2710–2796.

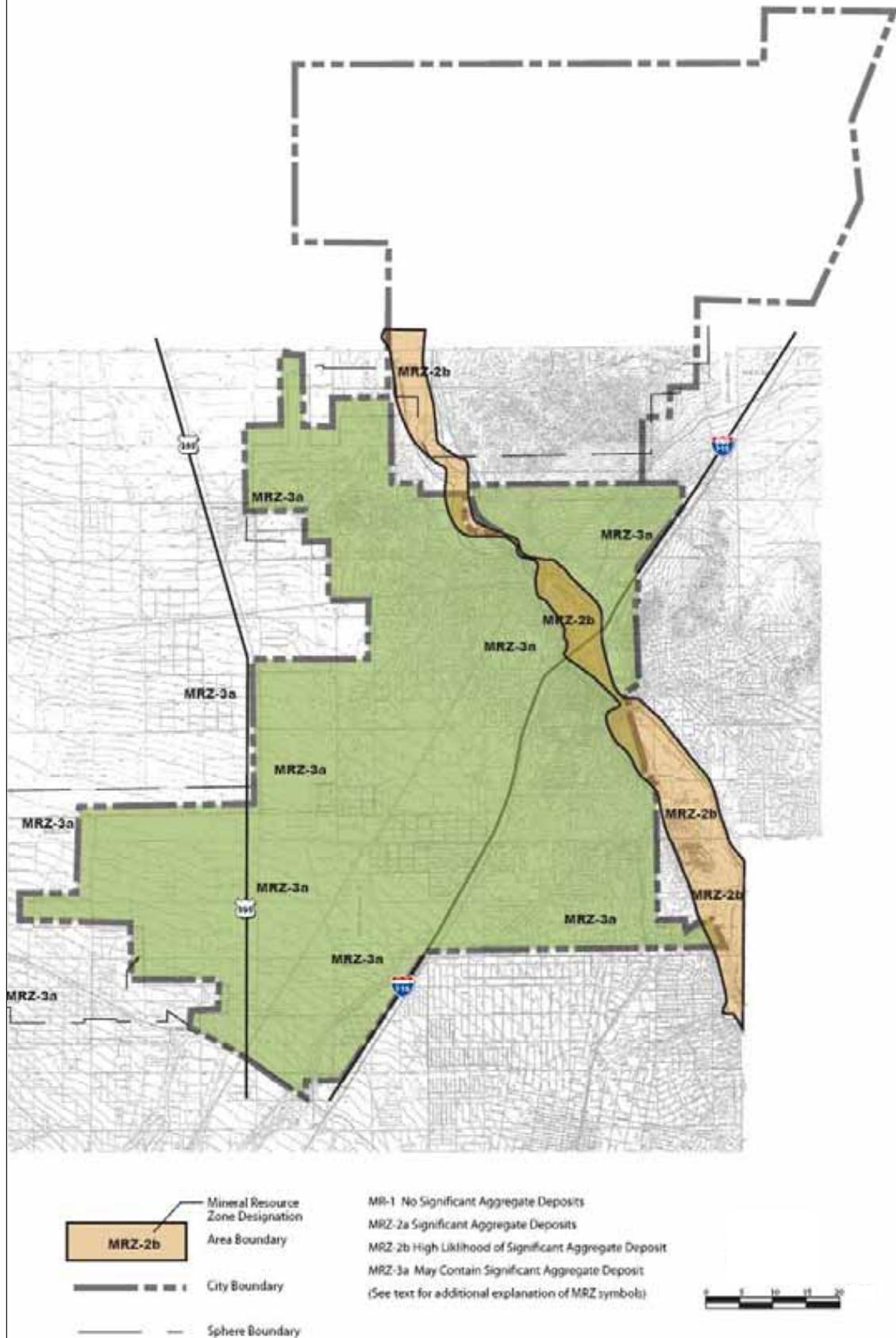
### **State**

#### **California Department of Conservation**

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land-use decisions and sound management of our state's natural resources including mineral resources. The California Department of Conservation maintains information on mineral resources within the state through the California Geological Survey Mineral Resources Project. The California Department of Conservation regulates mining of mineral resources through the Office of Mining Reclamation (OMR), which enforces the Surface Mining and Reclamation Act.

#### **Surface Mining and Reclamation Act**

The Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. PRC Section 2207 provides annual reporting requirements for all mines in the state, under which the state Mining and Geology Board is also granted authority and obligations. SMARA (PRC Chapter 9, Division 2) requires the state Mining and Geology Board to adopt state policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act (Government Code) and are found in California Code of Regulations Title 14, Division 2, Chapter 8, Subchapter 1. The State Geologist classifies land in California based on availability of mineral resources. Because available aggregate construction material is limited, five designations have been established for the classification of sand, gravel and crushed rock resources:



Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.

Figure 4.19.11-1  
Mineral Land Classification Map



- **SZ: Scientific Resource area** containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance
- **MRZ-1: Mineral Resource Zone**—Adequate information indicates that no significant mineral deposits are present or likely to be present
- **MRZ-2: Mineral Resource Zone**—Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence and development should be controlled
- **MRZ-3: Mineral Resource Zone**—The significance of mineral deposits cannot be determined from the available data
- **MRZ-4: Mineral Resource Zone**—There is insufficient data to assign any other MRZ designation

### **Local**

There are no local regulations related to mineral resources.

## ■ **Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- 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
- 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

### **Analytic Method**

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact mineral resources.

### **Effects Not Found to Be Significant**

Threshold	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?
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The state classified mineral resources are located along the Mojave River corridor, as shown in Figure 4.19.11-1. The General Plan Land Use Map designates these areas as Open Space. Because the Open Space designation strictly limits urban development, the proposed Regional Reduction Plan would protect the existing mineral resources in place. Implementation of the Regional Reduction Plan includes densification and development of transit oriented development near transit stations in developing the Regional Sustainable Communities Strategy (SCS) and commercial/residential mixed-use development within the urbanized portions of Victorville, but these areas near transit or urbanized mixed-use

development do not include changing any existing mineral resources. Therefore, there would be *no impact*.

Threshold	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?
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There are no locally important mineral resource sites delineated on the City's General Plan. Therefore, there would be *no impact*.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not significantly impact mineral resources at a project level, implementation of the Regional Reduction Plan will not create impacts to mineral resources that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

## 4.19.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### **Noise Terminology and Effects**

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. Table 4.19.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB  $L_{eq}$ , or the equivalent noise level for that period of time. For example,  $L_{eq(3)}$  would represent a 3-hour average. When no period is specified, a 1-hour average is assumed. Noise standards for land use compatibility, which are addressed in the Victorville Plan Noise Element and Noise Control Ordinance, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level ( $L_{dn}$ ). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours.  $L_{dn}$  is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

**Table 4.19.12-1 Sound Levels of Typical Noise Sources and Noise Environments**

Noise Source (at a Given Distance)	Noise Environment	Scale of A-Weighted Sound Level (dBA)	Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	<u>Hearing Damage without Protection</u> 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	<u>Threshold of Pain</u> 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	<u>Very Loud</u> 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	<u>Moderately Loud</u> * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	<u>Quiet</u> ⅓ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	<u>Just Audible</u>
		10	<u>Threshold of Hearing</u>

**Existing Setting**

The dominant noise sources of noise throughout the Planning Area are transportation-related. Motor vehicle noise commonly causes sustained noise levels, often in close proximity to sensitive land uses. The major sources of traffic noise in the Planning Area are Interstate 15 (I-15), U.S. Highway 395 (US-395), State Route 18 (SR-18), Route 66, Bear Valley Road, Palmdale Road, Mojave Drive, 7<sup>th</sup> Street, Amethyst Road, El Evado Road, Green Tree Boulevard, Hesperia Road, and La Mesa Road.

Vehicular noise along these routes comes from both cars and trucks. The following roadways are designated truck routes, and are expected to have notably higher levels of truck related noise: Air Expressway; National Trails Highway/D Street; Hesperia Road from Bear Valley Road to D Street; Green Tree Boulevard from 7<sup>th</sup> Street to Hesperia Road; Mariposa Road from Bear Valley Road to

Green Tree Boulevard; Bear Valley Road within the City limits; Amargosa Road from Bear Valley Road to Dos Palmas Road; Nisqualli Road from Hesperia Road to I-15.

### **Train Noise**

The Burlington Northern Santa Fe Company (BNSF) operates freight rail services through the City of Victorville, with a double main line and lead tracks for industrial uses. Union Pacific Railroad also operates on the double main line and Victorville is within its service area. The rail lines bisect the eastern portion of the City. In the future, with the expansion of the Southern California Logistics Airport (SCLA), Victorville plans to function as a major hub for cargo transfer and distribution. The City has begun construction of the first phase of rail lines leading to a new inter-modal/multi-modal rail yard. This facility will be located in the northwestern portion of the City, allowing transfer of freight from rail-to-truck and rail-to-rail.

### **Aircraft Noise**

#### **Southern California Logistics Airport**

The SCLA site encompasses approximately 2,762 acres in the northwestern part of Victorville. It is bordered by the Mojave River to the east, a federal correctional facility to the south, and the City of Adelanto to the west. Aircraft noise is an important component of determining land use compatibility with airport operations. Aircraft activity noise contours have been calculated based upon long range SCLA utilization projections.

The existing aircraft noise contours presented in the Comprehensive Land Use Plan for Southern California Logistics Airport (Draft, December 2007) show that for existing activity levels, the 70 and 75 dBA CNEL contours remain entirely on airport property. The 65 dBA CNEL noise contour extends off airport property to the south. This area is presently undeveloped. The 60 dBA CNEL noise contour extends off airport property to the north, south, and southwest. The 55 dBA CNEL noise contour extends off airport property to the north, south, northeast, and southwest.

SCLA is proposing to update its master plan and increase aircraft flight operations. As proposed, SCLA's long-term forecast activity, expected in year 2025, would extend its noise contours (75, 70, 65, 60, 55 dBA CNEL) beyond airport property. As reported in the Comprehensive Land Use Plan for Southern California Logistics Airport, the contours that are considered to have a significant noise effect are the 75, 70, and 65 dBA CNEL contours. The 75 dBA CNEL noise contour extends a short distance beyond the airport property line to the north and south. To the east and west this contour does not go beyond the airport property line. The 70 dBA CNEL noise contour extends north and south of airport property approximately 1 mile. This contour does not extend beyond the property line to the east or west. The 65 dBA CNEL noise contour extends south of the airport property line approximately 3 miles to Mojave Drive. It extends north of airport property approximately 2.5 miles. Additionally, this contour extends beyond airport property west of Adelanto Road.

### **Industrial Operations**

Manufacturing operations are the major stationary noise sources in the Planning Area. Of the existing manufacturing operations in the Planning Area, cement manufacturers are expected to generate the most

noise. There are currently two cement manufacturers in the Planning Area, both which have outdoor rock crushing operations. Both are located within Heavy Industrial land use designated areas where 75 decibels is "conditionally acceptable" for permitted uses.

### **Noise-Sensitive Receptors**

Certain land uses are particularly sensitive to noise and vibration. These uses include residential, school, hospital and convalescent homes, as well as space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. In the City of Victorville, sensitive noise receptors are primarily located in residential areas of the City. Commercial and industrial uses are not considered noise- and vibration-sensitive uses.

## **■ Regulatory Framework**

### **Federal**

#### **Federal Highways Administration**

The Federal Highways Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

#### **Federal Aviation Administration**

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

#### **Federal Transit Administration**

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact

based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

## **State**

### **California Department of Transportation**

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

### **California Noise Control Act of 1973**

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

### **California Noise Insulation Standards**

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or  $L_{dn}$ ) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or  $L_{dn}$ ) of at least 45 dBA.

### **California Airport Noise Standards**

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in

residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

**Regional**

There are no regional regulations related to noise.

**Local**

**City of Victorville Municipal Code**

The City of Victorville regulates noise sources within the City through the City’s Municipal Code (Title 13, Chapter 13.01 [Noise Control]). The City of Victorville Municipal Code has established noise standards for stationary source noise levels, as shown in Table 4.19.12-2 (City of Victorville Base Ambient Noise Levels), at various categories of land uses in the City. The City applies the Noise Control Ordinance standards to non-transportation noise sources. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. According to the City’s municipal code, no person shall operate or cause to operate any source of sound or noise at any location within the city, or allow the creation of any noise on property to exceed the levels shown in Table 4.19.12-2 at the receiving land use.

**Table 4.19.12-2 City of Victorville Base Ambient Noise Levels**

Zone	Nighttime (10:00 PM to 7:00 AM)	Day and Evening (7:00 AM to 10:00 PM)
	Sound Level Decibels	Sound Level Decibels
All Residential Zones	55 dBA	65 dBA
All Commercial Zones	70 dBA	70 dBA
All Industrial Zones	75 dBA	75 dBA

SOURCE: City of Victorville Municipal Code, Title 13, Chapter 13.01, Section 13.01.040 (Base Ambient Noise Levels).  
If the ambient noise level exceeds the applicable limit as noted in the above table, the ambient noise level shall be the standard.

City of Victorville Noise Ordinance Section 13.01.050 specifies that noise levels shall not exceed the ambient noise levels in Section 13.01.040 by the following dBA levels for the cumulative period of time specified:

- (1) Less than 5 dB(A) for a cumulative period of more than 30 minutes in any hour
- (2) Less than 10 dB(A) for a cumulative period of more than 15 minutes in any hour
- (3) Less than 15 dB(A) for a cumulative period of more than 5 minutes in any hour
- (4) Less than 20 dB(A) for a cumulative period of more than 1 minute in any hour
- (5) 20 dB(A) or more for any period of time

The City of Victorville Noise Ordinance exempts certain activities from Section 13.01.040 (Ambient Noise Limits) as follows:

- (1) All mechanical devices, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.

- (2) The provisions of this regulation shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation projects, public works projects or essential public works services and facilities, including those utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.
- (3) Activities conducted on the grounds of any elementary, intermediate or secondary school or college.
- (4) Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code.
- (5) Activities conducted in public parks and public playgrounds, provided said events are conducted pursuant to a permit as required by this code.
- (6) Any activity to the extent regulation thereof has been preempted by state or federal law.
- (7) Traffic on any roadway or railroad right-of-way.
- (8) The operation of the Southern California Logistics Airport.
- (9) Construction activity on private properties that are determined by the director of building and safety to be essential to the completion of a project.

### **Victorville General Plan**

The Noise Element of the General Plan, mandated by Government Code Section 65302(f), requires that a General Plan include provisions to guide decisions concerning land use and the location of excessive noise sources. The General Plan Noise Element Table N-3 illustrates acceptable and unacceptable noise levels for various land uses. Table N-3 has been recreated in this EIR as Table 4.19.12-3 (Victorville Land Use Compatibility Standards).

The Victorville General Plan contains the following goals, objectives, policies<sup>13</sup>, and implementation measures would apply to the proposed project.

- |                     |   |
|---------------------|---|
| <b>Policy 1.1.1</b> | Implement Table N-3 regarding placement of new land uses.   |
| <b>Policy 1.1.2</b> | Continue to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area. |
| <b>Policy 1.2.1</b> | Include noise mitigation measures in the design and use of new roadway projects.  |
| <b>Policy 1.2.2</b> | Promote noise mitigation measures in the design and use of new rail projects.   |
| <b>Policy 2.1.1</b> | Continue to implement acceptable standards for noise for various land uses throughout the City.   |
| <b>Policy 2.2.1</b> | Incorporate current information regarding SCLA operations into the land use planning process.   |

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<sup>13</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

**Table 4.19.12-3 Victorville Land Use Compatibility Standards**

Land Use Category	Exterior Noise Level (CNEL)						
	55	60	65	70	75	80+	
Residential—Low Density, Single Family, Duplex, Multi-family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging—Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

SOURCE: City of Victorville, *City of Victorville General Plan 2030* (2008).

1. CLEARLY ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. NORMALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. NORMALLY UNACCEPTABLE—New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. CLEARLY UNACCEPTABLE—New construction or development Generally should not be undertaken.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels

- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

### Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would impact noise-sensitive receptors.

### Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Implementation of the Regional Reduction Plan would reduce VMT, thus reducing the total vehicular noise in the City. The Regional Reduction Plan would not result in intensification of development around transit corridors beyond what has been previously identified in The General Plan. Implementation of the policies and programs of the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. Energy retrofits would likely reduce impacts from vehicular noise to occupants of the particular buildings, since increased insulation and double- or triple-paned windows would also act to buffer exterior noise levels. The location or extent of new renewable energy-generating facilities structures such as solar arrays and wind turbines that would potentially be developed under the Regional Reduction Plan and their locations, are not specifically identified in the Regional Reduction Plan. Solar arrays would not generate noise. The Noise Element of the General Plan provides land use noise compatibility information and specifies maximum interior and exterior noise standards for various land use types. All development, including energy-generating facilities, would be required to be designed in such a way, e.g., through setbacks or shielding, that future noise levels do not exceed these standards. Therefore, installation of these energy-generating structures would likely be constructed away from sensitive uses, and would not result in any adverse noise impacts. City of Victorville Municipal Code Title 13, Chapter 13.01; Victorville Land Use Compatibility Standards (Table 4.19.12-3); and Noise Element Policies 1.1.1 through 2.2.1 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project would undergo evaluation prior to project approval for consistency with Victorville General Plan policies and standards. Therefore, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
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Construction vibration that could occur during energy-efficiency retrofit or installation of photovoltaic arrays would not be substantial, and if these activities were to occur on or near fragile buildings, all appropriate measures would be required per Noise Element Implementation Measure 2.1.1.5 to reduce the effect of any groundborne vibration at the sensitive receptor. Compliance with the General Plan Noise Element policies would ensure that, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial increase in noise levels over what was analyzed in the City of Victorville General Plan 2030 Final EIR (also see noise impact discussion above). City of Victorville Municipal Code Title 13, Chapter 13.01; Victorville Land Use Compatibility Standards (Table 4.19.12-3); and Noise Element Policies 1.1.1 through 2.2.1 would ensure that noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Victorville General Plan policies and standards. Therefore, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
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Implementation of the Regional Reduction Plan would not result in a substantial temporary increase in noise levels over what was analyzed in the City of Victorville General Plan 2030 Final EIR (also see noise impact discussion above). City of Victorville Municipal Code Title 13, Chapter 13.01; Victorville Land Use Compatibility Standards (Table 4.19.12-3); and Noise Element Policies 1.1.1 through 2.2.1 would ensure that construction noise impacts to sensitive uses would be avoided or minimized. Each specific development project that implements the Regional Reduction Plan would undergo evaluation prior to project approval for consistency with the Victorville General Plan policies and standards. Therefore, this impact would be **less than significant**. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?
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The SCLA is in Victorville. The airport is located in the northwest area of the City. Implementation of the measures in the Regional Reduction Plan would augment existing City programs and policies with regard to transit-oriented development. Land use planning that encourages transit-oriented development along existing and planned transit corridors could increase the population who could be exposed to noise from airport operations. A Comprehensive Land Use Plan (CLUP) has been adopted for the airport, which includes land use control mechanisms to reduce the potential for and effects of an accident related to the SCLA. The boundary for the CLUP was developed to encompass the 65 dBA CNEL noise contour and general traffic patterns in the vicinity of the airport. Policies of the Noise Element, notably Policy 1.1.2 and 2.2.1 and their respective implementation measures, seek to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area. These policies and measures require the City to continue to monitor SCLA operations and coordinate these activities into the planning process. Implementation measure 1.1.2.3 would require that SCLA update its Specific Plan as directed by the City to accommodate changes in its master plan. These provisions are expected to reduce to **less-than-significant** levels the possibility that people living or working in the City would be to excessive noise levels from existing or future SCLA

operations. As such, implementation of the Regional Reduction Plan would not expose people residing or working to excessive noise levels.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?
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There is one private airport in Victorville, a private runway just to the north of the existing City limits. Operations at this airport is not a substantial source of noise, and there no elements of the Regional Reduction Plan that would be implemented by Victorville that would expose people residing or working in the project area to excessive noise levels. Impacts would be ***less than significant***. No mitigation is required.

## ■ Cumulative Impacts

Cumulative development is expected to result in an increase in ambient noise levels in Victorville, which would be primarily related to traffic noise. The Regional Reduction Plan seeks to reduce GHG emissions by reducing VMT, which could reduce traffic volumes and alter traffic/transit patterns that could, in turn, have some effect on regional noise conditions. Whether ambient noise or vibration levels would increase or decrease would be a function of transportation routes and future improvements and where transit-oriented development is located relative to noise sources.

Implementation of measures selected by Victorville in the Regional Reduction Plan would not result in a cumulatively considerable contribution to those impacts. Potential noise impacts associated with implementation of Victorville's measures would be reduced to less-than-significant levels through implementation of adopted policies and City ordinances. Therefore, implementation of the Regional Reduction Plan in Victorville would not result in impacts that are cumulatively considerable, and this would be a ***less-than-significant cumulative impact***.

## ■ References

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Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

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———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

### 4.19.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

#### ■ Environmental Setting

##### Population

In 2010, the city’s population was 115,903 (111,872 in 2008) and the population is expected to grow to 145,345 by 2020, an increase of 30 percent over 2008, one of the highest in the county. Victorville has a high homeownership rate (65 percent). Employment in Victorville is projected to increase by 36 percent by 2020, the highest increase in the county.

Table 4.19.13-1 (Socioeconomic Data for Victorville) presents socioeconomic data for Victorville, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

<b>Table 4.19.13-1 Socioeconomic Data for Victorville</b>		
<i>Category</i>	<b>2008</b>	<b>2020</b>
Population	111,872	143,345
Housing (du)	31,423	43,687
Single-Family (du)	23,212	32,270
Multifamily (du)	8,211	11,417
Employment (jobs)	33,705	45,930
Agricultural (jobs)	31	87
Industrial (jobs)	4,549	8,132
Retail Commercial (jobs)	11,951	14,426
Non-Retail Commercial (jobs)	17,175	23,285

du = dwelling unit

##### Housing

Victorville is primarily a community of single-family houses. The 2000 Census reported that 16,573 (73 percent of the City’s total housing stock) were single-family units, most of which were detached units. Since the 2000 Census housing count, Victorville’s housing supply has been increasing at a rate of approximately 10 percent per year.

The adopted General Plan 2030 Land Use Element provides for a wide variety of residential land use designations and a broad range of dwelling unit densities. Residential designations include: Very Low Residential, Low Density Residential, Medium Density Residential, High Density Residential, Mixed Density, and Mixed-Use Density. Within these designations, residential housing types vary from single-family estate at a maximum density of 2 dwelling units per acre, to high-rise multifamily mixed-use development at a maximum density of 60 dwelling units per acre.

A key component of the adopted 2030 General Plan is the expansion of its northern sphere of influence encompassing approximately 37,000 acres, which would include 49 percent of the area designated for urban uses. It also includes a new Mixed Use High Density land use category encompassing 609 acres, which is intended to facilitate well-integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses include multi-family residential up to a density of 60 dwelling units per acre; retail, office, civic, open space and other similar uses. The land use designation requires that residential occupy a minimum of 50 percent of the site.

The General Plan 2030 assumes the new Mixed Use High Density develops with an average residential density of 40.6 dwelling units per acre, which would be expected to generate up to 9,264 very high-density units during the next 20 years. These mixed-use dwellings, along with other residential development permissible by the General Plan 2030, are expected to result in a total of 138,617 units in the Planning Area, consisting of 87,014 single-family and 51,503 multifamily units. This represents a 276 percent increase in housing supply over the 2007 count of 36,797 dwelling units.

## ■ Regulatory Framework

### ***Federal***

#### **United States Department of Housing and Urban Development (HUD)**

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the federal Fair Housing Act.

#### **Federal Fair Housing Act**

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

## **State**

### **California Housing Element Law**

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The California housing element law (Government Code Sections 65580–65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

### **Senate Bill 375**

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

## **Regional**

### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality.

The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

## Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

## SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

## Local

### Victorville General Plan

The Victorville General Plan policies that are applicable to housing<sup>14</sup> in the context of implementing the Regional Reduction Plan in Victorville are as follows:

#### Land Use Element

- |                     |  |
|---------------------|--|
| <b>Policy 1.1.4</b> | Encourage continued development of a variety of residential uses and residential densities meeting the needs of those desiring to live in Victorville. |
| <b>Policy 2.2.1</b> | Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.                             |

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<sup>14</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Housing Element

- Policy 1.1** Provide for a wide variety of multifamily zone districts with varying densities, as well as single family residential zone districts allowing for a wide range of lot sizes.
- Policy 4.1** Promote infill development.
- Policy 4.2** Promote residential development fully served by public services and utilities.

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial 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)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

### **Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable housing policies to determine if any inconsistency exists.

### **Effects Not Found to Be Significant**

Threshold	Would the project induce substantial 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)?
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Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. The project would not result in an increased demand for housing nor would it result in permanent employment-generating activities that would generate demand for housing. No extension of infrastructure is proposed. There would be ***no impact***.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace existing housing. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be ***no impact***.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
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The Regional Reduction Plan would not involve the development of any structures or facilities that would displace people. All proposed measures would occur at existing locations or within planned future development subject to discretionary approvals by the City. There would be *no impact*.

## ■ Cumulative Impacts

Because the Regional Reduction Plan would not result in significant impacts on population and housing at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, there would be *no impact*.

## ■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

———. 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.

## 4.19.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Victorville from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.19.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.19.17 (Utilities/Service Systems). Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Fire Protection and Emergency Medical Response Services***

Fire protection and emergency medical services for the City of Victorville are provided by the San Bernardino County Fire Department (SBCFD), North Desert Division. The Victorville Division staffs seven fire stations, Stations 22, 311, 312, 313, 314, 315, and 319, 24 hours a day. As of 2012, there were 68 full-time and 30 paid/call fire fighters serving the City, responding to 16,270 calls for service in a year.

#### ***Police Protection Services***

The City of Victorville contracts with the San Bernardino County Sheriff for law enforcement services. The Police Department is located at 14200 Amargosa Road. The City also has three satellite police stations: 12370 Hesperia Road, Transportation Center at 16838 D Street, and Victor Valley Mall at 14400 Bear Valley Road.

#### ***Schools***

Victorville is served by five school districts: the Victor Elementary School District, Victor Valley Union High School District, Adelanto Elementary School District, Hesperia Unified School District, and Snowline Joint Unified School District. There are 23 public elementary schools, 5 public junior high/middle schools, 3 high schools, 1 community college, 1 university extension, 8 academy/preparatory schools, and 10 private schools located in the City.

#### ***Libraries***

The Victorville City Library is located on 15011 Circle Drive and is open 6 days a week.

## ■ Regulatory Framework

### **Federal**

#### **Federal Fire Protection Standards**

The National Fire Protection Association (NFPA) Code Section 1710 contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

### **State**

#### **California Education Codes**

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

### **Local**

#### **City of Victorville Municipal Code**

The City of Victorville has adopted the 1961 Uniform Fire Code (Municipal Code Preface Section). Municipal Code Chapter 16.5 regulates site and building development in accordance with applicable building and fire codes.

#### **Victorville General Plan**

The Victorville General Plan policy that is applicable to public services<sup>15</sup> in the context of the Regional Reduction Plan implementation is as follows:

##### Housing Element

- Policy 4.2.1** Encourage new residential neighborhoods to develop through specific plan or other master plan processes to ensure future residents have a full array of parks, schools, community services and infrastructure.

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<sup>15</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

## ■ Project Impact Evaluation

### Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
  - > Fire protection and emergency medical response
  - > Police protection
  - > Schools
  - > Libraries

### Analytic Method

The reduction measures selected by Victorville in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in adverse environmental effects related to the provision of fire protection, emergency medical response, and police protection services or schools or libraries.

### Effects Not Found to Be Significant

Threshold	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical response?
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Demand for fire protection and law enforcement services is generally based on population and land use changes that increase the number of facilities and structures requiring these services. None of the measures selected by Victorville in the Regional Reduction Plan would increase resident population in the City; therefore, service ratios, response times, or performance objectives would not be affected. Implementation of the measures would not result in new or expanded facilities requiring fire protection or law enforcement services; therefore, there would be no demand for new or altered fire or police facilities, the construction of which could result in environmental impacts. Similarly, demand for schools and libraries are population-based. None of the measures selected by Victorville in the Regional Reduction Plan would increase resident population in the City, requiring the need for new or expanded schools or libraries, the construction of which could result in environmental impacts. Therefore, there would be *no impact*.

## ■ Cumulative Impacts

Implementation of the Regional Reduction Plan measures in Victorville would not result in any project-level impacts. Therefore, there would be *no cumulative impacts*.

## ■ References

National Fire Protection Association (NFPA). 2013. NFPA 1710. <http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710> (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County. 2013. San Bernardino County Sheriff-Coroner's Department. <http://www.sbcounty.gov/sheriff/patrol/Victorville.asp> (accessed March 18, 2013)

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

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———. 2013c. City of Victorville Schools. <http://www.ci.victorville.ca.us/Site/ForResidents.aspx?id=204> (accessed March 18, 2013)

## 4.19.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a) and associated environmental documents (2008b and 2008c). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Parks and Recreational Facilities***

The Victorville Community Services Department plans and conducts a wide range of recreational programs and activities as well as the design and development, maintenance, and repair of all recreation specific facilities. These include 18 parks, 2 golf courses, 1 swimming pool, and 5 multipurpose buildings. The City currently has 147.9 acres of parkland, which range in size.

The City has six community/recreation centers, including Hook Park/Community Center (14973 Joshua Street), Westwinds Sports Center (18241 George Boulevard), Westwinds Activity Center (18040 George Boulevard), the Activities Center (15075 Hesperia Road) and a recreation center under construction at Sunset Ridge Park. Westwinds Golf Course (9-hole) and Green Tree Golf Course (18-hole) each have a full service Pro Shop and Clubhouse. Westwinds also has a driving range and Green Tree has a restaurant.

The County of San Bernardino Regional Parks (SBRP) system operates three regional parks near the City of Victorville. The major regional recreational areas within and near the City are the Mojave Narrows Regional Park (840 acres), Lake Gregory (150 acres) and Mojave River Forks (1,100 acres). There are opportunities for fishing, hiking, swimming, boating, camping and horseback ridings at these parks.

#### ***Trails and Recreational Linkages***

The San Bernardino County Non-Motorized Transportation Plan includes regional and intra-jurisdictional bicycle connections and pedestrian facilities. A majority of the nonmotorized facilities include both shared-use and exclusive bicycle use facilities. Shared-use facilities include shared paths for pedestrians and bicycles, and shared right of ways with bicycles and automobiles.

### ■ Regulatory Framework

#### ***Federal***

There are no federal regulations that are applicable to the provision of recreation, park, and trail facilities in Victorville.

## **State**

### **Quimby Act**

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

## **Regional**

### **San Bernardino County Regional Parks Division**

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The San Bernardino County Regional Parks division operates the Mojave Narrows Regional Park and Mojave River Forks Regional Park.

## **Local**

### **City of Victorville Municipal Code**

There are no regulations in the Municipal Code that are directly applicable to the implementation of local reduction measures in Victorville.

### **Victorville General Plan**

The Victorville General Plan Resource Element policies that are applicable to recreation<sup>16</sup> are as follows:

- Policy 2.1.2** Prohibit development on land identified for outdoor recreation purposes in a local or regional parks, trails, and/or open space plan.
- Implementation Measure 2.1.2.2.** Complete a master recreational trails plan for the Mojave River Corridor, within the Planning Area.

## **■ Project Impact Evaluation**

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- 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

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<sup>16</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

### Analytic Method

The reduction measures selected by Victorville in the Regional Reduction Plan were reviewed to determine if they would include elements that would directly or indirectly result in environmental effects on existing recreation facilities or through construction of new facilities.

### Effects Not Found to Be Significant

Threshold	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?
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Demand for existing parks and recreational facilities is based on population. The Regional Reduction Plan would not increase resident population in the City; therefore, implementation of the GHG reduction measures would not affect the demand for and use of existing recreational facilities such that significant adverse environmental effects would occur. There would be *no impact*.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?
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The Regional Reduction Plan does not include recreational facilities, but measure On-Road-1 encourages improvements to the pedestrian/bicycle network as a way to help reduce GHG emissions. General Plan Resource Element Implementation Measure 2.1.2.2 is consistent with the Regional Reduction Plan goals. Pedestrian and bicycle network trail improvements would result in construction, but the physical effects associated with construction (e.g., dust emissions and noise) would not be substantial because trail improvements generally have a small footprint and would be of limited duration. Trails that are constructed in biologically sensitive areas would be required to comply with City policies and applicable federal and state regulations (see Section 4.19.4 [Biological Resources]) to minimize potential effects on species and habitat. Therefore, impacts would be *less than significant*. No mitigation is required.

### ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts on recreation facilities at a project level, implementation of the Regional Reduction Plan would not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

### ■ References

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

Victorville, City of. 2008a. *City of Victorville General Plan 2030*, October.

———. 2008b. *Draft Program Environmental Impact Report, City of Victorville General Plan 2030*, August.

- . 2008c. *Final Program Environmental Impact Report for the City of Victorville General Plan 2030*, October.
- . 2013. City of Victorville Community Services Department.  
<http://ci.victorville.ca.us/Site/CityDepartments2.aspx?id=522> (accessed March 19, 2013)

## 4.19.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a), associated environmental documents (2008b and 2008c), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### ***Existing Transportation Network***

The City of Victorville circulation system includes one freeway, two Burlington Northern and Santa Fe (BNSF) rail lines, and a system of arterial and local streets.

#### **Roadway Network**

The City of Victorville has the following roadway classifications for local roadways within the City:

- **Super Arterials** accommodate six lanes of traffic, with medians. These facilities are the principal thoroughfares through the City intended to carry high traffic volumes.
- **Major Arterials** also accommodate six lanes of traffic, with center medians. They are also designed to carry high volumes of traffic intended to link freeways with local streets.
- **Arterials** accommodate four lanes of traffic that link to collector and local streets.
- **Secondary Arterials** accommodate up to four lanes of traffic that link collectors to Arterials and Major Arterials.
- **Residential Arterials** accommodate four lanes of traffic and are based on the specifications of an arterial, with slightly varying characteristics such as curb-to-curb distance and parkway width. These facilities transport large volumes of intra-city traffic to and from residential areas.
- **Collector Streets** are two-lane roadways that connect local streets to arterials. These facilities are designed to carry lower volumes of traffic, provide access to major developments, and allow travel between areas of the City.
- **Local Streets** are two-lane streets designed to provide access to local neighborhoods and individual properties.

Figure 4.19.16-1 (Circulation Map) shows the various roadway classifications.

## Rail Lines and Crossings

Two BNSF rail lines traverse the City of Victorville in the north/south direction. The BNSF rail lines that bisect the City are part of their major transportation corridor that transports goods and services from the ports in Long Beach and Los Angeles to the western and central portions of the United States. There is one at grade crossing of the BNSF mainline at 6<sup>th</sup> Street next to the Victor Valley Transit Center.

## Transit

### Amtrak

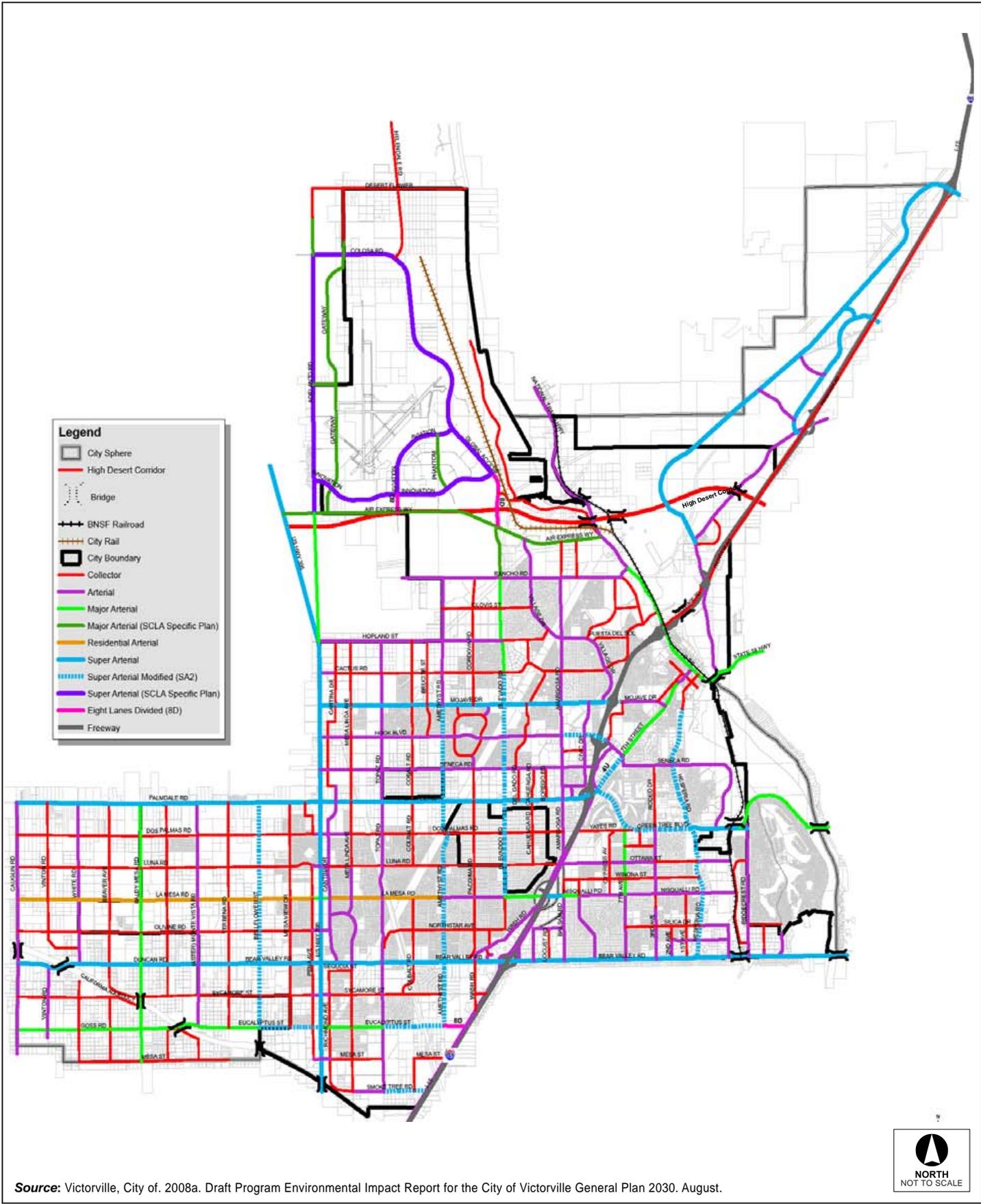
The Amtrak Southwest Chief passenger train regularly passes through Victorville on the BNSF main railroad line. The train route travels from Los Angeles to Chicago, Illinois. The Amtrak station is located near the Intersection of D Street and 7<sup>th</sup> Street in downtown Victorville. The station includes a bus stop and a Park and Ride, facilitating use of Amtrak by commuters in Victorville and the surrounding communities.

### Bus Transit

The Victor Valley Transit Authority (VVTA) provides the local bus service for the City and adjacent communities of Adelanto, Apple Valley, Hesperia, Phelan, and San Bernardino County. VVTA operates twelve bus routes in Victorville, providing bus connections between shopping centers, public facilities, the Mall of Victor Valley, hospitals, schools, colleges, and residential areas.

- **Route 21**—VV Mall–Serrano High–Wrightwood (Phelan–Baldy Mesa–Bear Valley)
- **Route 22**—VV Transit Center– Helendale (Old Route 66)
- **Route 31**—Adelanto–Victorville (Palmdale Road)
- **Route 32**— Adelanto–Victorville North (Air Expressway, Village, Roy Rogers, Palmdale Road)
- **Route 41**— VV Transit Center–Apple Valley (State Highway 18)
- **Route 43**—VV Mall–VV College–Apple Valley High (Bear Valley–7<sup>th</sup> Ave)
- **Route 44**—VV Mall–Hesperia City Hall–Sultana High (Bear Valley–Cottonwood–Main–7<sup>th</sup> Ave.)
- **Route 45**—Desert Valley Hospital–VV College–Hesperia Post Office (Bear Valley–Main)
- **Route 51**—Victorville Circulator (Mojave Dr–Hesperia Road—Green Tree—La Paz Dr/Hook)
- **Route 52**—Victorville Mall (Hook Blvd—Amargosa—Palmdale/7<sup>th</sup> St—Bear Valley—Mall Dr)
- **Route 53**—VV Mall–VV College (Bear Valley)
- **Route 53**—Victorville West (Amethyst—Bear Valley—Mesa Linda—SR395—Mesa View)

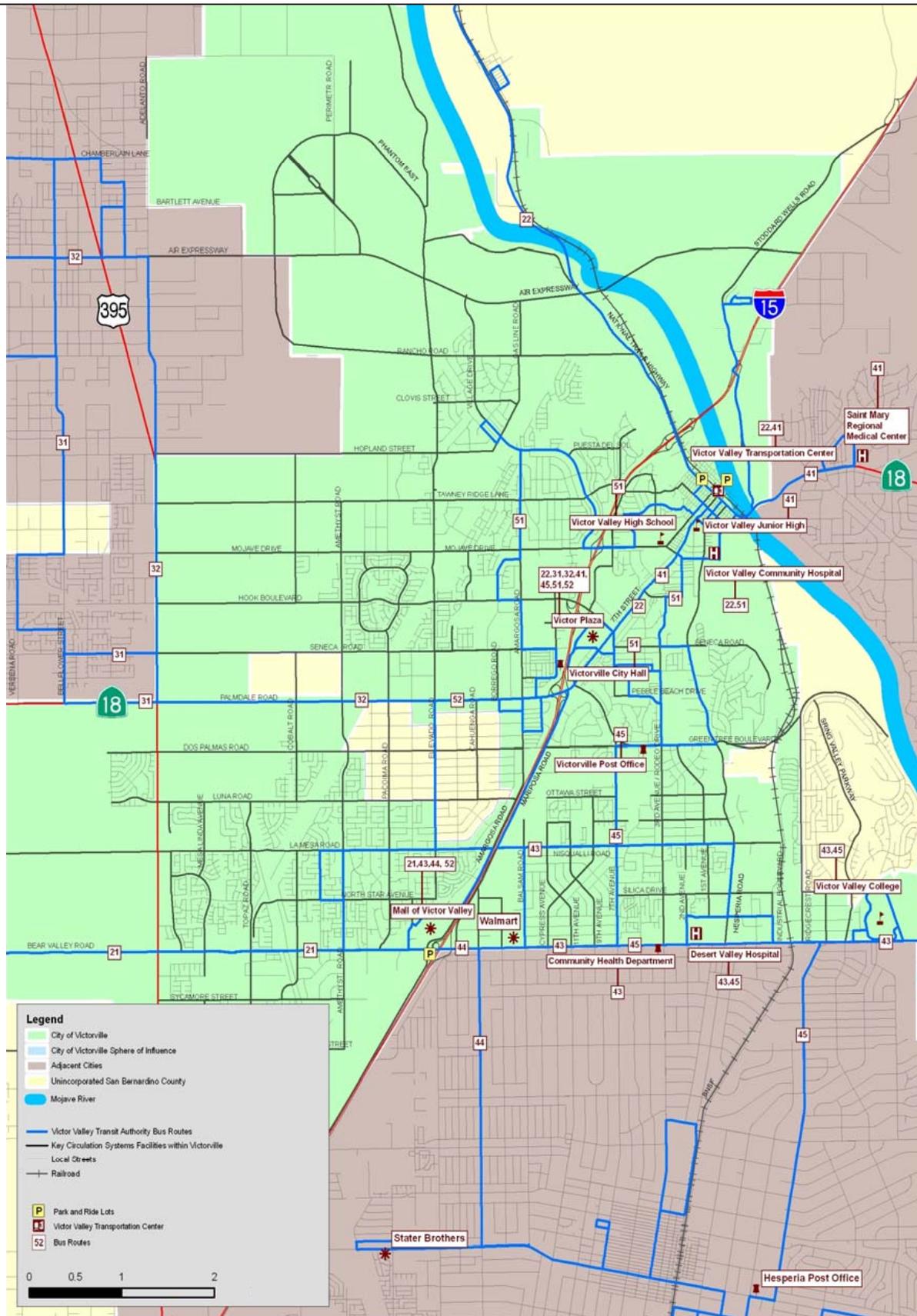
The bus routes, Victor Valley Transit Center and Amtrak station are shown on Figure 4.19.16-2 (Existing Public Transit Facilities).



Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.

Figure 4.19.16-1  
Circulation Map





Source: Victorville, City of. 2008a. Draft Program Environmental Impact Report for the City of Victorville General Plan 2030. August.

Figure 4.19.16-2  
Existing Transit Facilities



## ■ Regulatory Framework

### *Federal*

#### **United States Department of Transportation**

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C. headquarters office and ten regional offices which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

### *State*

#### **California Department of Transportation**

The California Department of Transportation (Caltrans) manages the state highway system and freeway lanes, provides intercity rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

#### **California Air Resources Board**

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves metropolitan planning organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

#### **Senate Bill 375**

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the MPOs; the targets require a 7 to 8 percent

reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

## **Regional**

### **Southern California Association of Governments (SCAG)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

### **Regional Comprehensive Plan**

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities

- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide

### **Regional Transportation Plan**

On May 8, 2012, the Regional Council of SCAG adopted the 2012 RTP and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

### **SCAG Compass Growth Visioning**

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go

- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

### **San Bernardino Associated Governments (SANBAG)**

SANBAG is an association of local San Bernardino County governments. It is the MPO for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County

### **Congestion Management Program**

The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2012.

### **Passenger Rail Short-Range Transit Plan**

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs, deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

### **San Bernardino County Non-Motorized Transportation Plan**

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus

on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

## **Local**

### **Victorville General Plan**

The Victorville General Plan contains the following policies regarding transportation, mobility, and traffic<sup>17</sup>:

- Circ Policy 1.1.1** Maintain LOS “D” or better at intersections (as defined in the most current version of the Highway Capacity Manual), except in certain high activity areas designated by the Planning Commission, where a LOS E is acceptable.
- Circ Policy 1.1.2** If a development project would worsen an intersection peak hour LOS to E or worse, it is considered a significant impact that must be mitigated. If a development project would worsen an already deficient intersection by two percent or more, it is considered a significant impact that must be mitigated.
- Circ Policy 1.1.3** Require new development and redevelopment projects to bear responsibility for traffic system improvements necessary to mitigate the project’s significant impacts at affected intersections, concurrently with construction of such projects.
- Circ Policy 1.1.4** Complete deficiency plans to mitigate near-deficient and deficient intersections to an acceptable level of service or to prevent degrading to a worse level of service.
- Circ Policy 1.2.1** Support and cooperate with all aspects of the countywide CMP for maintaining levels of service for CMP segments located in the Planning Area.
- Circ Policy 1.3.1** Participate with Caltrans and SANBAG on the environmental documents for the realignment of Highway 395 through the Planning Area.
- Circ Policy 1.3.2** Complete the project approval and environmental document for the High Desert Corridor Project.
- Circ Policy 1.3.3** Prioritize General Plan improvements for new interchanges, interchange modifications, new road constructions and road widening.
- Circ Policy 1.4.1** Restrict residential driveway access to arterial roadways to locations where a finding can be made that such access will not result in a significant safety problem, will not conflict with traffic movements and will not result in a congestion impact.
- Circ Policy 1.4.2** Minimize through traffic in residential neighborhoods through a variety of land use controls, traffic control devices, signs, traffic calming techniques, etc.
- Circ Policy 1.4.3** Support and participate in regional efforts to improve/expand freight movement via trucks and train services, without increasing conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks.
- Circ Policy 1.4.4** Continue to enforce truck route restrictions throughout the Planning Area.

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<sup>17</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

- Circ Policy 1.5.1** Review and prioritize Transportation Systems Management (TSM) measures and incorporate into Capital Improvement Programming (CIP) as appropriate.
- Circ Policy 2.1.1** Each year, as part of the CIP effort, consider allocation of funds toward completion of some portion of the Non-Motorized components of the Circulation Plan.
- Circ Policy 2.2.1** Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by VVTA.
- Circ Policy 3.1.1** Planning and design of new roadways and expansion/completion of existing roadways shall include consideration of water, sewer, storm drainage, communications, and energy facilities that can be co-located within the road right of way.
- Circ Policy 3.2.1** Minimize or prohibit the use of landscape materials that require regular watering in the design of landscaping for public streets.
- Circ Policy 3.2.2** Include in the design specifications for public and private streets structural and non-structural techniques to filter storm water runoff prior to conveyance to storm drain inlets.
- Circ Policy 3.2.3** Include in the design specifications for public and private streets structural and non-structural techniques to filter storm water runoff prior to conveyance to storm drain inlets.
- Circ Policy 3.3.1** Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project.

### **City of Victorville Intersection Analysis Criteria**

The City of Victorville requires that morning and evening peak-hour turning movements use the methodology found in the Highway Capacity Manual (HCM) in determining the level of service (LOS) at intersections. The LOS value is determined based upon the volume to capacity (V/C) of turning movements. A V/C ratio of 1.00 means that the volume of traffic has matched 100 percent of the intersection capacity. Generally speaking, a V/C ratio such that the volume equals 80 percent (0.80) or less of the capacity constitutes stable traffic flow with only minor backups or queues of vehicles developing behind turning vehicles. Table 4.19.16-1 (Intersection Level of Service [LOS] Definitions) summarizes the LOS definitions in the HCM.

<b>Table 4.19.16-1 Intersection Level of Service (LOS) Definitions</b>		
<b>LOS</b>	<b>Interpretation</b>	<b>Volume to Capacity (V/C) Ratio</b>
A	There are no stables that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00–0.60
B	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61–0.70
C	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71–0.80
D	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81–0.90
E	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.91–1.00
F	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.00

SOURCE: HCM (2000).

## ■ Project Impact Evaluation

### **Thresholds of Significance**

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

### **Analytic Method**

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the General Plan, SCAG's RTP with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

### **Effects Not Found to Be Significant**

Threshold	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
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Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan does this by building upon and supporting the General Plan policies related to mobility. General Plan Circulation Policy 2.2.1 (Transit) ensures VMT reduction through greater transit opportunities and ridership. The Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) furthers these policies of transit within the city. In addition the Regional Reduction Plan reduction measure Transportation-1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with General Plan Circulation Policy 2.1.1 (Non-Motorized Transportation Funding). The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, The SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways, including CPM designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials. Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City, the CMP and Caltrans. This impact is considered *less than significant*. No mitigation is required.

Threshold	Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
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The CMP defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CPM roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CPM designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials. This impact is considered *less than significant*. No mitigation is required.

Threshold	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
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The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be *no impact*.

Threshold	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
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The proposed project does not include facilities that would substantially increase hazards, nor would it construct incompatible uses. Energy-producing facilities needed for implementation of the Regional Reduction Plan would consist of solar arrays or wind turbines on rooftops of new or renovated buildings, adjacent to structures, or in open spaces. Appropriate setbacks would be required as specified in the Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact is considered *less than significant*. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?
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The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, energy efficiency retrofits, renewable energy generation, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, waste diversion and water conservation programs. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be *less than significant*. No mitigation is required.

Threshold	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
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As described above, the Regional reduces transportation related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In particular the Regional Reduction Plan furthers General Plan Circulation Policy 2.1.1 (Non-Motorized Transportation Funding) meant to improve the bicycle and pedestrian circulation system; and furthers to goals of the San Bernardino County Non-Motorized Transportation Plan. In addition the Regional Reduction Plan implements the SCS in the SCAG RTP, and the General Plan Circulation Policy 2.2.1 meant to improve the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff review and approval to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be ***less than significant***. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

## ■ References

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## 4.19.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities/service systems (water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste; and energy) in the City of Victorville from implementation of the Regional Reduction Plan. Data for this section were taken from Victorville General Plan (2008a), associated environmental documents (2008b and 2008c), and the City's 2010 Urban Water Management Plan. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities/service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

### ■ Environmental Setting

#### **Potable Water Supplies and Service Systems**

The City of Victorville is located within and draws all of its water supply from the Alto (or "Upper Mojave") subbasin of the Mojave River Ground Water Basin. Water service is provided to the Victorville Planning Area by the Victorville Water District (VWD).

#### **Local Water Supply and Reliability**

Within the VWD, two improvement districts exist: Victorville Water District Improvement District #1 (ID1), formerly known as the Victor Valley Water District, and Victorville Water District Improvement District #2 (ID2), formerly known as the Baldy Mesa Water District. VWD ID1 encompasses approximately 58 square miles, including the Southern California Logistics Airport (SCLA), comprising approximately 14 square miles. VWD ID2 coincides with the former BMWD service area and encompasses approximately 27 square miles. The entire VWD service area encompasses about 85 square miles (Victorville 2011).

Potable water supplies are exclusively from groundwater through 36 active wells. These wells pump water from the local aquifer (Mojave Groundwater Basin) and meet all of VWD's demands. VWD owns and operates a potable water system that includes about 700 miles of distribution and transmission mains, 36 active wells, 4 booster pumping stations, 26 active water storage reservoirs, and 13 active pressure regulating stations within the 85-square-mile service area. Water distribution systems rely on stored water to help equalize fluctuations between supply and demand, to supply sufficient water for firefighting, and to meet demands during an emergency or an unplanned outage of a major source of supply. VWD has a combined active storage capacity of nearly 74 million gallons (mg) and serves approximately 33,505 customers (Victorville 2011).

Mojave Water Agency (MWA) is responsible for managing the use, replenishment, and protection of the Mojave Basin Area. The basin has been in overdraft for the last 50 years or more with individual subareas experiencing varying degrees of overdraft. MWA's 2004 Regional Water Management Plan (RWMP) establishes framework for managing future water supplies within the Agency's service area which encompasses 4,900 square miles. Water rights within the Mojave River Basin have been the subject of

litigation since the early 1990's. Riverside County Superior Court's stipulated Mojave Basin Area Judgment (Judgment) for the adjudication of the Mojave River groundwater basin identified MWA as the SWP contractor. The Judgment stipulated that MWA has both the authority and obligation to secure supplemental supplies as part of the solution to overdraft within the Mojave River Basin. While the increased groundwater pumping in excess of natural supplies over the last 50 years has resulted in a decline in groundwater elevations, the groundwater basins remain capable of meeting annual water demands through dry years and consecutive multiple dry years. To maintain proper water balance within each subarea, any producer, such as VWD, who produces in any year an amount of water in excess of that producer's share (Free Production Allowance [FPA]) for a subarea must buy replacement water (Replacement Water Assessment [RWA]). Replacement obligations can be met by buying additional water rights, buying imported water from MWA, or leasing groundwater for 1 year from other water rights holders. The RWA is equal to the number of acre-feet of excess production by the producer multiplied by the RWA rate per acre-feet as adopted annually by the Watermaster.

Based on the current municipal percentage for the VWD Subarea, the FPA for VWD's is 12,576 acre-feet per year (afy) within ID1, 1,760 afy within ID2, and SCLA is 1,236 afy. Therefore, VWD's FPA is 15,572 afy at the present time, subject to further ramp down. The 15,572 afy FPA is used as the available supply for VWD without RWA. Use over this quantity is subject to replacement obligations adopted by the Watermaster and paid to the Watermaster (Victorville 2011).

The VWD is currently pumping approximately 11,000 afy beyond its FPA to meet water demands, requiring replenishment fees or purchase of water rights from other agencies in the sub-basin. VWD is planning projects to mitigate the additional pumping, however, pumping beyond the FPA will be necessary until the planned acquisition of additional water entitlements and storage occurs (e.g., groundwater storage).

VWD does not currently utilize imported or surface water as a source. MWA uses imported water from the State Water Project (SWP), however, to recharge VWD's groundwater. The SWP is a large water and power development and conveyance system owned and operated by the California Department of Water Resources (DWR). SWP water is delivered to MWA via the California Aqueduct, a system of water conveyance that brings water from the northern end of the state to the San Joaquin Valley and Southern California.

### **Wastewater Collection and Treatment**

A large part of the wastewater that is generated within the service boundary of VWD is collected via a gravity sewer system owned and operated by the City of Victorville. The sewer system connects to a regional interceptor, which conveys the wastewater flows to the regional wastewater treatment plant that is owned and operated by the Victor Valley Wastewater Reclamation Authority (VWVRA). VWVRA is a Joint Powers Authority consisting of the Town of Apple Valley, City of Victorville, City of Hesperia, City of Adelanto, and County Service Areas of Oro Grande and Spring Valley Lake. The regional treatment plant, Victor Valley Water Reclamation Plant, is currently capable of treating a portion of the flow to a tertiary level and the remaining flow to a secondary level for percolation. A majority of the highly treated wastewater is discharged into the Mojave River Basin and a smaller amount is currently used to irrigate landscaping at the treatment plant and the nearby Westwinds Golf Course. The Regional Reduction Plant

has a current capacity of 14 mgd (million gallons per day) and a projected 18 mgd Regional Wastewater Reclamation Plant (Victorville 2008b). The VVWRA continues planning to develop subregional reclamation facilities, which will provide wastewater treatment for the growing community, as well as high quality reclaimed water for non-potable uses such as landscape irrigation. Using the subregional reclamation facilities, VVWRA will wholesale recycled water to its member entities, and the member entities will execute contracts to sell the recycled water to both public and private water customers in the Victor Valley. By 2020 the flow of wastewater from the service area is expected to be 25.6 mgd, and by 2025 the flow is expected to be 32 mgd (Victorville 2011).

Some areas within VWD's service area are not connected to the sewer system, especially within ID2. The customers in these areas are connected to septic tanks, which indirectly contribute a portion to water production capacity in the basin. However, a more efficient and public health sensitive use of this wastewater would be to collect and treat it for reuse in agricultural and landscape irrigation (Victorville 2011).

### **Solid Waste**

Non-hazardous solid and liquid waste generated in the Planning Area is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. A private contractor, Burrtec Waste Industries, operates the landfill under contract to the County. This landfill is located at 17080 Stoddard Wells Road in the northeastern quadrant of the City.

Waste collected by the City's franchised hauler, Victorville Disposal, and residue from the City's Materials Recovery Facility (MRF), as well as waste hauled by City vehicles (e.g. Public Works trucks) are required to be delivered to the County Landfill. In 2006, the City of Victorville's residents, businesses, and institutions delivered approximately 129,865.25 tons to the County landfill system—mostly to the Victorville landfill. Approximately 116,595.88 tons were disposed and 13,269 tons were diverted through a recycling program at the landfill (Victorville 2011). Most of the waste is collected directly from residents and businesses and then hauled to the County landfill by Victorville Disposal. Victorville Disposal also hauls material from construction job sites and residue from the City's MRF. The Victorville Landfill primarily serves the Victor Valley region. In 2006, approximately 422,375 tons of solid waste were delivered to the landfill. It currently is accepting approximately 1,180 tons per day.

Current expansion plans increase the landfilling "footprint" from the current 67 acres to approximately 341 acres; increase the maximum elevation of the landfill to 3,182 feet; and increase peak flow to 3,000 tons per day. This planned expansion extends the anticipated life of the landfill to the year 2047 and provides capacity for approximately 37 million tons of refuse (Victorville 2011).

The Victor Valley MRF, located in Victorville at 17000 Abbey Lane, is co-owned by the Town of Apple Valley and City of Victorville and processes about 150 tons per day (Victorville 2011). Residential and commercial curbside recyclable materials are picked up by the contractor for the City and taken to the MRF. The MRF serves the City by reducing waste in order to comply with the requirements of state law AB 939 which mandates a 50 percent reduction in the amount of waste sent to landfill by the year 2000 and beyond. In support of this program the City of Victorville has established a number of recycling programs for its residential and commercial customers. Materials targeted for collection include papers,

bottles, cans, and plastic containers. The facility, operating since 1995, has a residential curbside recycling program and business recycling programs. The facility also processes recyclables from adjacent communities and serves as a drop off and recycling buy-back center for residents and businesses.

### **Electricity**

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations.

SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016 (CEC 2007). Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt hours. This is forecast to remain constant through 2016 (CEC 2007).

### **Natural Gas**

The Southern California Gas Company (TGC) provides natural gas service to the City of Victorville. TGC has gas mains throughout the City.

### **Telephone and Communications**

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Victorville, including Verizon Communications, CCI Computers, and Time Warner Telecommunications. Installation of cable services is provided by these private companies and supported by service fees.

Most Internet service providers are regulated by the California Public Utilities Commission. Broadband providers supply Internet services through cable lines or through Ethernet, a bundling of local area networks that are transmitted by fiber optics (DSL). Like cell phones, the Internet can also be provided through wireless connections. Infrastructure to support these services is therefore run over the associated local telephone and cable service provider lines.

## **■ Regulatory Framework**

Utilities within the City of Victorville tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

### **Federal**

#### **Safe Drinking Water Act**

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the U.S. Environmental Protection Agency (USEPA) sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals).

## **Federal Energy Regulatory Commission (FERC)**

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and non-federal hydropower projects.

## **Federal Communications Commission (FCC)**

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

## **State**

### **California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)**

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination do not enter surface water or groundwater supplies within the state.

### **California Health and Safety Code Article 1 (Pure and Safe Drinking Water)**

California Health and Safety Code Article 1 (Sections 116270–) was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water purveyors and distribution systems within the State. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

### **Senate Bill 610 and 210 Water Supply Assessment and Planning**

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, Water Supply Assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under

SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

### **California Water Code Sections 10610–10656**

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent. (CDWR 2003). The City of Victorville UWMP is a foundational document for compliance with both SB 610 and SB 221.

### **Assembly Bill 939—Integrated Waste Management Act**

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

### **California Energy Commission (CEC)**

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. These are:

- Forecasting Energy needs within the state

- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the State of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

## **Regional**

### **Water Quality Control Plan for the Lahontan Region**

The Water Quality Control Plan for the Lahontan Region (Basin Plan) is the basis for the Regional Board's regulatory program. It sets forth water quality standards for the surface and ground waters of the Region, which include both designated beneficial uses of water and the narrative and numerical objectives which must be maintained or attained to protect those uses. It identifies general types of water quality problems, which can threaten beneficial uses in the Region. It then identifies required or recommended control measures for these problems. This Plan summarizes applicable provisions of separate state Board and Regional Board planning and policy documents (e.g., the Regional Board waiver policy), and of water quality management plans adopted by other federal, state, and regional agencies. This Plan also summarizes past and present water quality monitoring programs, and identifies monitoring activities, which should be carried out to provide the basis for future Basin Plan updates and for waste discharge requirements or conditional waivers. This Basin Plan will also be used by other agencies in their permitting and resource management activities. The Regional Board adopted the most recent amendments in November 2010 (CRWQCB 2010).

### **Mojave Water Agency Groundwater Management Program**

In February 2005, MWA formally adopted its 2004 Regional Water Management Plan Update (Regional WMP), which also serves as the Ground Water Management Plan (GWMP). The 2004 Regional WMP both complements and formalizes a number of existing water supply and water resource planning and management activities in the MWA service area that overlies the Alto subarea of the Mojave River Groundwater Basin and several groundwater basins, as defined by DWR in Bulletin 118.

### **County of San Bernardino Solid Waste Management Division (SWMD)**

The Victorville Landfill, located on Stoddard Wells Road, in the County un-incorporated area, is owned and managed by the County of San Bernardino Public Works Department, Solid Waste Management Division. The landfill accepts non-hazardous solid and inert wastes, which are "Class III" wastes per CA 27 CCR, Sections 20220 and 20230. A private contractor, Burrtec Waste Industries, operates the landfill under contract to the County. The Victorville Landfill primarily serves the Victor Valley region.

### **Southern California Association of Governments (SCAG)**

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted

plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

## **Local**

### **City of Victorville Municipal Code**

Portions of several chapters of the Municipal Code apply to utilities and public services.

Municipal Code Title 6 (Health and Sanitation), Chapter 6.30 (Storm Drainage Fees), contains methods of collecting funds for improving drainage infrastructure. Municipal Code Chapter 6.36 (Garbage Regulations) includes the City's provisions for solid waste handling services including, but not limited to, the collection, transfer and disposal of solid waste within the City, including recycling and solid waste processing services, which may include recycling of solid waste from any or all premises within the City (6.36.020 [Declaration of Policy]). Municipal Code Chapter 6.60 (Domestic Water Supply Systems) includes provisions regarding supplying water for domestic consumption in a pure state, free from any contamination or pollution.

Municipal Code Title 10 (Water and Sewers), Chapter 10.04 (Sewer Connections), establishes requirements for connecting structures to public sewer. Municipal Code Title 13 (Public Peace, Safety, and Morals), Chapter 13.60 (Water Conservation), establishes numerous standards for water conservation and water recycling, drought tolerant plantings.

Municipal Code Title 17 (Subdivisions), Chapter 17.60 (Drainage), contains requirements for drainage and flood hazard prevention during subdivision design.

### **City of Victorville 2010 Urban Water Management Plan**

A UWMP prepared by a water purveyor documents the availability of an appropriate level of reliability of water service sufficient to meet the needs of various categories of customers during normal, single dry and multiple dry years. Having such a long-term reliable supply of water is essential to protect the productivity of California's businesses and economic climate. The California Water Management Planning Act of 1983 (Act) as amended, requires urban water suppliers to develop an UWMP every 5 years in the years ending in zero and five. Development of the City of Victorville 2010 UWMP was led by the Victorville Water District. The District is charged with providing safe, good quality, uninterrupted water at a reasonable pressure, to meet health and fire protection needs of that portion of the city served by the public water system.

### **City of Victorville Sewer System Master Plan and Collection System Model**

The Sewer System Master Plan (SMP) describes the City of Victorville's plan for developing its system of trunk and interceptor sewers. It describes the existing sewers and pumping facilities, the City sewer atlas geodatabase, system planning criteria, hydraulic evaluation of the system for current conditions and future development, and the proposed Capital Improvement Program for the development of future sewer facilities.

## City of Victorville Capital Improvement Program (CIP)

Water, sewer and storm drainage infrastructure (wet utilities) and electricity, natural gas, and telecommunications infrastructure (dry utilities) are essential components of the circulation system. Such infrastructure is typically installed in conjunction with new roadways or street improvements to serve new or expanded developments or be reasonably related to those developments. Utility systems usually follow the street system and are installed within the public right of way. Planning and maintenance of wet utilities is the City's responsibility. Through its annual Capital Improvement Program (CIP), the City identifies anticipated major infrastructure needs for the next 5 years, including street improvements, traffic signals, sewer improvements, water system improvements and storm drains.

## Victorville General Plan

The Victorville General Plan includes the following policies related to utilities<sup>18</sup>:

**Goal 1**                    **Sufficient, Safe Water Supply**—Maintain adequate water supply resources and water delivery system to support the implementation of the City's land use policies and fire protection standards, and to meet essential needs during emergencies and severe drought conditions.

**Objective 1.1**            Reduce rate of groundwater extraction for municipal water supply to no more than 80% of 2006 levels, by the year 2012, and maintain or reduce that lower level over the long term.

**Policy 1.1.1**              Require water conservation measures in the design of new development and major redevelopment, for both public and private projects, such as low-water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.

**Implementation Measure 1.1.1.1:** Offer incentives for projects that demonstrate significant water conservation through use of innovative water consumption technologies. For example, offer discounted water rates for projects that achieve U.S. Green Building Council LEED standards for certification relative to water efficiency.

**Implementation Measure 1.1.1.2:** The City will periodically revise development standards in its zoning and subdivision regulations, and in its building and plumbing codes, to include a range of water conservation measures to be incorporated into site design, building construction, landscaping and irrigation systems.

**Implementation Measure 1.1.1.3:** The City will continue to maintain a list of xerophytic plant materials and publications providing guidelines and methods for establishing and

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<sup>18</sup> These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

maintaining xerophytic landscapes and irrigation systems. This information shall be readily available to the public.

**Policy 1.1.2** Penalize high volume water consumers that operate with wasteful water consumption practices

**Policy 1.1.3** Support conversions of wasteful water practices to water conserving practices, including public and private water consumers.

**Implementation Measure 1.1.3.1:** Convert City-owned landscaping in streets, parkways and parks to xerophytic palettes and replace older, inefficient irrigation systems with efficient, water conserving irrigation systems

**Objective 1.2** Expand sources of water supply and delivery systems through alternatives to ground water extractions.

**Policy 1.2.1** Support VVWA’s development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes

**Implementation Measure 1.2.1.1:** Conduct master planning study to develop program specifications for incorporating recycled wastewater infrastructure into City’s existing and future street network, and to develop performance standards to be met by new development projects, to enable ready connection to recycled water infrastructure, when available.

**Policy 1.2.2** Participate in regional efforts to acquire imported water from the State Water Project, along with ‘water wheeling’ from fallowed agricultural areas and other lands with significant ground water resources.

**Implementation Measure 1.2.2.1:** Conduct a preliminary engineering study to identify optimal location(s) for a turnout from the California Aqueduct to deliver imported State Water Project water that may be purchased in the future.

**Objective 1.3** Protect ground water quality.

**Policy 1.3.1** Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and non-structural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.

**Implementation Measure 1.3.1.1:** Assign properly qualified professionals to conduct plan checks and inspections to ensure proper design and implementation of water quality management plans for new development and major redevelopment projects.

**Implementation Measure 1.3.1.2:** Assess and mitigate impacts on surface and groundwater quality as a routine aspect of the City’s CEQA implementation procedures.

Within the proposed General Plan 2030 Safety Element the following goals, objectives, policies, and implementation measures apply to utilities and service systems:

**Goal 2**                    **Protection of Public Health and Safety**—Integrate public health and safety issues into planning and development policies.

**Objective 2.3**            Maintain sufficient peak load water supplies.

**Policy 2.3.1**            Ensure that new development proposals (private or public) do not over-consume the City’s water supplies to the extent that the minimum volume of water storage required to meet the City’s peak load water supply standard could not be met.

**Implementation Measure 2.3.1.1:** Require a water assessment of all new major developments to ensure that sufficient peak load water supplies are available.

**Implementation Measure 2.3.1.2:** Prior to approval of any major development project, require water supply assessments in compliance with state law.

Within the proposed General Plan 2030 Land Use Element the following goals, objectives, policies, and implementation measures apply to utilities and service systems, specifically infrastructure:

**Goal 3**                    **Ample City Services**—Ensure provision of adequate city services and infrastructure.

**Objective 3.1**            Permit development in areas where such uses are appropriate and provide for adequate roadways, infrastructure, and public services.

**Policy 3.1.1**            Provide mechanisms through which development can pay the cost of its infrastructure and services needs.

**Implementation Measure 3.1.1.1:** Collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan.

**Implementation Measure 3.1.1.2:** Continue to review and add projects to the capital improvement plan as deemed necessary to ensure the orderly growth of the City.

**Implementation Measure 3.1.1.4:** Continue to require new development to pay the capital costs of public facilities and services needed to serve those developments.

**Implementation Measure 3.1.1.5:** Continue to contact utility companies, school districts, and special districts as necessary when new projects are submitted to ensure their capability to serve the new projects.

Within the proposed General Plan 2030 Circulation Element the following goals, objectives, policies, and implementation measures apply to utilities and service systems:

**Goal 3 Adequate Infrastructure**—Develop And Maintain Infrastructure That Supports The Transportation And Circulation Needs Of The Community In A Cost-Effective And Environmentally Sensitive Manner.

**Objective 3.1** Meet multiple infrastructure needs within common public rights-of way.

**Policy 3.1.1** Planning and design of new roadways and expansion/completion of existing roadways shall include consideration of water, sewer, storm drainage, communications, and energy facilities that can be co-located within the road right of way.

**Implementation Measure 3.1.1.1:** Establish specifications for construction of utility infrastructure within each roadway functional classification.

**Objective 3.2** Design infrastructure that minimizes impacts to the environment.

**Policy 3.2.2** Include in the design specifications for public and private streets structural and non-structural techniques to filter stormwater runoff prior to conveyance to storm drain inlets.

**Policy 3.2.3** Program the funding and construction of wet and dry utilities within City service areas concurrent with the actual need for those improvements.

**Objective 3.3** Provide adequate infrastructure improvements in conjunction with new development and redevelopment projects

**Policy 3.3.1** Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project.

**Implementation Measure 3.3.1.1:** Require private and public development projects to be responsible for constructing roads, traffic control devices, wet and dry utility improvements necessary to meet the needs of the project, and to property integrate into the established and planned infrastructure systems. Such improvements shall be constructed concurrently with and completed prior to opening of the project.

## ■ Project Impact Evaluation

### ***Thresholds of Significance***

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities/service systems if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

### ***Analytic Method***

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

### ***Effects Not Found to Be Significant***

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Lahontan Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Lahontan RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns. California Code of Regulations Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. Additionally, General Plan Policy 1.3.1 requires new development and major redevelopment projects to prepare and implement water quality management plans that incorporate a variety of structural and non-structural best management practices to minimize, control and filter

construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters. Therefore, there would be *no impact*.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be *no impact*. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
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New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities. However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. Additionally, any changes to the drainage system must comply with the City's Sewer System Master Plan and Collection System Model. However, the Proposed Project would not to substantially change the drainage patterns on any site within the City. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies, and impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that 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?
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Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation

strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
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Implementation of the Regional Reduction Plan includes solid waste diversion that would reduce the amount of waste currently going to landfills. Therefore, impacts would be *less than significant*. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?
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Implementation of the Regional Reduction Plan includes solid waste diversion. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations related to the recycling of solid waste. Therefore, impacts would be *less than significant*. No mitigation is required.

## ■ Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, *cumulative impacts would be less than significant*.

## ■ References

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San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

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## 4.19.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

### ■ Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to 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, 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
- 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)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

### ■ Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.19-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Victorville), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

### ■ Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

### ■ Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.19.1 through 4.19.17 of this EIR.

## ■ Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.19.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

## ■ Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.19.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

## ■ Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.19.3, 4.19.6, 4.19.8, 4.19.9, 4.19.12, 4.19.13, 4.19.14, 4.19.16, and 4.19.17 of this EIR, respectively.

## ■ References

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