Initial Study and Draft Mitigated Negative Declaration
Victorville Fleet Service Center

June 2017

Prepared for Lead Agency:

County of San Bernardino Special Districts Department
157 West Fifth Street, 2nd Floor
San Bernardino, CA 92415

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

1801 E. Park Court Place, Building B
Santa Ana, CA 92701

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DRAFT MITIGATED NEGATIVE DECLARATION
VICTORVILLE FLEET SERVICE PROJECT

Lead Agency: County of San Bernardino Special Districts Department

Project Proponent: County of San Bernardino – Special Districts Services Department

Project Location: Project site is located northeast of Tokay Street, east of the intersection of Tokay Street and Cottonwood Avenue in the City of Victorville, San Bernardino County, California.

Project Description: Project consists of construction and operation of a 23,643 square foot fleet services center on 4.8 acres.

Public Review Period: June 14, 2017 to July 13, 2017

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

B-1: Pre-construction Survey for Desert Tortoise and other Sensitive Species: Survey methods should follow those outlined in *Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise* (USFWS 2010). During the survey, biologists will document observations of other sensitive species, such as American badger and desert kit fox. If desert tortoises or desert tortoise sign (e.g., burrows, carcasses, scat) are observed on or immediately adjacent to the project site, then coordination with USFWS and CDFW will need to occur. If impacts to the desert tortoise will occur from the project, then permits will need to be obtained prior to the start of project activities. The pre-construction desert tortoise survey should take place no more than 14 days prior to construction. This survey can be conducted concurrently with the 14- to 30-day or the 24-hour pre-construction burrowing owl survey (described below).

B-2: Pre-construction Surveys for Burrowing Owl: The surveys shall follow the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Two surveys shall be conducted, with the first survey being scheduled between 30 and 14 days before initial ground disturbance (grading, grubbing, and/or construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls or occupied burrowing owl burrows are identified on the project site during the survey, the project proponent will consult with the California Department of Fish and Wildlife (CDFW) and follow the methods listed in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012) for avoidance and/or passive relocation. If burrowing owls are found to be present on site, then CDFW may require the preparation of a burrowing owl management plan, which typically includes project-specific details on burrowing owl exclusion methods, burrow site monitoring, burrow excavation, and/or creation of artificial burrows.

B-3: Pre-construction Nesting Bird Survey: If construction or other project activities are scheduled to occur during the bird breeding season (February 15 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey would focus on detecting nesting birds protected by the MBTA, including loggerhead shrike, on or immediately adjacent to the site. The survey shall be completed no more than three

days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist will establish an appropriately sized no-work buffer around the nest using flagging or staking. Construction activities will need to be avoided within no-work buffer zones until the nest is deemed no longer active by the biologist. If project activities are scheduled during the nesting bird season, then this survey can be conducted concurrently with the 24-hour pre-construction survey for burrowing owl.

B-4: **Regulatory Permitting:** Prior to the construction of any component of the project that will impact the jurisdictional drainage on the project site, authorization for impacts shall be acquired through the permitting process from the U.S. Army Corps of Engineers (USACE), Lahontan Region Regional Water Quality Control Board (RWQCB), and CDFW pursuant to the Clean Water Act (CWA) Section 404 and 401 and California Fish and Game Code Section 1600, respectively. Project-specific mitigation for impacts to features jurisdictional to state and federal agencies will be determined during the permitting process. Mitigation could include land conservation and management in perpetuity, on-site habitat enhancement and restoration, payment of in-lieu fees to authorized conservation organizations, or a combination of these measures.

B-5: **Joshua Tree Inventory:** A Joshua tree inventory shall be conducted to document the location, height, diameter, and general health of the Joshua trees that may be affected by the project. An arborist or qualified biologist shall conduct the inventory and make recommendations on the Joshua tree specimens that are healthy enough for transplanting or adopting activities. Following the inventory, the report will need to be presented to the City for approval prior to receiving a grading permit for the project. Due to the low number of Joshua trees observed on site during the reconnaissance survey, this inventory can be conducted concurrently with the 14- to 30-day burrowing owl pre-construction survey.

Paleontological Resources

P-1: A qualified vertebrate paleontologist shall monitor deep excavations that extend into the finer-grained older Quaternary deposits. Sediment samples shall be collected and processed to determine the fossil potential in the project area. The monitor will be equipped to recover fossils and sediment samples during excavation and will have the authority to temporarily halt or divert equipment to allow for recovery of large or numerous fossils.

Any fossils recovered during monitoring shall be prepared to a point of identification and preservation and be deposited in an accredited and permanent scientific institution. A report detailing the findings with an appended itemized inventory of identified specimens shall be prepared. The report and inventory shall be submitted to the County of San Bernardino and the scientific institution where the fossils are deposited. When the County of San Bernardino receives the report, inventory, and verification of acceptance of the specimens by the scientific institution, mitigation would be complete.

Tribal Cultural Resources

TCR-1: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

TCR-2: In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior (SOI) standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians and the Serrano Nation of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

TCR-3: If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians and Serrano Nation of Mission Indians for review and comment.

a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians and Serrano Nation of Mission Indians Tribal Participant(s).

b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians and the Serrano Nation of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resource Board
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CH_4	methane
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO_2e	carbon dioxide equivalents
CREC	Controlled Recognized Environmental Condition
CWA	Clean Water Act
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
HREC	Historical Recognized Environmental Condition
HVAC	heating, ventilation, air conditioning
I-15	Interstate 15
IS	Initial Study
LAMP	Local Agency Management Program
LOS	level of service
MDAB	Mohave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MGD	Million Gallons Per Day
MND	Mitigated Negative Declaration
MT	Metric Tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OHV	off highway vehicle
OWTS	on-site wastewater treatment systems
PVC	polyvinyl chloride
REC	Recognized Environmental Condition
RWQCB	Regional Quality Control Board
SBCFD	San Bernardino County Fire Department

SCAQMD	Southern California Air Quality Management District
SLF	Sacred Lands File
SOI	Secretary of Interior
So_x	sulfur oxides
SSC	species of special concern
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resources
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USDA	U.S. Department of Agriculture
VMT	vehicle miles travelled
VOC	volatile organic compound
VVWRA	Victorville Water Reclamation Plant
WQAP	Water Quality Assessment Program
WQMP	Water Quality Management Plan

SECTION 1. BACKGROUND

1.1 Summary

Project Title:	Victorville Fleet Service Center
Lead Agency Name and Address:	County of San Bernardino Special Districts Department 157 West Fifth Street, 2nd Floor San Bernardino, CA 92415
Contact Person and Phone Number:	Erin Opliger, District Services Coordinator (909) 387-5806
Project Location:	15000 Tokay Street Victorville, CA 92395 Township 5 North, Range 4 West, Section 1, San Bernardino Meridian
General Plan Designation:	Commercial (City of Victorville)
Zoning:	C-2 – Commercial (City of Victorville)

1.2 Introduction

The County of San Bernardino is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Victorville Fleet Services Center Project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

Surrounding land uses are identified in Table 1.3-1. The project site is vacant, undeveloped land that has been heavily disturbed by off highway vehicle (OHV) usage, non-hazardous waste dumping, and a large homeless encampment on the northern end of the site. The site is generally level terrain traversed by several dirt roads. A drainage that conveys runoff from the adjoining shopping center runs diagonally through the site (southwest to northeast). Vegetation is sparse, consisting mainly of creosote bush scrub.

Table 1.3-1 Adjoining Properties

Direction	Land Use Description
North	Undeveloped land
East	Commercial uses (storage facility at 12176 Locust Avenue)
South	Undeveloped land and commercial uses (restaurant, car wash, child development center)
West Southwest	Undeveloped land, commercial uses (grocery store, retail shopping center)

Location: N:\2014\2014-132.004 SB Special Districts Victorville\MAPS\Location_Vicinity\VicinityMap_20170410.mxd (JL)-jlotta 4/10/2017

Map Date: 4/10/2017

Service Layer Credits: Sources: Esri, USGS, NOAA

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Figure 1. Project Vicinity

2014-132.004 SB Special Districts Victorville

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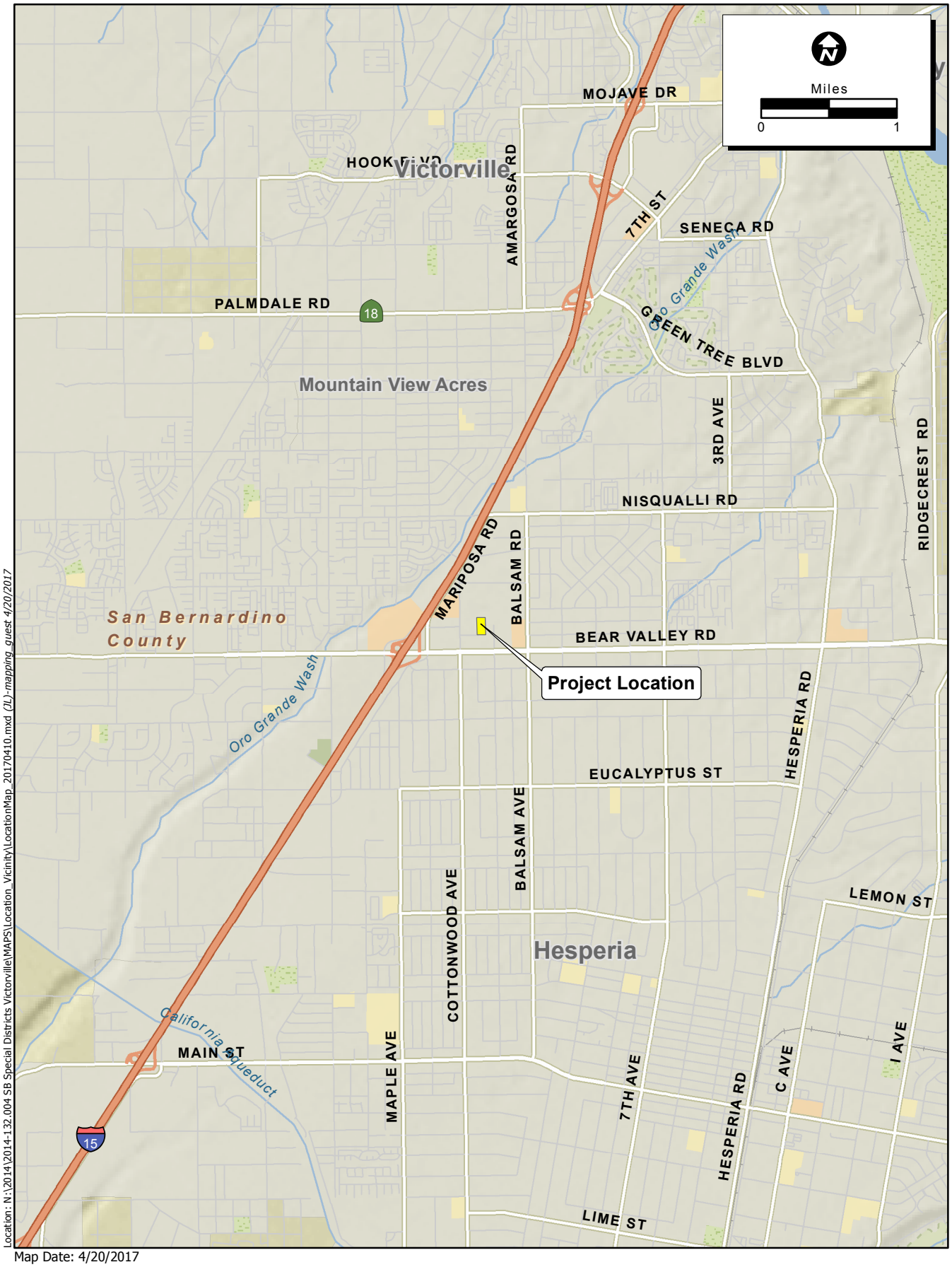

Location: N:\2014\2014-132.004 SB Special Districts Victorville\MAPS\Location_Vicinity\LocationMap_20170410.mxd (JL)-mapping_guest 4/20/2017

Map Date: 4/20/2017
Source: ESRI

Figure 2. Project Location

2014-0132.004 SB Special Districts Victorville

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SECTION 2. PROJECT DESCRIPTION

2.1 Project Background

The County of San Bernardino currently provides fleet maintenance services at 17130 Mesa Street, Hesperia, CA 92345 and at other dispersed locations throughout the High Desert area. Planning for a new, modern facility that consolidates these services at a centralized location within the service area has been underway for approximately 3.5 years. The project site at 15000 Tokay Street in the City of Victorville is estimated to result in an approximate 0.5-mile reduction in average trip length for on-site employees and fleet vehicles as compared with the current site located four miles to the east in the City of Hesperia.

2.2 Project Objectives

- To provide County Fleet Services at a suitable location that is centrally located within the County's High Desert service area and readily accessible to employees and fleet vehicles.

- To relocate and consolidate current County fleet services that are currently provided at dispersed locations within a new, modern building featuring essential fleet maintenance facilities.

- To construct a fleet services building that is compatible with surrounding uses and the environment.

2.3 Project Characteristics

The County of San Bernardino proposes to construct a 23,643 square foot (sq. ft.) fleet services building on 4.8 acres located northeast of Tokay Street, east of the intersection of Tokay Street and Cottonwood Avenue in the City of Victorville, San Bernardino, California (Figure 2). The 4.8-acre building site is proposed within a northerly 5.05-acre lot created by lot line adjustment to APN 3093-251-01 (8.75 acres).

In addition to the fleet services building, the Proposed Project would include an infiltration basin along the northern portion of the site, and a 34-stall parking lot along the southern portion of the site.

Once constructed, the Proposed Project would employ seven full-time employees during normal working hours. In addition to employees commuting to the services center, there would be an estimated 25 fleet vehicle visits to the site daily. The fleet consists of approximately 70 percent light duty vehicles (such as automobiles and small trucks) and approximately 30 percent heavy duty vehicles (large trucks). Vehicles would access the site from Tokay Street, via Cottonwood Avenue via Bear Valley Road; and Tokay Street, via Cottonwood Avenue via Mariposa Road via Nisqualli Road. A cul-de-sac for vehicle turn-arounds would be built at the Tokay Street access to the site.

Construction. Construction is estimated as the following:

- Total Construction Time: six months
- Site Preparation: two weeks
- Earthwork: two weeks
- Construction: five months

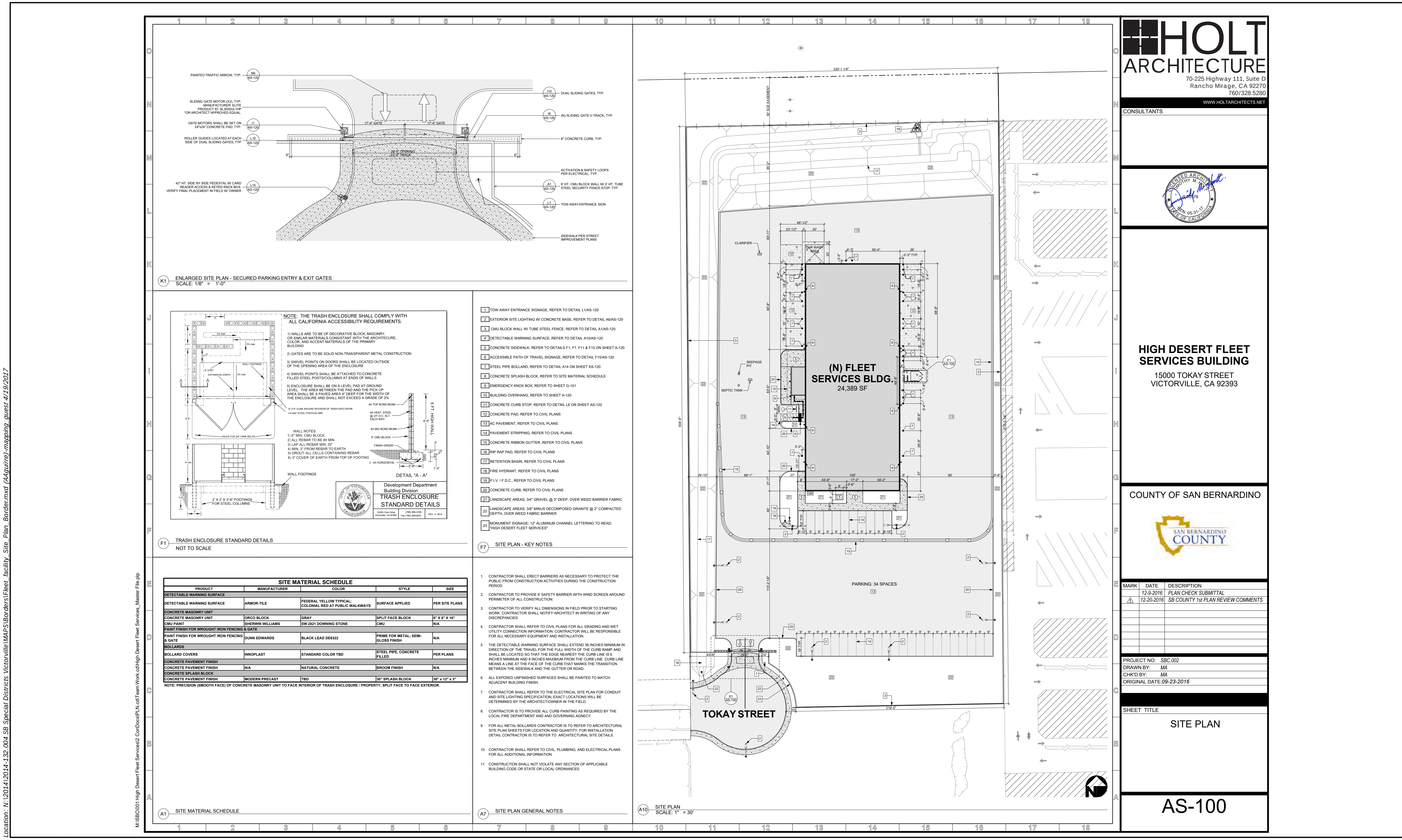
Earthwork would require 8,305 cubic yards of cut and 9,144 cubic yards of fill placement. Staging for construction would occur on-site.

Building Materials. The fleet services building would consist of concrete block masonry construction (CMU) with steel columns and beam with wood trusses. Light gauge metal framing for interior spaces and administration office walls would be used. Materials would include single-ply polyvinyl chloride (PVC) and high solar reflective index (SRI) roofing membrane.

Sustainable Elements. All service bay areas would be cooled by the use of rooftop swamp coolers (by code, these spaces calculate as if they are open air) with two small heating, ventilation, and air conditioning (HVAC) units mechanically cooling the administration areas. A high SRI roofing membrane and skylights through the roof would be installed with some clerestory glazing through the exterior walls. Shading elements would be used for the lower roof area of the administration office.

2.4 Project Timing

Construction is expected to begin in spring 2018, with the service center opening in winter 2018/2019.



HOLT ARCHITECTURE
70-225 Highway 111, Suite D
Rancho Mirage, CA 92270
760/328.5280
WWW.HOLTARCHITECTS.NET
CONSULTANTS
HIGH DESERT FLEET SERVICES BUILDING
15000 TOKAY STREET
VICTORVILLE, CA 92393
COUNTY OF SAN BERNARDINO
SAN BERNARDINO COUNTY
MARK DATE DESCRIPTION
12-9-2016 PLAN CHECK SUBMITTAL
12-20-2016 SB COUNTY 1st PLAN REVIEW COMMENTS
PROJECT NO: SBC.002
DRAWN BY: MA
CHK'D BY: MA
ORIGINAL DATE: 09-23-2016
SHEET TITLE
SITE PLAN
AS-100
(N) FLEET SERVICES BLDG.
24,389 SF
PARKING: 34 SPACES
TOKAY STREET
SITE PLAN
SCALE: 1" = 30'
ENLARGED SITE PLAN - SECURED PARKING ENTRY & EXIT GATES
SCALE: 1/8" = 1'-0"
TRASH ENCLOSURE STANDARD DETAILS
NOT TO SCALE
NOTE: THE TRASH ENCLOSURE SHALL COMPLY WITH ALL CALIFORNIA ACCESSIBILITY REQUIREMENTS.
TRASH ENCLOSURE STANDARD DETAILS
SITE PLAN - KEY NOTES
1 TOW AWAY ENTRANCE SIGNAGE, REFER TO DETAIL L1/AS-120
2 EXTERIOR SITE LIGHTING W/ CONCRETE BASE, REFER TO DETAIL A6/AS-120
3 CMU BLOCK WALL W/ TUBE STEEL FENCE, REFER TO DETAIL A1/AS-120
4 DETECTABLE WARNING SURFACE, REFER TO DETAIL A10/AS-120
5 CONCRETE SIDEWALK, REFER TO DETAILS F1, F7, F11 & F15 ON SHEET A-120
6 ACCESSIBLE PATH OF TRAVEL SIGNAGE, REFER TO DETAIL F15/AS-120
7 STEEL PIPE BOLLARD, REFER TO DETAIL A14 ON SHEET AS-120
8 CONCRETE SPLASH BLOCK, REFER TO SITE MATERIAL SCHEDULE
9 EMERGENCY KNOX BOX, REFER TO SHEET G-101
10 BUILDING OVERHANG, REFER TO SHEET A-120
11 CONCRETE CURB STOP, REFER TO DETAIL L6 ON SHEET AS-120
12 CONCRETE PAD, REFER TO CIVIL PLANS
13 AC PAVEMENT, REFER TO CIVIL PLANS
14 PAVEMENT STRIPPING, REFER TO CIVIL PLANS
15 CONCRETE RIBBON GUTTER, REFER TO CIVIL PLANS
16 RIP RAP PAD, REFER TO CIVIL PLANS
17 RETENTION BASIN, REFER TO CIVIL PLANS
18 FIRE HYDRANT, REFER TO CIVIL PLANS
19 P.I.V. / F.D.C., REFER TO CIVIL PLANS
20 CONCRETE CURB, REFER TO CIVIL PLANS
21 LANDSCAPE AREAS; 3/4" GRAVEL @ 3" DEEP, OVER WEED BARRIER FABRIC
22 LANDSCAPE AREAS; 3/8" MINUS DECOMPOSED GRANITE @ 2" COMPACTED DEPTH, OVER WEED FABRIC BARRIER
23 MONUMENT SIGNAGE; 12" ALUMINUM CHANNEL LETTERING TO READ; "HIGH DESERT FLEET SERVICES"
SITE PLAN GENERAL NOTES
1. CONTRACTOR SHALL ERECT BARRIERS AS NECESSARY TO PROTECT THE PUBLIC FROM CONSTRUCTION ACTIVITIES DURING THE CONSTRUCTION PERIOD
2. CONTRACTOR TO PROVIDE 6' SAFETY BARRIER WITH WIND SCREEN AROUND PERIMETER OF ALL CONSTRUCTION.
3. CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD PRIOR TO STARTING WORK. CONTRACTOR SHALL NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES.
4. CONTRACTOR SHALL REFER TO CIVIL PLANS FOR ALL GRADING AND WET UTILITY CONNECTION INFORMATION. CONTRACTOR WILL BE RESPONSIBLE FOR ALL NECESSARY EQUIPMENT AND INSTALLATION.
5. THE DETECTABLE WARNING SURFACE SHALL EXTEND 36 INCHES MINIMUM IN DIRECTION OF THE TRAVEL FOR THE FULL WIDTH OF THE CURB RAMP AND SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. CURB LINE MEANS A LINE AT THE FACE OF THE CURB THAT MARKS THE TRANSITION BETWEEN THE SIDEWALK AND THE GUTTER OR ROAD.
6. ALL EXPOSED UNFINISHED SURFACES SHALL BE PAINTED TO MATCH ADJACENT BUILDING FINISH.
7. CONTRACTOR SHALL REFER TO THE ELECTRICAL SITE PLAN FOR CONDUIT AND SITE LIGHTING SPECIFICATION; EXACT LOCATIONS WILL BE DETERMINED BY THE ARCHITECT/OWNER IN THE FIELD.
8. CONTRACTOR IS TO PROVIDE ALL CURB PAINTING AS REQUIRED BY THE LOCAL FIRE DEPARTMENT AND AND GOVERNING AGNECY.
9. FOR ALL METAL BOLLARDS CONTRACTOR IS TO REFER TO ARCHITECTURAL SITE PLAN SHEETS FOR LOCATION AND QUANTITY. FOR INSTALLATION DETAIL CONTRACTOR IS TO REFER TO ARCHITECTURAL SITE DETAILS.
10. CONTRACTOR SHALL REFER TO CIVIL, PLUMBING, AND ELECTRICAL PLANS FOR ALL ADDITIONAL INFORMATION.
11. CONSTRUCTION SHALL NOT VIOLATE ANY SECTION OF APPLICABLE BUILDING CODE OR STATE OR LOCAL ORDINANCES.
SITE MATERIAL SCHEDULE

PRODUCT	MANUFACTURER	COLOR	STYLE	SIZE
DETECTABLE WARNING SURFACE				
DETECTABLE WARNING SURFACE	ARMOR-TILE	FEDERAL YELLOW TYPICAL; COLONIAL RED AT PUBLIC WALKWAYS	SURFACE APPLIED	PER SITE PLANS
CONCRETE MASONRY UNIT				
CONCRETE MASONRY UNIT	ORCO BLOCK	GRAY	SPLIT FACE BLOCK	8" X 8" X 16"
CMU PAINT	SHERWIN WILLIAMS	SW 2821 DOWNING STONE	CMU	N/A
PAINT FINISH FOR WROUGHT IRON FENCING & GATE				
PAINT FINISH FOR WROUGHT IRON FENCING & GATE	DUNN EDWARDS	BLACK LEAD DE6322	PRIME FOR METAL; SEMI-GLOSS FINISH	N/A
BOLLARDS				
BOLLARD COVERS	INNOPLAST	STANDARD COLOR TBD	STEEL PIPE, CONCRETE FILLED	PER PLANS
CONCRETE PAVEMENT FINISH				
CONCRETE PAVEMENT FINISH	N/A	NATURAL CONCRETE	BROOM FINISH	N/A
CONCRETE SPLASH BLOCK				
CONCRETE PAVEMENT FINISH	MODERN PRECAST	TBD	30" SPLASH BLOCK	30" x 12" x 3"

NOTE: PRECISION (SMOOTH FACE) OF CONCRETE MASONRY UNIT TO FACE INTERIOR OF TRASH ENCLOSURE / PROPERTY, SPLIT FACE TO FACE EXTERIOR.

Map Date: 4/19/2017
Source: Holt Architecture 2016

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Figure 3. Site Plan

2014-132.004 SB Special Districts Victorville

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2.5 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- County of San Bernardino (Lead Agency) – Building and Grading Permit
- U.S. Army Corps of Engineers – Clean Water Act (CWA) Section 404 Permit
- Regional Water Quality Control Board – CWA Section 401 Water Quality Certification
- California Department of Fish and Wildlife – California Fish and Game Code (CFGC) Section 1600 Lake and Streambed Alteration Agreement

2.6 Consultation with California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the project area have been notified of the project: San Fernando Band of Mission Indians; San Manuel Band of Mission Indians; Serrano Nation of Mission Indians; and the Morongo Band of Mission Indians. The four tribes have requested consultation pursuant to Public Resources Code section 21080.3.1 (AB 52). A summary of the consultation process is provided in Section 4.18 of this Initial Study.

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SECTION 3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

Environmental Factors Potentially Affected

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

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards/Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Paleontological Resources
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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

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

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

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

Signature

6/7/17
Date

Erin Opliger
Printed Name

Special Districts
Agency

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SECTION 4. ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Regional Setting

The Proposed Project is located within San Bernardino County, in the City of Victorville. The project site is zoned C-2 (General Commercial) by the City of Victorville (2008). Surrounding land uses include a storage center to the east and a commercial complex to the southwest. Interstate 15 (I-15) is located less than 0.5 mile to the west of the project site.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (Caltrans 2013).

Visual Setting

The area surrounding the project site consists largely of commercial uses including restaurants, a car wash, a gasoline station, and retail stores. Existing facilities immediately adjoining the project site includes a storage facility to the east, a large commercial retail center to the southwest, and undeveloped parcels to the north, south, and northwest.

Visual Character of the Project Site

The project site consists of 5.05 acres of undeveloped land. Vegetation on the site consists of creosote bush scrub that has been heavily disturbed by trash dumping, unauthorized off-highway vehicle (OHV) use, and the presence of a large homeless encampment on the northern end of the project site. Soils on site are sandy and gravelly, with a fair amount of compaction in areas due to OHV use. A drainage runs southwest to northeast throughout the project site.

4.1.2 Aesthetics (I.) Environmental Checklist and Discussion

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located within the City of Victorville in southwestern San Bernardino County. The area surrounding the project site consists of commercial uses, with a few remaining natural open space areas. Scenic vistas in this area are made up of visually prominent topographic features, including the San Gabriel Mountains to the southwest and the San Bernardino Mountains to the southeast. Developing the Proposed Project at this location would not obstruct long distance views from any public viewing area, and would be consistent with the existing commercial uses that surround the project site. No impact to scenic vistas would occur.

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would be located less than 0.5 mile from I-15, and two miles south of State Route 18. Neither of these interstates are designated as state scenic highways. No scenic highways are located within the vicinity of the Proposed Project, therefore no impacts would occur.

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would be located on a site that is currently undeveloped and surrounded by commercial land uses. The project site is bordered by a storage facility to the east and a commercial center to the southwest, with undeveloped land to the north and west.

The building would consist of concrete block masonry construction with steel columns and beam with wood trusses. Light gauge metal framing for interior spaces and administration office walls would be used. Materials would include single-ply PVC and high SRI roofing membrane. A high SRI roofing membrane and skylights through the roof would be installed with some clerestory glazing through the exterior walls. Shading elements would be used for the lower roof area of the administration office.

The Proposed Project would not degrade the existing character or quality of the project site and its surroundings. No impact would occur.

d)	Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would include light fixtures for the parking lot, pedestrian pathways, building entries, and landscaping. Lighting would be shielded and conform to County specifications and the City of Victorville's Code of Ordinances (Section 16-3.10.060). There are no sensitive receptors in the immediate vicinity of the project site and all surrounding land uses are commercial. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The project site is undeveloped, commercially-zoned land consisting of creosote bush scrub that has been heavily disturbed by trash dumping, unauthorized OHV use, and the presence of a homeless encampment.

4.2.2 Agriculture and Forestry Resources (II.) Environmental Checklist and Discussion

a)	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located within the City of Victorville and has a land use designation of C-2 – General Commercial (City of Victorville 2013). The Proposed Project is not located on or near land being used for farming. The California Farmland Mapping and Monitoring Program, Important Farmlands Map for San Bernardino County lists the site as "Other Land" and not as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation [CDC] 2014a). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site has a City of Victorville zoning designation of C-2 – General Commercial (City of Victorville 2013). The Proposed Project is not located in an agricultural use zone nor is it subject to Williamson Act Contract (CDC 2014b). No impact would occur.

c)	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is not zoned for forest land, timberland, or timberland production (City of Victorville, 2013). The project site is currently undeveloped and does not contain forestland or timberland. Surrounding areas are developed with commercial land uses. No impact would occur.

d)	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

Please refer to section a) 4.2.2 Agriculture and Forestry Resources (II.) Environmental Checklist and Discussion. The project site would not be located on or in the vicinity of forestland and therefore would not convert forestland to non-forest use. No impact would occur.

e)	Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site and surrounding properties are not currently used for agriculture. The Proposed Project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

An Air Quality Impact Analysis for the Proposed Project was completed by Urban Crossroads (Urban Crossroads 2017a; Appendix A). The air quality assessment used several air quality modeling tools to estimate emissions associated with short-term construction and long-term operation of the Proposed Project. The project site is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the MDAB. In regards to the NAAQS, the project region within the MDAB is in nonattainment for ozone (8-hour). For the CAAQS, the project region within the MDAB is in nonattainment for ozone (1-hour and 8-hour), particulate matter with a diameter of 10 microns or less (PM_{10}), and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$). In response, the MDAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards.

4.3.2 Air Quality (III.) Environmental Checklist and Discussion

a)	Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project proposes a relocation of an existing use and is anticipated to generate a net vehicle miles traveled (VMT) reduction compared to the existing use. Specifically, the County estimates the Proposed Project would generate a 0.5-mile reduction in average trip length over the existing use. Additionally, it should be noted that the proposed development would not exceed regional thresholds for operational emissions (see response to 4.3.2 b, below), and would therefore be considered to have a less than significant impact. The Proposed Project would not result in or cause NAAQS or CAAQS violations. The Proposed Project would not increase the development intensities reflected in the adopted General Plan; rather the Proposed Project would generate a net VMT reduction over the existing use. The Proposed Project is therefore considered to be consistent with the AQMP. No impact would occur.

b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with traffic generated by the Proposed Project and energy use. Estimated emissions indicate that the Proposed Project would not exceed the MDAQMD significance thresholds during construction or operations (Urban Crossroads 2017a).

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NOx), sulfur oxides (SOx), PM_{10}, and $PM_{2.5}$. Estimated construction emissions from the Proposed Project are shown on Table 4.3-1.

Table 4.3-1 Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2017	5.07	69.16	24.69	0.12	10.07	6.56
Maximum Daily Emissions	**5.07**	**69.16**	**24.69**	**0.12**	**10.07**	**6.56**
MDAQMD Regional Threshold	137	137	548	137	82	82
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2017a

As shown on Table 4.3-1, construction emissions would not exceed applicable MDAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of reactive organic gases (ROG), NOx, CO, SOx, PM_{10}, and $PM_{2.5}$. Estimated operational emissions from the Proposed Project are shown on Table 4.3-2.

Table 4.3-2 Operational Emissions Summary

Operational Activities (Summer Scenario)	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area Source	0.68	6.00E-05	6.51E-03	0.00	2.00E-05	2.00E-05
Energy Source	0.02	0.20	0.17	1.21E-03	0.02	0.02
Mobile	0.18	3.65	1.11	6.42E-03	0.16	0.05
Total Maximum Daily Emissions	**0.88**	**3.85**	**1.29**	**0.01**	**0.18**	**0.07**
MDAQMD Regional Threshold	137	137	548	137	82	82
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Operational Activities (Winter Scenario)	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area Source	0.68	6.00E-05	6.51E-03	0.00	2.00E-05	2.00E-05
Energy Source	0.02	0.20	0.17	1.21E-03	0.02	0.02
Mobile	0.19	3.60	1.24	6.04E-03	0.16	0.05
Total Maximum Daily Emissions	**0.89**	**3.80**	**1.42**	**0.01**	**0.18**	**0.07**
MDAQMD Regional Threshold	137	137	548	137	82	82
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2017a

As shown on Table 4.3-2, Proposed Project operational-source emissions would not exceed applicable MDAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The project site is located within the MDAB, which is classified as an extreme nonattainment area for the NAAQS for ozone (8-hour). The MDAB is also considered a nonattainment area for the CAAQS for ozone (1-hour and 8-hour), PM_{10}, and $PM_{2.5}$.

As described in the response to question 4.3.2 b, of this section, neither short-term construction emissions nor long-term operational emissions would exceed significance thresholds for ozone, PM_{10}, and $PM_{2.5}$ (Urban Crossroads 2017a). Because the Proposed Project is not considered to result in a significant impact, the Proposed Project is not considered to result in a cumulatively considerable net increase of ozone, PM_{10}, and $PM_{2.5}$ emissions. Impacts would be less than significant.

d)	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. The project site is not located in the vicinity of any facilities that fit these criteria. A charter school extension program for Victor Valley Unified High School District operates out of a commercial unit within the shopping center southwest of the project site. This facility at 15048 Bear Valley Road is located approximately 500 feet southwest of the project site. Activities are conducted within the building unit, which is further shielded from the project site by other commercial units within the shopping center. Therefore, this school facility is not considered a sensitive receptor. Results of the regional analysis indicate that the Proposed Project would not exceed the MDAQMD significance thresholds during construction or operations (Urban Crossroads 2017a). Therefore, sensitive receptors would not be subject to a significant air quality impact during construction or operational activities of the Proposed Project. Impacts would be less than significant.

e)	Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The Proposed Project would also be required to comply with MDAQMD's Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Proposed Project construction and operations would be less than significant.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

4.4.1 Environmental Setting

A reconnaissance site visit was performed by ECORP Consulting, Inc. (ECORP) on March 23, 2017, and prior to the site visit, a review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Online Electronic Inventory was conducted. The reconnaissance-level site visit was performed by walking the project site to determine what vegetation communities and wildlife habitats were present. The location and condition of the site were assessed for the potential to provide habitat for sensitive and/or listed plant and wildlife species, as well as the potential for the site to be used as a movement corridor for wildlife moving throughout the region. In addition, the presence of drainages, stream courses, and/or other water features that may fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) and/or CDFW was documented by the biologist.

4.4.2 Biological Resources (IV.) Environmental Checklist and Discussion

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

ECORP performed a review of CDFW's CNDDB to determine whether special-status species have been previously reported in the area (Appendix C; CDFW 2017a). Following the database review, the site visit was completed.

A total of 11 plant species appeared in the literature search (CDFW 2017a; CNPS 2017), but due to the disturbed nature of the project site and the lack of suitable habitat, all of these species are presumed absent (see Appendix C for a complete list of special-status plants with the potential to occur in the area). Therefore, no impacts to special-status plant species would occur.

A total of 28 wildlife species appeared in the literature search (see Appendix C for a complete list of special-status wildlife species with potential to occur in the area). With the Mojave River less than five miles east of the project site and within the database search radius, many of the species that appeared in the database search occur in habitats associated with riparian habitat and are also presumed absent.

Five special-status wildlife species (burrowing owl, desert tortoise, loggerhead shrike, American badger, and desert kit fox) were also found to have varying levels of potential to occur on the project site. The burrowing owl, a Species of Special Concern (SSC) by CDFW, was determined to have a moderate potential to occur onsite due to the presence of suitable habitat and several documented occurrences within five miles of the project site (CDFW 2017a).

The project site also provides marginally suitable habitat for desert tortoise (federally and state-listed threatened), loggerhead shrike (SSC), American badger (SSC), and desert kit fox (fur-bearing mammal), but the presence of disturbances and development surrounding the project site reduce

the likelihood of these species occurring on the project site. Therefore, these species have been given a low potential to occur on the project site. The project site does not provide suitable habitat for the state-listed (threatened) Mohave ground squirrel, as the project site is heavily disturbed and isolated from other areas of suitable habitat for the species. Therefore, Mohave ground squirrel is presumed absent from the project site.

Ground-disturbing activities associated with the construction of the Proposed Project may potentially result in the loss of individual desert tortoises, burrowing owls, American badgers, desert kit foxes, and/or nesting birds if they are present on the project site during construction. The loss of individuals would result in a potentially significant impact. With the implementation of Mitigation Measures **B-1** through **B-3** impacts would be less than significant.

Mitigation Measures

B-1: **Pre-construction Survey for Desert Tortoise and other Sensitive Species:** Survey methods should follow those outlined in *Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise* (USFWS 2010). During the survey, biologists will document observations of other sensitive species, such as American badger and desert kit fox. If desert tortoises or desert tortoise sign (e.g., burrows, carcasses, scat) are observed on or immediately adjacent to the project site, then coordination with USFWS and CDFW will need to occur. If impacts to the desert tortoise will occur from the project, then permits will need to be obtained prior to the start of project activities. The pre-construction desert tortoise survey should take place no more than 14 days prior to construction. This survey can be conducted concurrently with the 14- to 30-day or the 24-hour pre-construction burrowing owl survey (described below).

B-2: **Pre-construction Surveys for Burrowing Owl:** The surveys shall follow the methods described in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Two surveys shall be conducted, with the first survey being scheduled between 30 and 14 days before initial ground disturbance (grading, grubbing, and/or construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls or occupied burrowing owl burrows are identified on the project site during the survey, the project proponent will consult with CDFW and follow the methods listed in the CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012) for avoidance and/or passive relocation. If burrowing owls are found to be present on site, then CDFW may require the preparation of a burrowing owl management plan, which typically includes project-specific details on burrowing owl exclusion methods, burrow site monitoring, burrow excavation, and/or creation of artificial burrows.

B-3: **Pre-construction Nesting Bird Survey**: If construction or other project activities are scheduled to occur during the bird breeding season (February 15 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey would focus on detecting nesting birds protected by the MBTA, including loggerhead shrike, on or immediately adjacent to the site. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist will establish an appropriately-sized no-work buffer around the nest using flagging or staking. Construction activities will need to be avoided within no-work buffer zones until the nest is deemed no longer active by the biologist. If project activities are scheduled during the nesting bird season, then this survey can be conducted concurrently with the 24-hour pre-construction survey for burrowing owl.

b)	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

Vegetation on the project site consists mainly of creosote bush scrub. Creosote bush scrub is a desert scrub community that generally consists of relatively open stands of the dominant shrub, creosote bush (*Larrea tridentata*). This community usually occurs in desert areas on well-drained, sandy soils occurring below 4,000 feet above mean sea level. Plant species that were associated with this vegetation community on the project site included Nevada joint fir (*Ephedra nevandensis*), peach thorn (*Lycium cooperi*), rubber rabbitbrush (*Ericameria nauseosa*), Joshua tree (*Yucca brevifolia*), California buckwheat (*Eriogonum californica*), desert dandelion (*Malacothrix glabrata*), common fiddleneck (*Amsinckia intermedia*), and several nonnative annual species (*Bromus* spp., *Brassica* spp.). Although some sensitive species, such as white pygmy-poppy (CNPS List 4.2) and beaver dam breadroot (CNPS List 1B.2) have the potential to occur in Creosote bush scrub, it is not considered a sensitive natural community. Therefore, no impacts to sensitive natural communities would occur.

c)	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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☒	☐	☐

An ephemeral drainage was recorded on the project site (ECORP 2017a). This drainage feature runs from the southwest corner to the northeast corner of the project site. Water flows feeding this drainage appear to originate from the supermarket and associated parking lot adjacent to the project site.

Currently, the drainage feature conveys stormwater flows through the project site in a northeast direction onto the shoulder of Locust Avenue. On Locus Avenue stormwater flows north and then east on Pahute Street. From there, through a series of overland flows and flows through culverts, stormwater runoff enters Oro Grande Wash, which then enters the Mojave River. The Mojave River is defined by the USACE as a de facto jurisdictional Water of the U.S. Therefore, the drainage feature within the project site is potentially jurisdictional to the USACE as a water of the U.S., because of its connectivity downstream. Because this drainage feature is potentially under the jurisdiction of the USACE, it is also jurisdictional to the RWQCB pursuant to the CWA Section 401. The total acreage and linear feet of this feature that is jurisdictional to the USACE and RWQCB is 0.03 acre and 743 linear feet. No USACE wetlands were found within the project site.

Because the CDFW has a broader criteria for what it constitutes a jurisdictional feature, and CDFW jurisdiction overlaps USACE jurisdictions, the feature mentioned above is considered CDFW jurisdictional (non-vegetated streambed). The total acreage and linear feet of this feature that is

jurisdictional to the CDFW is 0.07 acre and 743 linear feet. No riparian vegetation associated with the drainage feature was observed on the project site.

Implementation of the Proposed Project would impact this feature as a result of grading of the entire project site and from the construction of structures (building, parking lot, infiltration basin). With the implementation of Mitigation Measure B-4, impacts would be less than significant.

Mitigation Measure

B-4: Regulatory Permitting: Prior to the construction of any component of the project that will impact the jurisdictional drainage on the project site, authorization for impacts shall be acquired through the permitting process from the U.S. Army Corps of Engineers (USACE), Lahontan Region Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) pursuant to the Clean Water Act (CWA) Section 404 and 401 and California Fish and Game Code Section 1600, respectively. Project specific mitigation for impacts to features jurisdictional to state and federal agencies will be determined during the permitting process. Mitigation could include land conservation and management in perpetuity, on-site habitat enhancement and restoration, payment of in-lieu fees to authorized conservation organizations, or a combination of these measures.

d)	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas, and is meant to facilitate movement between these natural areas. During the field survey, the project site was assessed for its ability to facilitate wildlife movement and for the presence of wildlife corridors. The project site provides wildlife movement opportunities due to the fact that it is open. However, it is not situated along any major drainages or washes that would be considered movement corridors for wildlife. The dirt roads running along the borders and within the site are likely utilized by wildlife moving through the area but they would not be considered necessary linkages between conserved natural habitat areas. The fact that the project site is relatively isolated by development also reduces its ability to facilitate wildlife movement through the area. Impacts would be less than significant.

e)	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☒	☐	☐

Several Joshua trees were observed on site (ECORP 2017a). Implementation of the Proposed Project would require the removal of these trees which are protected by the City of Victorville Joshua Tree Ordinance (Ordinance Number 1224; Municipal Code Chapter 13.33). With the implementation of Mitigation Measure B-5 impacts would be less than significant.

Mitigation Measure

B-5: Joshua Tree Inventory: A Joshua tree inventory shall be conducted to document the location, height, diameter, and general health of the Joshua trees that may be affected by the project. An arborist or qualified biologist shall conduct the inventory and make recommendations on the Joshua tree specimens that are healthy enough for transplanting or adopting activities. Following the inventory, the report will need to be presented to the City for approval prior to receiving a grading permit for the project. Due to the low number of Joshua trees observed on site during the reconnaissance survey, this inventory can be conducted concurrently with the 14 to 30-day burrowing owl pre-construction survey.

f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located on commercially zoned land in the City of Victorville. The Proposed Project would not conflict or interfere with any adopted habitat conservation plans. No impact would occur.

4.5 Cultural Resources

4.5.1 Environmental Setting

Cultural Resources

A Cultural Resources Inventory Report was prepared by ECORP Consulting, Inc. (ECORP 2017b; Appendix D) for the Proposed Project to determine if cultural resources were present in or adjacent to the project site and to assess the sensitivity of the project area for undiscovered or buried cultural resources. The cultural context of the project area including regional and local prehistory, ethnography, and regional and project area histories can be found in Appendix D.

The cultural resources study consisted of a records search, Native American Heritage Commission (NAHC) Sacred Lands File search, field survey of the 5.05-acre parcel, and preparation of a technical report documenting the methods and results of the study.

4.5.2 Cultural Resources (V.) Environmental Checklist and Discussion

a)	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

A records search, NAHC Sacred Lands File search, and field survey were performed by ECORP in April 2017. The records search results show that four previously recorded archaeological resources

are located within a one-mile radius of the project area. Of these four resources, two are historic period road alignments, one is a historic-period refuse deposit, and one is a historic-period residence. None are located within the project site. No prehistoric or historic-period sites or isolates were identified within the project site during the field survey. As such, no historical resources would be affected and no impact would occur.

b)	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

No archeological resources were identified within the project site during the records search, NAHC Sacred Lands File search, or field survey performed by ECORP in April 2017. Due to the lack of evidence of any prehistoric or historic-period occupation of the project area, the archaeological sensitivity of the project area is believed to be low. However, in the unlikely event any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find until the deposits are recorded and evaluated by a qualified archaeologist. If evaluated as eligible for the California Registration of Historical Resources (CRHR) and if impacts to the resource cannot be avoided, mitigation would be necessary. In addition, if significant subsurface prehistoric resources are encountered that would be subject to impacts from the project, Tribes with historic and cultural ties to the area should be contacted.

No archeological resources have been identified in the project site, and no impact would occur.

c)	Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

No evidence of human remains or dedicated cemeteries were found on the project site. If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and AB 2641 shall be followed. According to these requirements, all construction activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner would examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she would notify the NAHC. The NAHC would then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to the remains, the property owner shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.6 Geology and Soils

4.6.1 Environmental Setting

Geomorphic Setting

Southern California has the potential for a major earthquake which may result in loss of life, injury, or displacement of many thousands of people. Timing of such an event cannot be accurately predicted. The level of impact resulting from any seismic activity would depend on factors such as distance from epicenter, earthquake magnitude, soils characteristics, and subsurface geology.

Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive."

4.6.2 Geology and Soils (VI.) Environmental Checklist and Discussion

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐
ii) Strong seismic ground shaking?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐
iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐
iv) Landslides?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

i) The project site does not lie within an Alquist-Priolo Earthquake Fault Zone (State of California 2015). No faults or fault traces are known or suspected to exist within the City of Victorville (Victorville General Plan 2008). However, the probability of a major earthquake from the San Andreas, Helendale, and San Jacinto faults is high. The San Andreas Fault is located

approximately 24 miles south of the City of Victorville and is considered most likely to produce a major earthquake within the planning period. Because of the high probability of seismic activity, consistent with Seismic Safety Zone IV of the California Code, new development is required to employ design and construction techniques that would reduce the potential for loss of life, injury, and property damage in the event of a major earthquake. The Proposed Project would also comply with California Building Code and guidelines of structural design during construction as established by the Structural Engineers Association of California. The Proposed Project would utilize standard construction practices to ensure that impacts from regional geologic hazards are minimized. Therefore, the Proposed Project would not increase the risk of exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to the rupture of a known earthquake fault. Impacts would be less than significant.

ii) Refer to response to question 4.6.2 Geology and Soils a) i), above. Impacts would be less than significant.

iii) Liquefaction is a phenomenon where water-saturated granular soils lose shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs as a consequence of cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements and differential settlements. Liquefaction generally occurs in areas where the groundwater table is less than 50 feet below the surface. According to the San Bernardino County General Plan Geologic Hazards Overlay Map EHFH C, the project site is not susceptible to liquefaction (County of San Bernardino 2009). A less than significant impact would occur.

iv) Landslides can generally occur in areas that have steep slopes and can be caused by seismic activity and/or extended periods of rain resulting in high water saturation of soils. The project area is relatively flat, with elevations ranging from approximately 3,108 feet to 3,125 feet above mean sea level. According to Figure S-3: Slope Hazards in the City of Victorville General Plan (2008), the project site was not identified to have a moderate (9-15 percent slope) or steep (greater than 15 percent) slope. According to the San Bernardino County General Plan Geologic Hazards Overlay Map EHFH C, the project site was not identified to be susceptible to landslides. No impacts would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

The project site and surrounding area is relatively flat. Site plans would require the excavation of 8,305 cubic yards and 9,144 cubic yards of fill placement. Best Management Practices (BMPs), including the use of gravel bags, on-site watering, street sweeping, and a specific erosion control plan are included as part of the Storm Water Pollution Prevention Plan (SWPPP) prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see Section 4.9 Hydrology and Water Quality of this Initial Study). Soil erosion impacts would be reduced to a less than significant impact.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Refer to responses to VI. Geology and Soils questions a) i) through iv), above. Impacts would be less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

According to the Natural Resources Conservation Service Web Soil Survey, the soil mapped on the project site is Bryman Loamy Fine Sand, 2 to 5 percent slopes. This soil type is considered well-drained, and therefore is unlikely to have expansive properties (USDA 2016). The Proposed Project's engineering and construction plans would be in compliance with the California Building Code and would take into account the properties of the soils mapped on the site. A less than significant impact would occur.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The layout of the Proposed Project would include the addition of one restroom facility, which would connect to a 2,000-gallon on-site septic system, including tank, clarifier, and seepage pit. No connections to the City's sewer system are planned. Percolation tests for the proposed system indicate the site and underlying alluvial soils are considered favorable for the proposed design (C.H.J. Incorporated 2016).The County of San Bernardino Environmental Health Services Department provides oversight of installation of on-site wastewater treatment systems (OWTS) through its Local Agency Management Program (LAMP) and Water Quality Assessment Program (WQAP). The Proposed Project on-site septic system would conform to County health standards and requirements of the Lahontan RWQCB to assure that groundwater and local surface water quality is not impaired. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Greenhouse Gas Emissions

4.7.1 Greenhouse Gas Emissions (VII.) Environmental Checklist and Discussion

a)	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The County of San Bernardino adopted the Greenhouse Gas Reduction Plan (GHG Plan) in September 2011, which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County of San Bernardino. The County includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons (MT) of carbon dioxide equivalents (CO_2e) per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MT of CO_2e per year would be required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Estimated GHG emissions as a result of the Proposed Project are summarized on Table 4.7-1.

Table 4.7-1 Project-Related Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	10.18	1.77E-03	--	10.22
Area	1.12E-03	0.00E+00	0.00	1.20E-03
Energy	99.48	0.00	1.43E-03	100.01
Mobile Sources	107.94	1.00E-02	0	108.26
Waste	18.33	1.08	0.00	45.41
Water Usage	11.02	0.07	0.00	13.04
Total CO_2e (All Sources)	**276.94**			
Screening Threshold	**3,000**			
Significant?	**NO**			

Source: Urban Crossroads 2017b, Appendix B

As shown in Table 4.7-1, the Proposed Project would result in approximately 276.94 MT of CO_2e per year (Urban Crossroads 2017B; Appendix B). The Proposed Project would not exceed the screening threshold of 3,000 MT of CO_2e per year; therefore, impacts would be less than significant.

b)	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Consistency with Assembly Bill 32 (AB 32)

AB 32 requires California to reduce its GHG emissions by approximately 28.5 percent when compared to GHG emissions produced under a business-as-usual scenario. The California Air Resources Board (CARB) identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 28.5 percent reduction below business-as-usual scenario required by AB 32.

The Proposed Project would generate GHG emissions from a variety of sources which would all emit CO_2, methane (CH_4), and nitrous oxide (N_2O). GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the Proposed Project. As stated previously, the CARB Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32. The Proposed Project would be consistent with the applicable measures established in the Scoping Plan.

Consistency with Senate Bill 32 (SB 32)

SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050.

According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32.

The Proposed Project would reduce its GHG emissions to the maximum extent feasible. Additionally, the project applicant would not actively interfere with any future County-mandated, state-mandated, or federally mandated retrofit obligations enacted or promulgated to legally require development Countywide, statewide, or nationwide to assist in meeting state-adopted GHG emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32 (Urban Crossroads 2017b).

The Proposed Project does not interfere with the state's implementation of (i) Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030 or (ii) Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction plans described in the CARB's Updated Scoping Plan, including the state providing for 12,000 megawatts of renewable distributed generation by 2020, the California Building Commission mandating net zero energy homes in the building code after 2020, or existing building retrofits under AB 758. Therefore, the Proposed Project's impacts on greenhouse gas emissions in the 2030 and 2050 horizon years are less than significant.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.8 Hazards and Hazardous Materials

4.8.1 Environmental Setting

An Environmental Site Assessment (ESA), consisting of both a records search and a physical site visit, was completed by Kleinfelder in 2016 (Appendix F). The project site is located in a commercially zoned area within the City of Victorville, and is not located near any sensitive receptors.

4.8.2 Hazards and Hazardous Materials (VIII.) Environmental Checklist and Discussion

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Some hazardous materials, such as diesel fuel, would be used at the site during construction. No on-site fuel storage or vehicle washing facilities would be included in the project. BMPs stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction as part of the SWPPP. All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the Proposed Project would comply with all federal, state, and local laws regulating the management and use of hazardous materials.

As previously mentioned, a Phase I ESA was completed for the project site (Kleinfelder 2016). During the Phase I ESA, piles of soil, concrete, asphalt, trash, and landscape debris were observed at the project site. The origin of the soil piles and the presence of contaminants within the soil piles was unknown, representing a recognized environmental condition (REC). Kleinfelder's Phase I ESA did not identify controlled recognized environmental conditions (CRECs), historical RECs (HRECs), or de minimis environmental conditions associated with the project site.

Based on results from the Phase I ESA, a Phase II ESA was conducted, in which the contents of the soil piles were analyzed for hazardous properties. Eight soil samples were collected from each stockpile to amass a total of 16 soil samples. The soil samples were collected in four-ounce glass jars, and submitted to Enviro-Chem, Inc., a California-accredited analytical laboratory. Laboratory analysis concluded that the stockpile material could be disposed of as non-hazardous waste. Impacts from the transport, use, and disposal of hazardous materials during project operation would be less than significant.

b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

As previously stated in the response to question 4.8.2 a), hazardous materials used during construction would be transported, handled, used, and disposed in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. A SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared and implemented. Furthermore, the Phase II ESA prepared for the Proposed Project found no evidence to indicate that the project site has, or had, a problem associated with hazardous waste, hazardous materials, or petroleum products. Soil samples were collected from each of the stockpiles observed on the site, and laboratory analysis found the material to be non-hazardous. As such, it is not anticipated that construction of the Proposed Project would result in upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

A small public charter school extension operates out of a commercial unit within the shopping center along Bear Valley Road approximately 500 feet south of the project site. There are no other schools within one-quarter mile of the project site. As discussed in the responses to questions 4.8.2 a) and b), impacts from the use, storage, and disposal of hazardous materials typically associated with the construction and operation of the proposed fleet services facility would be less than significant and would not be expected to affect any schools.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

The Phase I ESA completed for the Proposed Project included a regulatory agency database search by EDR (Kleinfelder 2016b). EDR utilized a geographical information system to plot the locations of reported spills, leaks, and incidents. Kleinfelder reviewed this information to establish if the project site, or nearby properties, had been included in the noted databases and lists. Each of the listings was reviewed to assess whether the corresponding property details included in the EDR report revealed a potential environmental impact to the project site. A number of listings in the EDR database indicated no material threat of a release that affected the project site and/or no release that could require future regulatory agency oversight; therefore, these listings were not evaluated further.

A database search produced one off-site area of concern approximately 540 feet southwest of the project site. This facility, a dry-cleaning business, is listed as a small quantity hazardous waste generator with no violations. Due to the distance from the project site, and no reported releases from this facility, it is Kleinfelder's opinion that this facility is not likely to have affected soil, soil vapor, or groundwater beneath the project site, and is not a REC.

Sites not plotted by EDR due to poor or inadequate address information are referred to as orphan sites. One unmapped orphan site was included in the EDR report. The orphan summary/unmapped site report was reviewed to assess the potential for listed facilities to pose a REC to the project site. Based on Kleinfelder's review, this listing is for an apartment located west of the project site listed in the Clandestine Drug Lab database. Due to the distance from the project site, it was determined that this facility does not to pose an environmental concern to the project site. Impacts would be less than significant.

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

There are no airports within two miles of the project site. The closest airport to the project site is Hesperia Airport located approximately 6.5 miles to the southeast. Given the distance of the project site to the airport there would be no safety hazards for people residing or working in the project area. No impact would occur.

f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

There are no private airstrips in the vicinity of the project area. No impact would occur.

g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Construction of the Proposed Project includes street improvements and utility connections that would require construction to occur within adjacent streets. Project construction would also result in temporary construction truck traffic, which has the potential to interfere with emergency response access to areas near the project site. Currently, there are no commercial uses that take primary access from Tokay Street in the project vicinity. Delivery trucks access the shopping center southwest of the project site via Tokay Street. Access to the shopping center would be maintained during construction. Impacts would be less than significant.

h)	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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located in a developed, commercially zoned area within the City of Victorville, in the southwestern part of County of San Bernardino. There are no wildlands in the vicinity. No impact would occur.

4.9 Hydrology and Water Quality

A Water Quality Management Plan (WQMP) has been prepared for the Proposed Project (W.J. McKeever Inc. 2017, Appendix G).

4.9.1 Environmental Setting

The project site measures approximately 5.05 acres and is currently undeveloped. The project site is relatively flat and generally slopes south to north. A drainage feature was observed on the project site running southwest to northeast. The drainage feature appears to be associated with a drain pipe conveying runoff from the parking lot of the supermarket southwest of the project site (ECORP 2017a). The Mojave River is located approximately 4.5 miles to the east of the project site.

4.9.2 Hydrology and Water Quality (IX.) Environmental Checklist and Discussion

a)	Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

During construction and operation of the Proposed Project, water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade water quality. Because the area of ground disturbance affected by construction of the Proposed Project would exceed one acre, the Proposed Project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity (Order 98-08 DWQ). During project operation, water quality impacts could occur from the accidental release of hazardous materials, such as oil and grease, used in the maintenance of vehicles. A Water Quality Management Plan (WQMP) has been prepared for the Proposed Project to comply with the requirements of the local NPDES Stormwater Program (W.J. McKeever Inc. 2017). The County would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. Impacts would be less than significant.

b)	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 which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project does not involve the withdrawal of groundwater. The Proposed Project would construct a 24,389 sq. ft. vehicle and equipment maintenance building and an approximately 111,292 sq. ft. parking and access area on a 4.8 acre project site. The Proposed Project would construct an infiltration basin with a pre-filter capable of treating the entire design capture volume on-site (W.J. McKeever Inc. 2017). The Proposed Project has been designed to retain all stormwater generated on-site and direct it into an infiltration basin. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

c)	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

During construction ground-disturbing activities would result in the removal of vegetation and loosening of soil resulting in an increase potential for erosion and/or siltation. However, the proponent of the Proposed Project would implement a SWPPP which would include BMPs to prevent substantial erosion or siltation during construction. During project operation the project site's finish grade and newly created impervious surfaces would result in drainage patterns that are different compared to existing conditions and the removal of the drainage feature observed on the project site. These alterations are not anticipated to result in erosion or siltation on- or off-site because the Proposed Project would also include the implementation of a WQMP. As part of the WQMP, stormwater originating from the project site would be captured and conveyed to an on-site infiltration basin with a pre-filter. These improvements would reduce the potential for erosion and/or siltation on- and off-site. As such, impacts would be less than significant.

d)	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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Please see the response to 4.9 Hydrology and Water Quality question c) above. The Proposed project would include the construction of a WQMP to safely capture, convey, and retain stormwater flows on-site. Impacts would be less than significant.

e)	Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project would result in an increase of impervious surfaces on the project site compared to existing conditions. All surface runoff emanating from the project site would be collected and directed to an infiltration basin with a pre-filter to be constructed along the northern boundary of the project site. The infiltration basin would be constructed to receive the designed capture volume (W.J. McKeever Inc. 2017). Impacts would be less than significant.

f)	Would the project otherwise substantially degrade water quality?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The proponent of the Proposed Project would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards. A WQMP has also been prepared for the Proposed Project to comply with the requirements of the local NPDES Stormwater Program (W.J. McKeever Inc. 2017). A less than significant impact would occur.

g)	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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would construct a fleet services facility and would not include housing. As such, no impact would occur.

h)	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year flood hazard area (Map Number 06071C6480H; FEMA 2008). Therefore, no impact would occur.

i)	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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Potential threats of dam inundation to the City of Victorville planning area could occur if the dams at Silverwood or Arrowhead Lakes fail and empty into the Mojave River through Deep Creek. Considerable inundation might also occur from failure of the Mojave River Forks Dam. However, 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 (City of Victorville 2008). The project site is located approximately 4.5 miles west of the Mojave River. Due to the distance of the project site from the Mojave River and flooding protections built along the Mojave River, impacts on the project site as a result of levee or dam failure would be less than significant.

j)	Would the project be subject to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is relatively flat; therefore it is not in an area subject to mudflows. The project site is not located near the ocean or a large lake and thus the project site is not subject to seiches or tsunamis. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Land Use and Planning

4.10.1 Environmental Setting

The project site is located in San Bernardino County within the City of Victorville. The project site is currently undeveloped, and zoned by the City of Victorville for commercial use.

4.10.2 Land Use and Planning (X.) Environmental Checklist and Discussion

a)	Would the project physically divide an established community?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is zoned commercial by the City of Victorville and is bordered by a storage facility to the east, a large commercial center to the southwest, and undeveloped land to the north, south, and northwest. The project site is located in an area surrounded by commercial uses and would not divide any established communities. No impact would occur.

b)	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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located within the City of Victorville. The City has designated the land as General Commercial Use (C-2). Although the County owns the site and retains jurisdiction, the County's proposed fleet maintenance services would be a compatible and allowed use per the City of Victorville's General Plan Land Use Policy and Zoning Map (City of Victorville, 2013). No impact would occur.

c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is zoned General Commercial Use (C-2) and is not located within a habitat conservation plan or natural community conservation plan (City of Victorville, 2013). No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Mineral Resources

4.11.1 Environmental Setting

Naturally occurring mineral resources within the City of Victorville Planning Area include sand, gravel or stone deposits that are suitable as sources of concrete aggregate, located primarily along the

Mojave River (City of Victorville 2008). These areas are designated as MRZ-2b, meaning that there is a high likelihood of significant aggregate deposit in the vicinity.

4.11.2 Mineral Resources (XI.) Environmental Checklist and Discussion

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is located over 40 miles from the nearest MRZ-2b site, and is designated as MRZ-3a by the City of Victorville. MRZ-3a areas contain known mineral occurrences of undetermined mineral resource significance, and whose significance cannot be determined from available data (City of Victorville 2008; County of San Bernardino 2007). The Proposed Project would consist of a fleet services center and no mining activities are planned for the site. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

b)	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

Please see the response to XI. Mineral Resources question a) above. No loss of availability of a locally important mineral resource recovery site would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Noise

4.12.1 Environmental Setting

The project site is located in a commercially zoned area, less than 0.5 mile from I-15, and less than 700 feet from Bear Valley Road, a designated truck route. No sensitive receptors are located within the vicinity of the project site.

4.12.2 Noise (XII.) Environmental Checklist and Discussion

a)	Would the project result in 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. Construction would involve grading of the site, along with site development activities, including fine grading, trenching, and paving activities. Following site preparation activities, the Proposed Project would include construction of a building and, ultimately, fleet travel to and from the service center.

The project site is located less than 0.5 mile from I-15 in a largely commercial area, neighbored by a storage facility, a commercial retail center, and undeveloped land. The City of Victorville identifies several sensitive receptors in their General Plan, including hospitals, convalescent homes, schools, churches, and sensitive wildlife habitat. The Options for Youth Charter School is located along Bear Valley Road within a commercial building approximately 500 feet from the project building site. This facility is partially shielded by commercial structures and would not be affected by Proposed Project construction or operations.

An estimated 25 fleet vehicle visits to the site would occur daily. Approximately 70 percent of the vehicle trips would be from light duty vehicles (automobiles and small trucks) and 30 percent would be from heavy duty vehicles (large trucks). Vehicles would access the site from Tokay Street via Cottonwood Avenue and Bear Valley Road, and from Tokay Street via Cottonwood Avenue, Mariposa Road, and Nisqualli Road. Due to the relatively low amount of traffic introduced by the Proposed Project, a less than significant impact would occur.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Construction operations generally include a wide range of activities that can generate groundborne vibration and noise. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, or the differential settlement of pavement all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions.

Groundborne vibrations and noise would occur during construction of the Proposed Project in the form of heavy equipment, including, but not limited to: excavators, bulldozers, rollers, and cement trucks. Operationally, an estimated 25 trips per day would be carried out by both light duty and heavy duty vehicles. Due to the commercial nature and lack of sensitive receptors in the area, a less than significant impact would occur.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	☐	☐	☒	☐

The project site is located in a commercially zoned area, less than 0.5 miles east of I-15, and less than 700 feet north of Bear Valley Road, a designated truck route. In addition to the daily commute of the seven workers to and from the project site, the Proposed Project would result in approximately 25 trips per day to be carried out by both light duty and heavy duty vehicles. Operational noise impacts are described in the response above to question 4.12 a). A less than significant impact would occur.

d)	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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Construction associated with the initial site preparation and building of the fleet services center would temporarily increase ambient noise levels in the project area, however no sensitive receptors exist in the vicinity. Construction and operational noise impacts are described in the response above to question 4.12 a). A less than significant impact with mitigation would occur.

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

There are no airports within two miles of the project site. The closest airport to the project site is Hesperia Airport, located approximately eight miles to the southeast. Given the distance of the project site to the airport there would be no increase noise impacts for people residing or working in the project area. No impact would occur.

f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

There are no private airstrips in the vicinity of the project area. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Paleontological Resources

4.13.1 Environmental Setting

Paleontological resources within the City of Victorville include nine ancient lake bed deposits estimated to date back to the Pleistocene Epoch (10,000 to 900,000 years ago). The fossil-bearing

rock layers are essentially level due to their formation from an ancient lake bed. All of the City of Victorville Planning Area, excepting those areas above the 2,985-foot contour or below the 2,727-foot contour, is located upon fossil-bearing strata. On April 14, 2017, a vertebrate paleontology records search was conducted by the Natural History Museum of Los Angeles County (NHMLAC 2017). The letter entailing the results of the record search can be found in Appendix E.

4.13.2 Paleontological Resources (XIII.) Environmental Checklist and Discussion

a) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☒	Less than Significant Impact ☐	No Impact ☐

The paleontology records search performed by the Natural History Museum of Los Angeles County did not identify any vertebrate fossil localities that lie directly within the project site boundaries. However, localities were identified near the project site from the same sedimentary units that occur either at the surface or at depth on the project site.

Surface sediments throughout the project site consist of older Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the south. Somewhat finer-grained older Quaternary deposits, such as those exposed east of the project area, may occur at unknown depth beneath the exposed older Quaternary Alluvium in the project area. The closest fossil vertebrate locality in these older Quaternary deposits produced a specimen of fossil camel (*Camelops*) and was located northeast of the project site, west of Spring Valley Lake. An unrecorded specimen of mammoth was collected in 1961 from older Quaternary Alluvium deposits east-southeast of the project site, on the western side of the Mojave River below the bluffs. Also, an older Quaternary locality produced a fossil specimen of meadow vole (*Microtus*) north-northwest of the project site between Adelanto and the former George Air Force Base.

Surface grading or shallow excavations in the uppermost few feet of the relatively coarse older Quaternary Alluvium exposed in the project area are unlikely to uncover significant vertebrate fossils (NHMLAC 2017). However, deep excavations that extend down into finer-grained older Quaternary deposits may encounter significant fossil vertebrate remains resulting in potentially significant impacts to paleontological resources. The Proposed Project would include components that require deep excavations, including a septic tank (9 feet), a detention basin (9 feet), and seepage pits (25 feet). With the implementation of Mitigation Measure P-1 potentially significant impacts to paleontological resources would be reduced to a less than significant level.

Mitigation Measures

P-1: A qualified vertebrate paleontologist shall monitor deep excavations that extend into the finer-grained older Quaternary deposits. Sediment samples shall be collected and processed to determine the fossil potential in the project area. The monitor will be equipped to recover fossils and sediment samples during excavation and will have the authority to temporarily halt or divert equipment to allow for recovery of large or numerous fossils.

Any fossils recovered during monitoring shall be prepared to a point of identification and preservation and be deposited in an accredited and permanent scientific institution. A report

detailing the findings with an appended itemized inventory of identified specimens shall be prepared. The report and inventory shall be submitted to the County of San Bernardino and the scientific institution where the fossils are deposited. When the County of San Bernardino receives the report, inventory, and verification of acceptance of the specimens by the scientific institution, mitigation would be complete.

4.14 Population and Housing

4.14.1 Environmental Setting

The project site is located on approximately five acres of undeveloped land zoned C-2 (General Commercial) by the City of Victorville. The proposed fleet services center would replace an existing similar facility in the City of Hesperia, approximately four miles to the east.

4.14.2 Population and Housing (XIV.) Environmental Checklist and Discussion

a)	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)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The County of San Bernardino currently provides fleet maintenance services at 17130 Mesa Street, Hesperia, CA 92345 and at other dispersed locations throughout the High Desert area. The project site would provide a modern facility that consolidates these services at a centralized location within the service area. This new location is estimated by the County to result in an approximate 0.5 mile reduction in average trip length for on-site employees and fleet vehicles as compared to the current site located four miles to the east in the City of Hesperia. The Proposed Project would be staffed by seven on-site employees (including five mechanics) on weekday shifts, and would not affect the population of the surrounding area. No impact would occur.

b)	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The project site is on an undeveloped lot in a commercially zoned area. As such, it would not displace any existing housing. No impact would occur.

c)	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would not remove housing and would not displace substantial numbers of people. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

The City of Victorville is located in southwestern San Bernardino County, and has an estimated population of 122,775 (U.S. Census Bureau 2015). The City of Victorville and the County of San Bernardino collectively provide fire protection, police protection, schools, and parks to citizens of Victorville.

4.15.2 Public Services (XV.) Environmental Checklist and Discussion

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: • Fire Protection? • Police Protection? • Schools? • Parks? • Other Public Facilities?	☐	☐	☐	☒

Fire Protection

Fire protection within the City of Victorville is provided by San Bernardino County Fire Department (SBCFD), North Desert Division. Within the City limits, four fire stations are manned and operated by SBCFD. A fifth station is located at Southern California Logistics Airport. In addition, three County fire stations are located within the City's existing sphere of influence, providing fire protection services to the City and adjacent unincorporated areas. The project site has three San Bernardino County fire stations within a four mile radius: Fire Station 313 (2.9 miles to the northwest); Fire Station 314 (3.4 miles to the northeast); and Fire Station 315 (3.9 miles to the southwest). For fire protection purposes, it is crucial that new developments have access to water. The Proposed Project would introduce one restroom facility, and would include connections to existing utility lines (including water) along Cottonwood Avenue. Therefore, the Proposed Project would not affect fire protection capacity or service level. No impact would occur.

Police Protection

Police service in Victorville is provided by the San Bernardino County Sheriff's Department, which has contracted with the City of Victorville since 1962 to provide police services to the City.

Operations are run out of the Victorville Police Headquarters and four satellite facilities. The City currently has a ratio of 0.84 sworn officers per 1,000 residents. The San Bernardino Sherriff's Department Headquarters is located 3.6 miles north of the project site. The Proposed Project would not create a new significant safety risk to the area or significantly affect sheriff or police protection capacity or service level. No impact would occur.

Schools

Numerous education facilities exist in the Victorville Planning Area, which offer elementary through post-baccalaureate course work. Currently, there are 17 public elementary schools, 5 public junior high schools, 2 public high schools, a community college, and a university (extension) in the Planning Area. Options for Youth Public Charter School, a charter school extension program for Victor Valley Unified High School District, is located 500 feet southwest of the project site. The Proposed Project would employ seven on-site staff during operation. There would be no additional demand for schools that would require new or physically altered facilities as a result of the Proposed Project. No impact would occur.

Parks

The City of Victorville currently maintains 198.4 acres of park land throughout the Planning Area. There are two public golf courses: the 18-hole, 150-acre Green Tree Golf Course, and a 9-hole 60-acre golf course within the Southern California Logistics Airport, plus a 172-acre potential expansion area within the airport site. The City also maintains paseo systems within specific plan communities that link neighborhoods to local parks and to other neighborhoods (City of Victorville 2008). The Proposed Project would not result in the need for new or physically altered park facilities. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

As mentioned previously, The City of Victorville currently maintains nearly 200 acres of park land throughout the Planning Area. This includes two public golf courses, plus a 172-acre potential expansion area. The City also maintains paseo systems within specific plan communities that link neighborhoods to local parks and to other neighborhoods (City of Victorville 2008).

4.16.2 Recreation (XV.) Environmental Checklist and Discussion

a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would not alter existing neighborhood and regional parks or other recreational facilities or induce population growth; therefore there would be no increase in the use of neighborhood or regional parks. No impact would occur.

b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would not include recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse effect on the environment. No impact would occur.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation/Traffic

4.17.1 Environmental Setting

The project site is accessed from 1) Tokay Street via Cottonwood Avenue and Bear Valley Road, and 2) Tokay Street via Cottonwood Avenue, Mariposa Road, and Nisqualli Road. Bear Valley Road is a six-lane, east-west arterial and truck route through the City of Victorville. Regional facilities include I-15, approximately 0.4 mile to the west of the project site, and State Route 18, approximately two miles to the north.

4.17.2 Transportation/Traffic (XVII.) Environmental Checklist and Discussion

a)	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 non-motorized 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Construction Impacts

The Proposed Project would generate short-term, construction-related vehicle trips. However, traffic generated by construction of the Proposed Project would be temporary and would not conflict with the City of Victorville Circulation Element. Impacts would be less than significant.

Operational Impacts

The proposed fleet services facility would replace an existing facility located at 17130 Mesa Street in the City of Hesperia, approximately four miles from the project site, with a new facility to be built at 15000 Tokay Street in the City of Victorville. Vehicles traveling to the proposed facility would primarily access the facility from I-15 either at Bear Valley Road or Nisqualli Road. From Bear Valley Road, Tokay Street would be accessed via Cottonwood Avenue. From Nisqualli Road, Tokay Street would be accessed via Mariposa Road.

Average Daily Traffic (ADT) counts on segments of Bear Valley Road near I-15 have experienced a 17 to 20 percent decrease with the opening of the I-15 and Nisqualli Road interchange in August 2013 (City of Victorville 2017). This reduction of ADT has improved overall traffic operations along Bear Valley Road and Nisqualli Road.

The Proposed Project would employ seven full-time employees during normal working hours that would generate 14 daily trips (to and from the site). It is estimated that approximately 25 fleet vehicles would visit the facility daily generating a total of 50 daily trips. The facility would generate an estimated total of 64 daily vehicle trips. These estimated 64 daily trips would not be new trips added to the local transportation network; instead, they are a redistribution of existing trips because the Proposed Project would replace an existing facility in the City of Hesperia. The Proposed Project is not anticipated to substantially decrease traffic operations on Bear Valley Road or Nisqualli Road because the proposed facility would redistribute a relatively low number of trips that are currently generated by the Hesperia Facility which is being replaced by the Proposed Project.

The new facility would also result in an estimated 0.5-mile reduction in average trip length for both on-site staff and fleet vehicles. This reduction would represent a net VMT reduction versus existing conditions. This reduction in VMT could potentially result in beneficial impacts to traffic and air quality in the region.

Therefore, due to improvements to traffic operations on Bear Valley Road as a result of the I-15 at Nisqualli Road interchange, the relatively small number of daily vehicle trips that would be redistributed on the local transportation network, and the net VMT reduction achieved by the Proposed Project, operational impacts to the performance of the circulation system in the project area would be less than significant.

b)	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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

In the project area, Bear Valley Road is a San Bernardino County Congestion Management Program (CMP) roadway segment (San Bernardino County 2016). The project site is located approximately 650 feet north of Bear Valley Road and accessed via Cottonwood Avenue and Tokay Street. CMP's level of service (LOS) standard requires all CMP roadway segments to operate at LOS E or better, with the exception of several segments, including Bear Valley Road between Amargosa Road and Mariposa Road, which has been designated LOS F (City of Victorville 2008).

As discussed in the response to Section 4.17 Transportation/Traffic question a), ADT counts taken on Bear Valley Road near I-15 have experienced a 17 to 20 percent decrease with the opening of the I-15 and Nisqualli Road interchange in August 2013 (City of Victorville 2017). This reduction of ADT has improved overall traffic operations along Bear Valley Road and Nisqualli Road. The construction of the Proposed Project would result in a temporary increase of traffic, which would end at the completion of construction. The operation of the Proposed Project would not generate new traffic; instead, it would redistribute existing traffic generated by the current fleet service facility in the City of Hesperia. Impacts from construction and operation were found to be less than significant. Therefore, the Proposed Project is not expected to conflict with the County's CMP. Impacts would be less than significant.

c)	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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

The closest airport to the project site is Hesperia Airport located approximately 6.5 miles to the southeast. Due to the distance and the nature of the Proposed Project, it is not anticipated that the Proposed Project would change air traffic patterns. No impact would occur.

d)	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)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☐	No Impact ☒

The Proposed Project would be located at the end of Tokay Street. The Proposed Project would improve Tokay Street by constructing new curb and gutter, sidewalk, and driveway approach, and replacing existing pavement. Improvements have been designed by a registered civil engineer to meet the City of Victorville development standards. The project site is surrounded by a self-storage facility to the west, undeveloped land to the west, north, and south, and a commercial shopping center to the southwest. The proposed facility would be compatible with the surrounding land uses. No impact would occur.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporated ☐	Less than Significant Impact ☒	No Impact ☐

Currently, Tokay Street, in the project area, does not serve as a primary access street to commercial properties. Construction of the Proposed Project would require construction activities to occur within Tokay Avenue and would result in temporary construction truck traffic; however, access to areas near the project site would be maintained during construction. Impacts would be less than significant.

f)	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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The Proposed Project would not affect pedestrian facilities in the project area. There are no bicycle or public transit facilities near the project site on Tokay Street. The closest bus stop is located on Cottonwood Avenue south of Tokay Street. No impact to this bus stop is anticipated. The Proposed Project, as designed, would not create conflicts with adopted policies, plans or programs supporting alternative transportation. No impact would occur.

4.18 Tribal Cultural Resources

4.18.1 Tribal Cultural Resources (XVIII.) Environmental Checklist and Discussion

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

As part of the cultural resource assessment, San Bernardino County contacted the Native American Heritage Commission (NAHC) on January 26, 2017, for a review of the Sacred Lands File (SLF). The purpose of the SLF search request was to determine if any known Native American cultural properties (e.g., traditional use of gathering areas or places of religious or sacred activity) are present within or adjacent to the project area. The NAHC responded on January 27, 2017, stating that the records search failed to indicate the presence of Native American cultural resources within the immediate project area; the NAHC requested that 4 Native American individuals and/or organizations, representing 4 tribal groups, be contacted to elicit information regarding cultural resource issues related to the proposed Project. All of the requested individuals and/or organizations were contacted by email or letter on February 1, 2017.

Individuals/organizations contacted at the request of the NAHC include:

- John Valenzuela, Chairperson of the San Fernando Band of Mission Indians;
- Lee Clauss, Director of Cultural Resources of the San Manuel Band of Mission Indians;
- Goldie Walker, Chairperson of the Serrano Nation of Mission Indians; and
- Robert Martin, Chairperson of the Morongo Band of Mission Indians

San Bernardino County conducted follow-up emails and telephone calls with the Native American groups and individuals on April 5, May 2, May 15, and May 30, 2017, as no responses were received as a result of the initial contact. During this effort, two additional responses were received and consultations were conducted with Ms. Lee Clauss, Director of the Cultural Resources Department for the San Manuel Band of Mission Indians and Ms. Goldie Walker of the Serrano Nation of Mission Indians. Both individuals concurred with the findings and management recommendations of the cultural resources investigation prepared by ECORP (2017) and asked that they be notified in the event that any cultural or archeological resources and remains are found during construction. All other tribes did not respond to the letters, emails, and phone calls made.

No known Tribal Cultural Resources (TCRs) were identified to exist within the project site during the consultation process with the tribes. No archeological resources were identified within the project site during the records search, NAHC Sacred Lands File search, or field survey performed by ECORP (ECORP 2017b). However, there exists a potential for unknown human remains, Native American cultural resources, and/or Native American historical resources to be present on the project site. If these resources are present, ground-disturbing activities associated with construction of the Proposed Project could potentially affect these resources resulting in a significant impact. With the implementation of Mitigation Measures TCR-1, TCR-2, and TCR-3 impacts would less than significant.

Mitigation Measures

TCR-1: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

TCR-2: In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior (SOI) standards shall

be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians and the Serrano Nation of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

TCR-3: If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians and Serrano Nation of Mission Indians for review and comment.

a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians and Serrano Nation of Mission Indians Tribal Participant(s).

b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians and the Serrano Nation of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Liquid waste disposal in the City of Victorville Planning Area is primarily handled by the Victor Valley Water Reclamation Plant (VVWRA). The VVWRA is the primary liquid waste disposal facility serving the Planning Area. The reclamation plant is located at 20111 Shay Road on an approximately 300-acre site, and designated in the Land Use Plan as 'Open Space'.

4.19.2 Utilities and Service Systems (XIX.) Environmental Checklist and Discussion

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☐	☒

The layout of the Proposed Project would include the addition of one restroom facility, which would connect to a 2,000-gallon, on-site septic system, including tank, clarifier, and seepage pit. No connections to the City's sewer system are planned. Percolation tests for the proposed system indicate the site and underlying alluvial soils are considered favorable for the proposed design (C.H.J. Incorporated 2016). The County of San Bernardino Environmental Health Services Department provides oversight of installation of on-site wastewater treatment systems (OWTS) through its Local Agency Management Program (LAMP) and Water Quality Assessment Program (WQAP). The Proposed Project on-site septic system would conform to County health standards and requirements of the Lahontan Regional Water Quality Control Board to assure that groundwater and local surface water quality is not impaired. No impact would occur.

b)	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 could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project includes an on-site septic system. No off-site wastewater treatment facilities or expansions are required. Water lines are located along Cottonwood Avenue immediately adjacent to the project site. All surface runoff emanating from the project site would be collected and directed to an infiltration basin system located at the northern end of the project site. Curbs, gutters, and cross gutters would also be constructed as a part of roadway improvements along Tokay Street. Impacts would be less than significant.

c)	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project would construct on-site storm water improvements. All surface runoff emanating from the project site would be collected and directed to an on-site, aboveground infiltration basin system that would be located at the northern end of the project site. The Proposed Project would also include a perimeter drainage channel with curb outlet at Tokay Street that would accommodate basin overflows. Impacts from the construction of these improvements are discussed within the scope of this Initial Study. Impacts would be less than significant.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Water supply in the City of Victorville is currently pumped from 40 well pumping plants with a combined capacity of 52 million gallons per day (MGD). The water system has 27 above-ground storage reservoirs with a capacity of approximately 75 million gallons. This extensive storage capacity allows the Victorville Water District to operate the well pumping plants during off peak times, which saves in power costs and meet fire flow requirements throughout the City. Due to the small scale of the proposed facility, the Proposed Project would require nominal amounts of water during construction and operation. No new or expanded water entitlements would be necessary. Impacts would be less than significant.

e)	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Please see the response to XVII. Utilities and Service Systems question b) of this section. Impacts would be less than significant.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (AB 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. The County of San Bernardino Solid Waste Management Division is responsible for the operation and management of the County of San Bernardino's solid waste disposal system, which consists of six regional landfills, eight transfer stations, and five community collection centers.

The Proposed Project is located within the city boundaries of Victorville in an unincorporated area of San Bernardino County. Non-hazardous solid waste generated in the City of Victorville Planning Area is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino. This landfill is located at 17080 Stoddard Wells Road in the northeastern quadrant of the City. The Victorville Landfill property area is approximately 491 acres in total, with an approximately 80-acre parcel currently in use for landfill operations. The 80-acre parcel includes 67 acres that are in active use for land filling, a seven-acre expansion area that was formerly used as septic ponds, and six acres of former "borrow pit" (excavation area), which had been used to generate daily cover for refuse. The project site is currently undeveloped and would not require demolition of any structures during construction. During operation the Proposed Project would be required to comply with requirements of AB 939 for diversion of solid waste. Sufficient landfill capacity exists to serve the Proposed Project. Impacts would be less than significant.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project would comply with applicable federal, state, and local statutes and regulations related to solid waste (refer to the response to question 4.19 f, above). Impacts would be less than significant.

Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Mandatory Findings of Significance

4.20.1 Mandatory Findings of Significance (XVIII.) Environmental Checklist and Discussion

a)	Does the project 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☒	☐	☐

With mitigation described in this Initial Study, the Proposed Project would not have a significant impact on fish and wildlife species or their habitat or eliminate important examples of major periods of California history or prehistory.

b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☒	☐	☐

The Proposed Project would not result in any impacts that are significant, after mitigation. With the mitigation listed in this Initial Study, impacts from the Proposed Project would not be cumulatively considerable.

c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

The Proposed Project entails the construction and operation of a fleet services center which is being relocated from four miles to the east in the City of Hesperia. Direct and Indirect impacts to human beings would be less than significant.

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SECTION 5. LIST OF PREPARERS

County of San Bernardino
Lead Agency/AB 52 Consultation

Erin Opliger, Special Districts Services Coordinator

ECORP Consulting, Inc.
CEQA Documentation/Biological and Cultural Resources

Tom Holm, AICP, Senior Environmental Planner/Project Manager
Alfredo Aguirre, AICP, Staff Environmental Scientist
Wendy Blumel, Senior Archaeologist
Evelyn Chandler, M.A., Cultural Resources Manager
Jessie Dubus, Assistant Environmental Scientist
Andrew Myers, Archeological Resource Technician
Freddie Olmos, Senior Environmental Scientist
Jonathan Renard, Associate Biologist
Kristen Wasz, Senior Biologist

Urban Crossroads
Air Quality/Greenhouse Gas

Haseeb Qureshi, Senior Associate
Jessica Wang, Assistant Analyst

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SECTION 7. LIST OF APPENDICES

Appendix A – Air Quality Technical Report

Appendix B – Greenhouse Gas Technical Report

Appendix C – Biological Resources Assessment

Appendix D – Cultural Resources Assessment

Appendix E – Paleontological Records Search

Appendix F – Phase I/II Environmental Site Assessments

Appendix G – Water Quality Management Plan and Percolation Report

Note to Reader: To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available online at www.specialdistricts.org/ceqa.

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