

# Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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This chapter discusses project impacts on human, physical, and biological environments within the study area defined for each environmental resource. As part of the design refinement, the variations to Rail Options 1 and 7 under the Freeway/Expressway and Freeway/Tollway Alternatives with High-Speed Rail (HSR) Feeder/Connector Service have been recently introduced and the impacts of these variations are presented in Appendix M.

Analysis of each environmental factor includes discussion of the affected environment (existing environmental conditions), environmental consequences (e.g., construction impacts, permanent impacts, cumulative impacts, and indirect impacts), and avoidance, minimization, and mitigation measures for each of the build alternatives and the No Build Alternative. Due to the extent of impacts expected to occur during project construction, a separate section is provided to describe potential construction-related impacts and recommended mitigation measures (Section 3.6, Construction Impacts).

For the California Environmental Quality Act (CEQA), the environmental conditions existing in 2008, when the Notice of Preparation (NOP) was issued and when the traffic counts were conducted, served as the baseline for impact analysis evaluated in this environmental document. For the National Environmental Policy Act (NEPA), the No Build Alternative served as the baseline for determining the project's impacts.

To minimize repetition, when the effects of the build alternatives are the same, they are presented together in the environmental consequences section. When project effects are found to be substantial and adverse, then mitigation measures are developed to reduce the impacts to the extent possible. The Avoidance, Minimization, and/or Mitigation Measures apply to all build alternatives, unless specifically identified as only being applicable to certain alternatives.

As part of the scoping and environmental analyses done for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion of these issues in this document.

- **Timberlands (forest resources).** The project is in an urban area. There is no timberland in the project area.
- **Coastal Zone.** The project is not within a coastal zone and is not within the jurisdiction of the California Coastal Commission.
- **Wild and Scenic Rivers.** No designated wild and scenic rivers are in the project area (National Wild and Scenic Rivers System map, last updated on August 18, 2011).

- **Mineral Resources.** The project site is not within an area designated as a mineral resource zone by the California Mineral Land Classification/Designation Program, the California Geological Survey, or the State Mining and Geology Board.

## 3.1 Human Environment

### 3.1.1 Land Use

#### 3.1.1.1 Existing and Future Land Use

This section addresses potential impacts to existing and planned land uses in the project area that could result from implementation of the project alternatives.

#### ***Affected Environment***

The information in this section is from the *Community Impact Assessment* (CIA) (September 2014) prepared for this project.

Jurisdictions of the HDC study area include the City of Palmdale, City of Adelanto, City of Victorville, Town of Apple Valley, and unincorporated areas within Los Angeles and San Bernardino counties. Local, municipal, and general plans provide a roadmap for future growth and location of development through land use designations, goals/policies, and land use/zoning maps. The general plans reviewed for the project include City of Palmdale General Plan (1993), City of Adelanto General Plan (1994), City of Victorville General Plan 2030 (2008), Town of Apple Valley General Plan (2009), Preliminary Draft Antelope Valley Area Plan (2011), and the County of San Bernardino 2007 General Plan (2007). Specific plans reviewed include the Desert Gateway Specific Plan (2009). Additional resources include land use maps, Geographic Information System (GIS) maps, and consultation with local municipalities.

#### ***Palmdale***

Vacant land accounts for 79.5 percent of the total 111,528 acres of land in Palmdale, while the U.S. Air Force Plant 42 occupies about 5 percent of the land. Residential and industrial land uses account for 11.7 and 1.7 percents, respectively.

According to the Land Use Element of the City of Palmdale General Plan (1993), Palmdale's planning area extends east to 120<sup>th</sup> Street East and towards the south. The City of Palmdale General Plan is dated circa 1993. At the time of the analysis, this was the most recent source available; therefore, field visits were conducted to verify existing land uses and development. The city boundaries traverse along Avenue W (Angeles National Forest) east of SR-14 and follow an irregular boundary along the Sierra Pelona ridgeline. To the west, the boundary extends out to 90<sup>th</sup> Street West, and to the north, it extends to Avenues M and L. The city's downtown area is east of SR-14, along Palmdale Boulevard.

As the southernmost community within the Antelope Valley, Palmdale's strategic location serves as a major transportation node due to its direct accessibility to SR-14

and SR-138. It is in close proximity to the Palmdale Metrolink Rail Station and Palmdale Regional Airport (PMD). The planning area contains roughly 11 miles of freeway frontage along SR-14, in which a large percentage of the land is undeveloped, thus allowing for potential future development within the area. In addition to the freeway frontage, the planning area includes 17,750 acres designated for PMD, which is owned and operated by the Los Angeles World Airports (LAWA), an agency of the City of Los Angeles.

Most of the city's manufacturing and industrial plants are located within the northeast part of Palmdale, which also encompasses PMD and airport-related uses. Within Downtown Palmdale and along Palmdale Boulevard, land use designations include public facilities, downtown commercial, and medium residential. The Palmdale City Hall and retailers, such as Palmdale Honda, Vallarta Supermarkets, and AutoZone, are located along the Palmdale Boulevard corridor.

Towards the west of Palmdale, primary land uses include residential and specific plan designations. To the south, major land uses include single-family residential designations located south of Downtown Palmdale and west of SR-14.

### Palmdale Study Area

The total land area within the Palmdale study area is approximately 12.77 square miles or 18 percent of the HDC study area. Planned land uses within the Palmdale study area include industrial, business park, airport, low-density residential, regional commercial, office commercial, community commercial, single-family residential, public facility, commercial manufacturing, open space, and specific plan designations (Figure 3.1.1-1). Based on field reviews, major land uses within the study area include a mixture between industrial, business park, airport, and low-density residential uses.

The western portion of the study area has a mixture of industrial and commercial uses, which include three major regional retail centers and an auto center. Retailers include Walmart, Home Depot, Best Buy, Target, and Michaels. The western end of the study area is included in The Palmdale Transit Village Specific Plan, which calls for the implementation of transit-oriented development (TOD) and includes development of a transit center located north of Avenue Q and west of Sierra Highway. The land in the center of the study area is largely undeveloped or vacant. Most of the project alignment is within the undeveloped land currently owned by LAWA. Land use within the eastern end of the study area primarily includes industrial and low-density residential.

Land use in the area of the HSR Connector Options 1 and 7, includes airport, public facility, industrial, commercial manufacturing, business park, medium residential, open space, community commercial, and specific plan designations (Figures 3.1.1-2 and 3.1.1-3). Airport and public facility land uses are located towards the eastern end of the study area, while industrial and business park land uses are more centralized along Sierra Highway and Technology Drive. Commercial and residential uses within the study area are less dominant and are spread out along Sierra Highway.

Figure 3.1.1-1 Palmdale Study Area Land Use Map

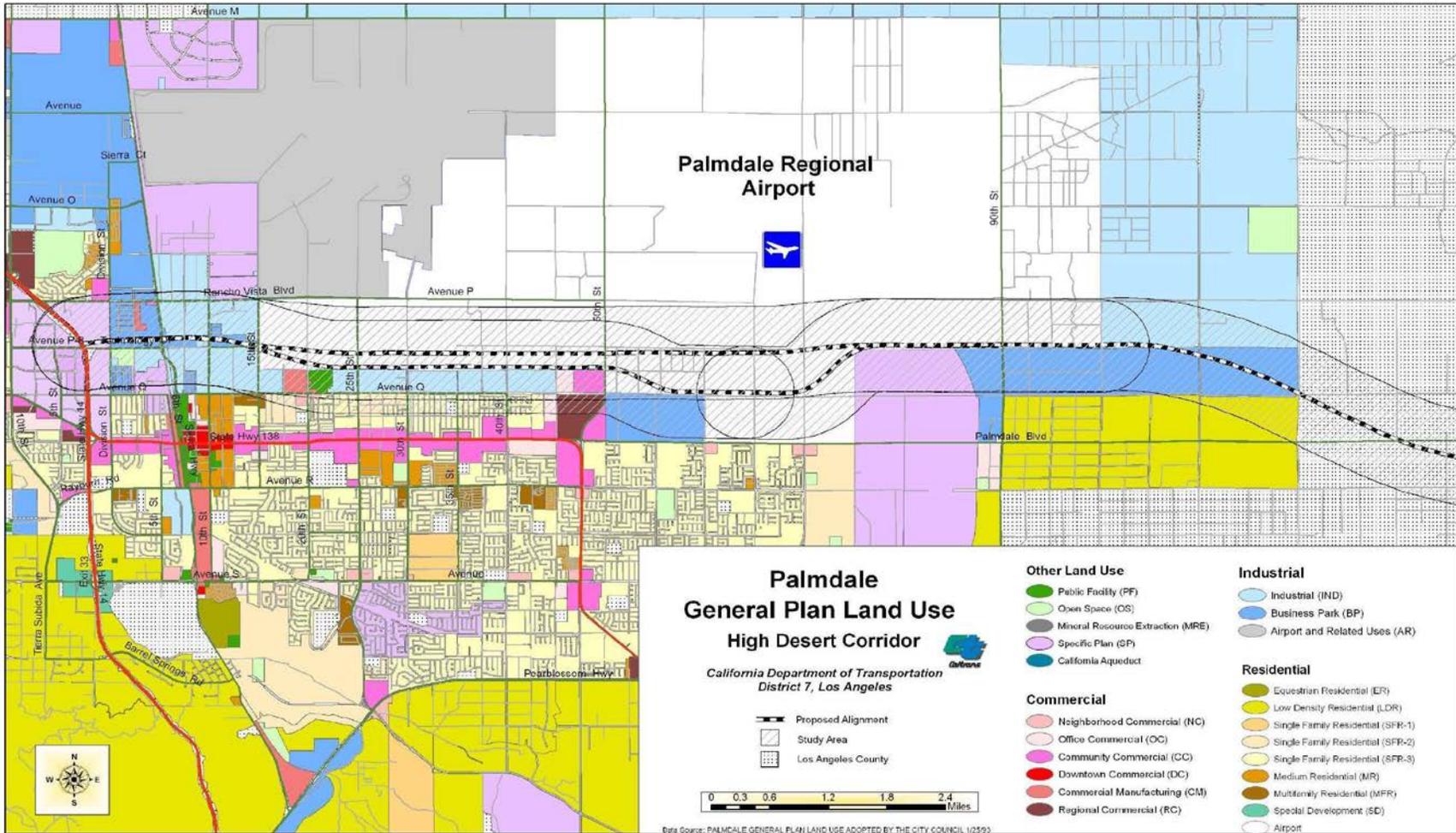


Figure 3.1.1-2 Palmdale Land Use High-Speed Rail Option 1 Map

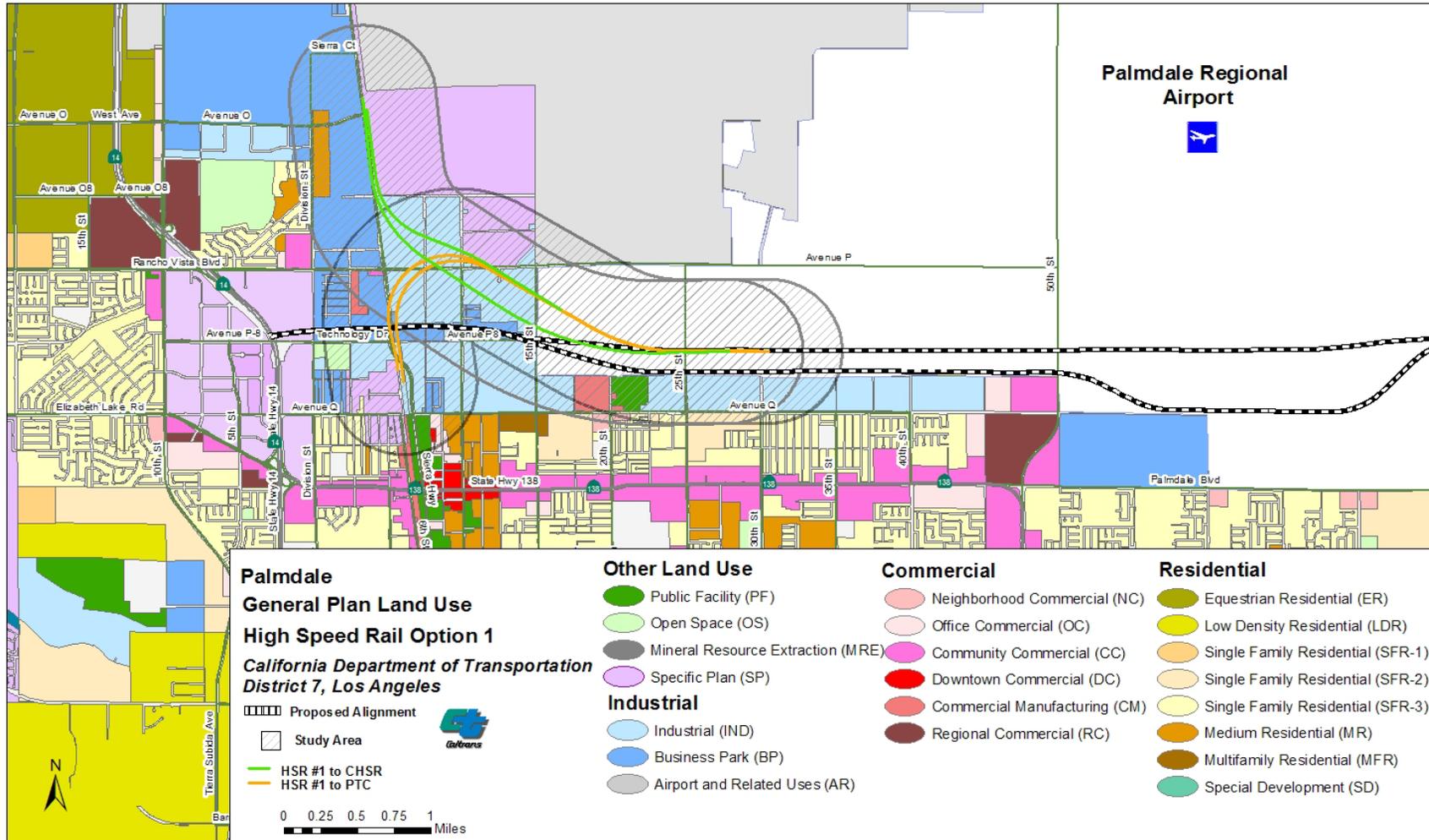
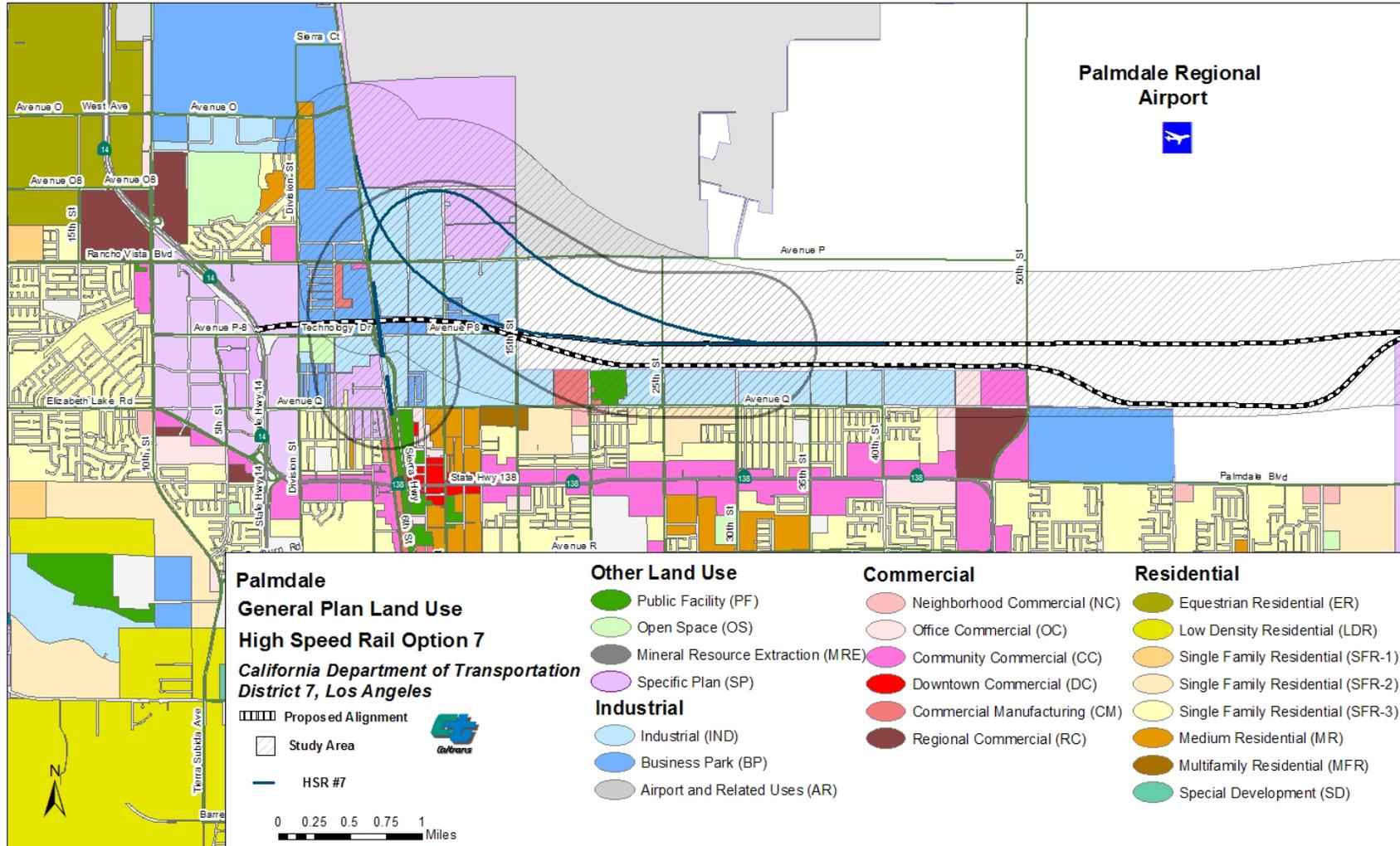


Figure 3.1.1-3 Palmdale Land Use High-Speed Rail Option 7 Map



### Future Land Use Trends

According to the Preliminary Draft Antelope Valley Area Plan (2011), land use policies have been developed to address the potential of future growth within the Antelope Valley area. Based on the land use policies, the County has called for the redirection of future growth to occur within the cities of Palmdale and Lancaster.

The Palmdale Trade and Commerce Center Specific Plan, adopted May 24, 1990, and amended on August 24, 2010, sets forth an effort to create a diversified employment center within the center of Palmdale. The purpose of the specific plan is to attract job growth within the community and make use of the local diversified workforce within Palmdale and its surrounding community. The Palmdale Trade and Commerce Center is located along SR-14 and is between Rancho Vista Boulevard and Technology Drive. The Palmdale Trade and Commerce Center is within close proximity of the HDC Project area.

Future land use trends and development may be further influenced by the City of Palmdale Strategic Plan – 2008-2013 (Strategic Plan). The Strategic Plan outlines the actions the City will take to address community needs and objectives. The local communities expressed concerns over future housing, economic growth, and job creation within the city. According to Action Item ED.1.6, the City proposes to further maintain Enterprise and Foreign Trade Zones to promote business relocation to the city center. By providing financial incentives to relocate to Palmdale, trends toward the future development or relocation of businesses within such zones may occur. In addition, Action Item ED.4.3 proposes to complete construction of a conference center within the city as a way to facilitate further commercial and retail development within the vicinity.

Also according to the Strategic Plan, the community is concerned about the availability of suitable housing for the aging senior population within the city. With the baby-boomer generation close to retirement, accommodations for seniors are a concern. Through action Items S.2.1 and S.2.2, the City has proposed measures for development of senior housing, including construction of a “multifamily rental senior apartment development.” Also under Action Item S.1.1, the City proposes to review the general plan and zoning ordinance for existing policies, programs, and regulations to promote the development of senior housing and to propose amendments if needed.

### *Unincorporated Los Angeles County*

The proposed HDC Project is situated within the Antelope Valley and traverses through unincorporated areas within Los Angeles County. The unincorporated areas are included in the Los Angeles County Preliminary Draft Antelope Valley Area Plan (Preliminary Plan), which consists of the entire Los Angeles County area within Antelope Valley, excluding the cities of Palmdale and Lancaster, with the total area of 1,152,063 acres. The planning area also includes the unincorporated communities of Lake Los Angeles, Sun Village, Pearblossom, and Llano. Unincorporated communities potentially affected by the HDC Project include Lake Los Angeles and Sun Village. The Preliminary Plan is a component of the Los Angeles County General Plan and refines countywide goals

and policies specific to the Antelope Valley area by providing a blueprint for future development within the area. The majority of the existing land uses within the planning area is forest and vacant lands which account for about 86 percent of the total planning area.

The Preliminary Plan addresses key elements such as mobility, land use, conservation and open space, public safety, and community-specific land use concepts. The land use and the community-specific land use concept elements of the Preliminary Plan were used as the basis for analyzing existing land use and future development within the unincorporated communities of the Antelope Valley.

### Lake Los Angeles

Lake Los Angeles is situated within close proximity and north of the proposed project. Lake Los Angeles is a Census designated place (CDP) located in the eastern portion of the Antelope Valley, approximately 17 miles east of Downtown Palmdale. Similar to other areas of the Antelope Valley, Lake Los Angeles is characterized by low-density development and an open, rural setting. Based on the Preliminary Plan, land use designations within Lake Los Angeles include Urban 1, Non-Urban 1, Non-Urban 2, Commercial, Open Space, and Public Service Facilities.

Lake Los Angeles is structured around a rural town center located along Avenue O between 167<sup>th</sup> Street East and 172<sup>nd</sup> Street East and along 170<sup>th</sup> Street East between Avenue O and Glenfall Avenue. The rural town center serves as a focal point for its community and provides the daily needs of its citizens, in addition to providing local employment opportunities. The rural town center is designated as Mixed Use – Rural, which allows a mix of commercial and residential uses.

Areas outside of the rural town center are designated as Rural Commercial, which provides additional commercial services for the community. Throughout the community, there are several rural town areas, designated Rural Land 1, which promotes the existing density and promotes preservation of the current land divisions. The rural town areas serve to promote the existing rural character within the community. The remaining segments within the community are considered rural preserve areas, which call for very low-density parcels and the preservation of current land divisions.

### Sun Village

Sun Village is an unincorporated community located within the southeastern portion of the Antelope Valley and south of the proposed project. It is located approximately 8 miles east of Palmdale City Hall. A large portion of the community is either developed or partially developed and provides a wide range of uses, ranging from commercial and retail services to local employment opportunities. The remaining areas within the community are largely undeveloped and lack infrastructure.

The Sun Village rural town center is located along Palmdale Boulevard between Little Rock Wash and 95<sup>th</sup> Street East, and along 90<sup>th</sup> Street East between Palmdale Boulevard and Avenue Q-14. The rural town center serves as a focal point within the

community and provides a connection to the outer rural town areas. The rural town center area is designated as Rural Mixed Use, a mixture of commercial and residential use to serve the local residents and provide local employment opportunities.

Surrounding the rural town center of Sun Village are several rural town areas located along Avenue Q to the north, Little Rock Wash to the west, Avenue R to the south, and 115<sup>th</sup> Street East to the east. Land use within rural town areas north of Palmdale Boulevard and west of 105<sup>th</sup> Street has been designated as Rural Land 1 (1 residential unit per acre of land). Areas east of 105<sup>th</sup> Street have been designated as Rural Land 2 (1 residential unit per 2 acres of land).

Land uses within rural town areas south of Palmdale Boulevard include Rural Land 1, Rural Land 2, Residential 2, Residential 9, and Residential 5. According to the Preliminary Plan, such land use designations are intended to promote the existing densities within the community and to avoid further land divisions.

The remaining areas within Sun Village are deemed rural preserve areas. Most of the rural preserve areas are either undeveloped or contain very low-density development with infrastructure constraints. If development were to occur, it would consist of single-family residential units on large lots, light and heavy agricultural use, equestrian and animal keeping use, or other uses that are appropriate for the area. According to the Los Angeles County Preliminary Draft Antelope Valley Area Plan, such land use designations are intended to promote the existing rural living conditions and to avoid further land divisions.

#### Other Unincorporated Los Angeles County Study Area

Existing land use within the unincorporated Los Angeles County study area, besides Lake Los Angeles/Sun Village, includes Non-Urban 1 (0.5 dwelling unit [du]/acre), Non-Urban 2 (1 du/acre), Open Space, Bureau of Land Management (BLM) Open Space, Commercial, and Public Service Facilities. Non-Urban 1 use accounts for approximately 95 percent of the total land use within the study area for unincorporated Los Angeles County and is primarily characterized by single-family residential developments in combination with equestrian, animal use, and agricultural-related activities.

#### Future Development Trends

Land use Policies LU 1.1 and 1.2 of the Preliminary Plan redirect future growth to occur within Palmdale and Lancaster. For existing areas within unincorporated Los Angeles County (i.e., Lake Los Angeles), land use policies direct future growth to be within rural town centers and town areas within existing areas to encourage infill development to reduce sprawl development within the area.

The Preliminary Plan establishes land use goals to maintain the rural character of the unincorporated towns and their surrounding environment. Overall development within the unincorporated areas of the Antelope Valley is minimal due to the constraints in the Preliminary Plan.

### *Unincorporated San Bernardino County*

Unincorporated San Bernardino County encompasses an area of approximately 771,225 acres. The majority of existing land uses within unincorporated San Bernardino County includes Resource Conservation (about 56 percent) and Rural Living (about 34 percent) of the total area.

The project traverses through various parts of San Bernardino County, including areas of unincorporated San Bernardino County, Adelanto, Victorville, and Apple Valley. San Bernardino County is defined by three planning regions, including The Valley Planning Region, The Mountain Planning Region, and the Desert Planning Region. The HDC Project alignment is located within the Desert Planning Region.

According to the County of San Bernardino 2007 General Plan, the Desert Planning Region is the largest of the planning regions and contains approximately 18,735 square miles or 93 percent of the land within San Bernardino County. The Desert Planning Region is defined as all of the unincorporated lands located north and east of the Mountain Planning Region.

### *Unincorporated San Bernardino County Study Area*

The HDC Project is located within the Desert Planning Region of the unincorporated San Bernardino County and accounts for approximately 27 percent of the land area within the study area (see Figure 3.1.1-4). A large percentage of the land use for the study area is designated as Rural Living. A small percentage of Industrial and General Commercial use is located along the eastern and western ends of the study area.

The proposed HSR alignment, which connects to the XpressWest Station at Dale Evans Parkway, traverses through areas of unincorporated land within the county. The rail alignment diverges from the highway alignment beginning at Quarry Road within Victorville and travels northeast towards the XpressWest Station. Existing land uses within this segment of the study area include General Commercial, Neighborhood Commercial, Community Industrial, Institutional, Regional Industrial, Resource Conservation, Rural Living, Rural Living 5 acres, and Rural Living 5 acres with sign (billboard) control overlay designations (see Figure 3.1.1-5).

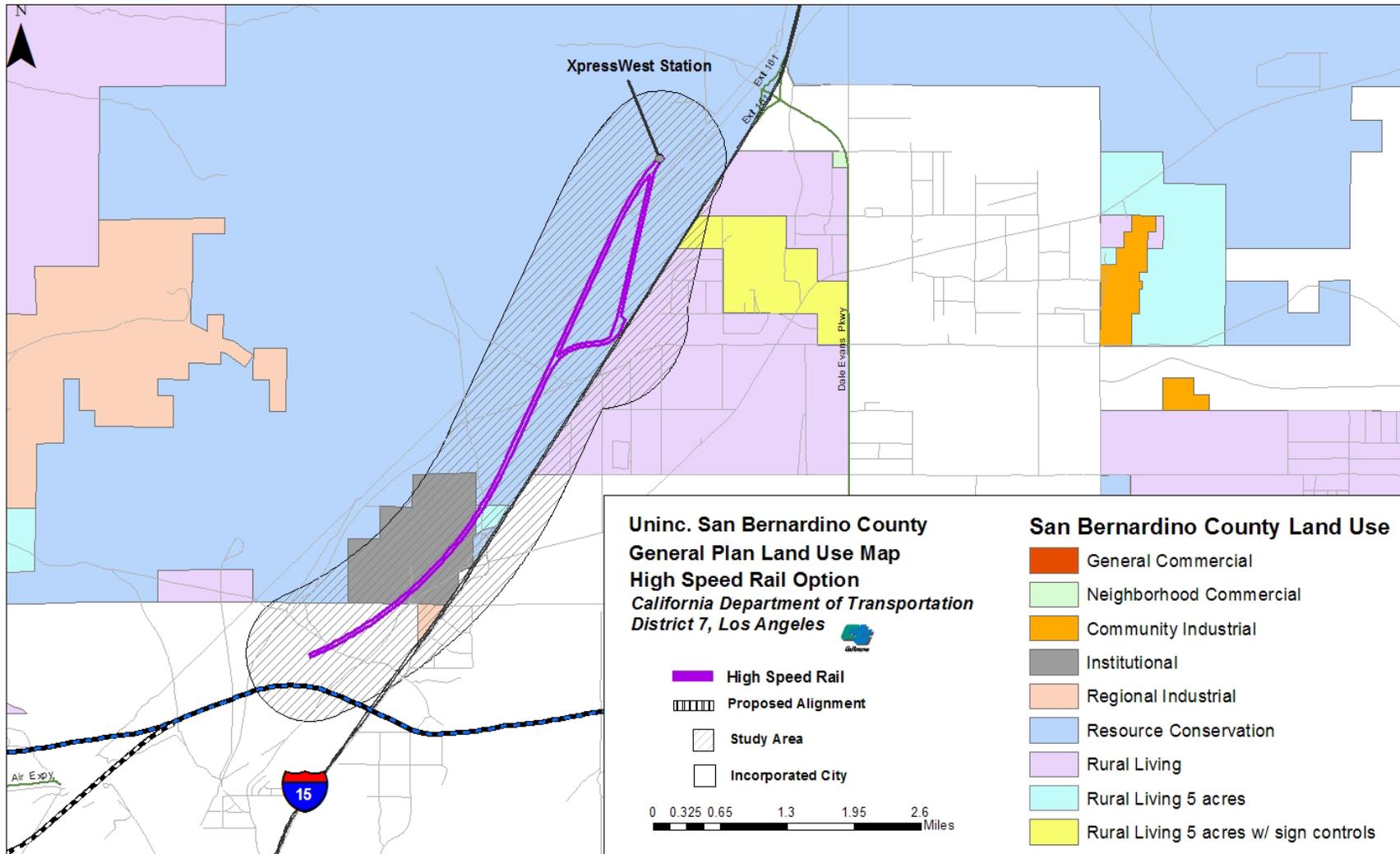
### *Future Development Trends*

Future development trends within the unincorporated areas of San Bernardino County are dictated in part by land use policies and goals of the County of San Bernardino 2007 General Plan (2007). Specific land use goals and policies have been established specifically for the Desert Planning Region.

Goal D/LU 1 states to maintain the land use patterns in the Desert Region that enhance the rural environment and preserve the quality of life of the residents of the region. In response to Goal D/LU 1, Policy D/LU 1.1 encourages low-density development by retaining Rural Living (RL) zoning within Community Plan areas that are outside the local municipality's sphere of influence and are removed from more urbanized community core areas. Land use goals and policies and low-density zoning



**Figure 3.1.1-5 Unincorporated San Bernardino County High-Speed Rail Land Use Map**



ordinances constrain high-density development within the unincorporated areas. With emphasis on maintaining the existing rural environment, future development and growth is expected to be sensitive to the rural nature of the existing environment.

Future commercial development within the unincorporated areas is dictated in part by Goal LU 3 and Policy D/LU 3.2. Goal LU 3 states to ensure that commercial and industrial development within the region is compatible with the rural desert character and meets the needs of local residents. As a result, future trends in commercial development may be limited and/or constrained to low-density commercial development. In addition, Policy LU 3.2 states to avoid strip commercial development along major roadways within the region that would detract from the rural character by encouraging the development or expansion of commercial uses within core areas. Commercial uses shall be compatible with adjacent land uses and maintain the existing characteristics of the communities within the region. By redirecting development to areas within existing developed areas, commercial development trends would be centered within urbanized areas such as Victorville, Apple Valley, and Adelanto.

### *Adelanto*

Adelanto is located within San Bernardino County, approximately 43 miles east of Downtown Palmdale and 9 miles northwest of Victorville. The city's boundaries extend to Shadow Mountain Road to the north, Amethyst Road to the east, Palmdale Road to the south, and Lessing Avenue towards the west. US 395 runs along the western portion of the city.

The City of Adelanto's planning area is approximately 81,000 acres. This includes 32,196 acres of incorporated area, 17,196 acres within the city's sphere of influence, 25,600 acres between the northern sphere of influence boundary and Shadow Mountain Road, and 5,719 acres of George Air Force Base. The majority of existing land uses comprises of residential (about 49 percent), industrial (about 35 percent), and commercial (about 7 percent).

Within the southern segment of Adelanto south of Air Expressway, major land uses include Manufacturing/Industrial, Single-Family Residential, Commercial, and Airport Park designations. Airport Park use includes the Adelanto Airport, which is surrounded by manufacturing and industrial uses. The Adelanto Airport is located between Rancho Road and Mojave Drive. Manufacturing/Industrial land uses are located primarily between Air Expressway and Mojave Drive, while Single-Family Residential land use is located along the western edge of Adelanto adjacent to Commercial and Manufacturing land uses. Commercial land use is located along the southern and eastern edges of Adelanto.

Major land uses north of Air Expressway include Public Facility, Medium-Density Residential, Single-Family Residential, Desert Living, Open Space, Commercial, and Airport Development District uses. Desert Living use is located within the peripheral ends of Adelanto, while Single-Family and Medium-Density Residential uses are concentrated primarily within the center of Adelanto. Commercial land use is

integrated throughout Adelanto and is adjacent to Residential land uses to better serve the local economy. Major Public Facility uses are located at the intersection of Air Expressway and Three Flags Highway (US 395) and include the Adelanto City Hall and Richardson Park. Open Space designations are primarily concentrated along the eastern and western edges of Adelanto, north of Desert Flower Road. Lastly, Airport Development use is located within the eastern end of Adelanto, adjacent to the Southern California Logistics Airport (SCLA).

#### Adelanto Study Area

The Adelanto study area is located primarily within the central and southern portions of Adelanto (Figure 3.1.1-6). Major land use designations within the study area include Manufacturing and Industrial use, which are primarily located south of the study area. To the north of the study area, major land use designations include a mixture of Desert Living and Single-Family Residential uses.

#### Future Development Trends

Commercial and industrial development is primarily focused within Manufacturing/Industrial land use areas located north of Holly Road and south of Air Expressway. Future and existing residential developments are concentrated primarily between Air Expressway and Auburn Avenue, and north of Palmdale Boulevard.

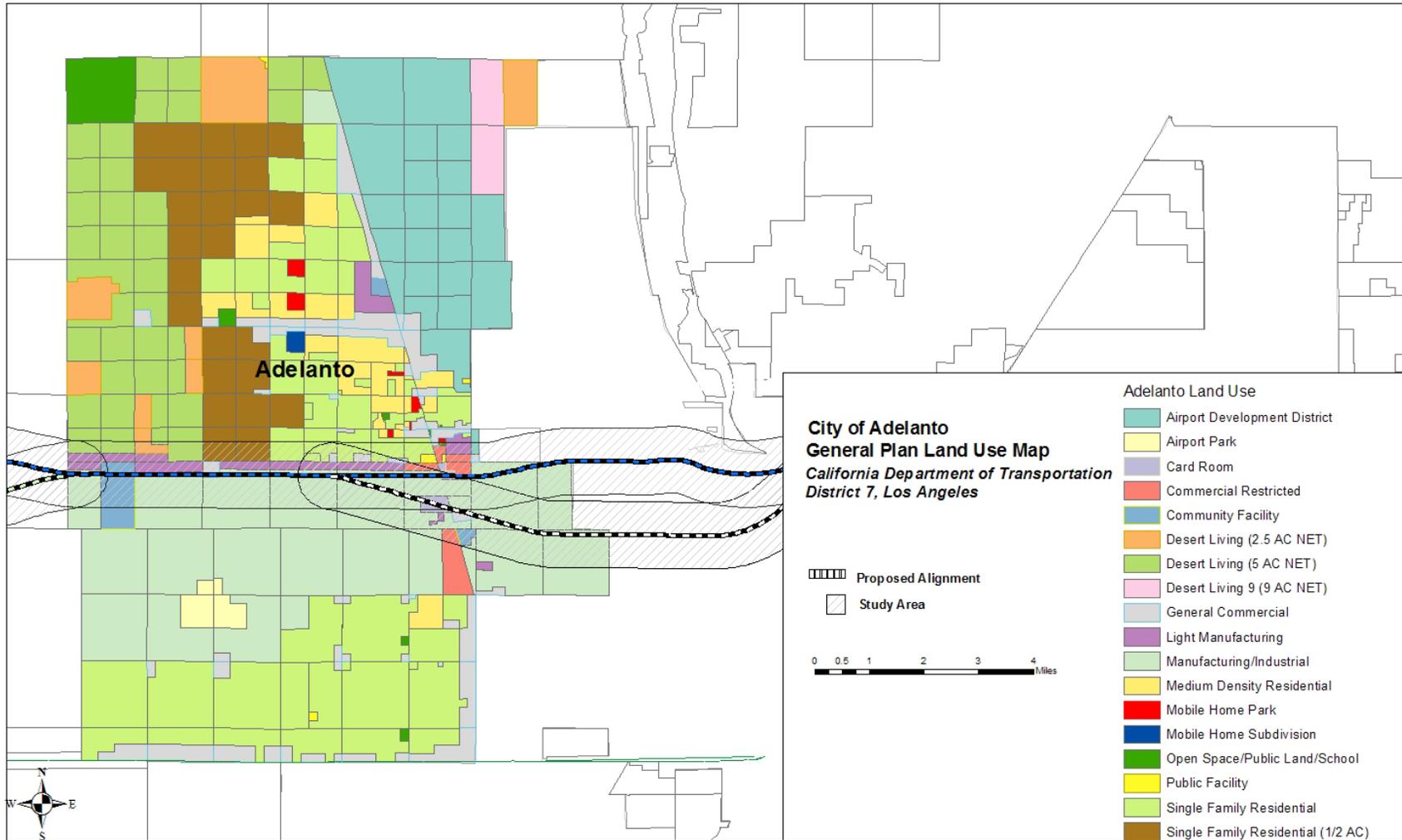
#### *Victorville*

Victorville is located within the southwestern end of San Bernardino County and is adjacent to Adelanto and Apple Valley. According to the City of Victorville's General Plan 2030, the city's overall planning area is divided into 10 distinct planning areas within its area of jurisdiction, including Baldy Mesa, Central City, East Bear Valley, Golden Triangle, North Mojave, Southern California Logistics Airport, Spring Valley Lake, West City, West Bear Valley, and Northern Expansion. The boundaries for the planning areas are defined by topographic features, man-made features, and land use characteristics.

Major land uses within the city include Low and Very Low-Density Residential (about about 36 percent), Open Space (about 23 percent), Specific Plan (about 23 percent), and Commercial uses (about 7 percent).

North of Victorville, primary land uses include Specific Plan use, which are described in the SCLA Specific Plan, the North Mojave Specific Plan, the Desert Gateway Specific Plan, and the Northern Expansion Area Specific Plan. With the Mojave River traversing through parts of Victorville, geographical constraints have restricted development for areas adjacent to the river. As a result, Open Space land uses have been designated for such areas. Other primary land uses within this area include Light Industrial, Heavy Industrial, and Commercial. Towards the center of Victorville, primary land uses include Residential and Commercial. Most of the Commercial uses are located along major arterial roads and freeways such as I-15, Mojave Drive, and Palmdale Road. Primary Residential uses include Very Low and Low-Density Residential land uses, which are located within the central and southern segments of Victorville.

**Figure 3.1.1-6 Adelanto Study Area Land Use Map**



### Victorville Study Area

The Victorville study area, as shown in Figure 3.1.1-7, is located primarily within the northern and central segments of the city and includes the following land use designations: Community Facility, Manufacturing/Industrial, Light Manufacturing, Desert Living, Single Family Residential, Medium Density Residential, High Density Residential, Office Professional, Commercial, Open Space/Public Lands/Schools, Specific Plan and Airport Development Districts. Major land use designations within the study area include Manufacturing/Industrial uses, which are primarily located to the south. North of the study area, major land use designations include a mixture of Desert Living and Single-Family Residential uses.

The proposed HSR alignment would traverse through the northern section of Victorville, where the alignment enters into unincorporated San Bernardino County. Figure 3.1.1-8 shows existing land uses within the study area for Victorville and includes a specific plan designation. The specific plan designation refers to the area where the Desert Gateway Project is proposed. The Desert Gateway Specific Plan (2009) calls for a new community within Victorville. The Desert Gateway community will be based on TOD principles in which transit will serve as a hub connecting the Town Center with a series of village centers and major employment centers. The HDC Project is referenced within the Specific Plan, in which the plan suggests that the HDC will serve as a catalyst for economic development within the Desert Gateway community.

### Future Development Trends

Future development within Victorville includes a mixture of residential, commercial, and transportation-related projects. One major development project within Victorville is the SCLA Redevelopment project. In Phase I, 2.8 million square feet will be developed for use as a fully dedicated logistics industrial park with airport services. The project overall includes more than 6.4 million square feet of industrial space.

The SCLA will serve as a multimodal hub for the transport of goods throughout the Victor Valley area, as well as the greater southern California region. According to the Growth Vision Report, June 2004, prepared by SCAG, the SCLA will not only serve as a regionally significant intermodal facility that will allow for greater efficiency in the transport of goods throughout the region, but it will also prove to be a great economic driver in the creation of jobs within the area.

The Desert Gateway project, located at the intersection of the proposed HDC Project and I-15, includes 10,203 acres at the northern edge of Victorville for the development of residential, commercial, industrial, and mixed use land uses centered on various modes of transit. There will be greater densities in residential units, in addition to the development of various employment centers. New urbanism ideals, such as mixed and TOD, are some core features of the Desert Gateway Specific Plan. The HDC will be in close proximity to the development, which will allow various modes of transportation for residents within the area.

**Figure 3.1.1-7 Victorville Study Area Land Use Map**

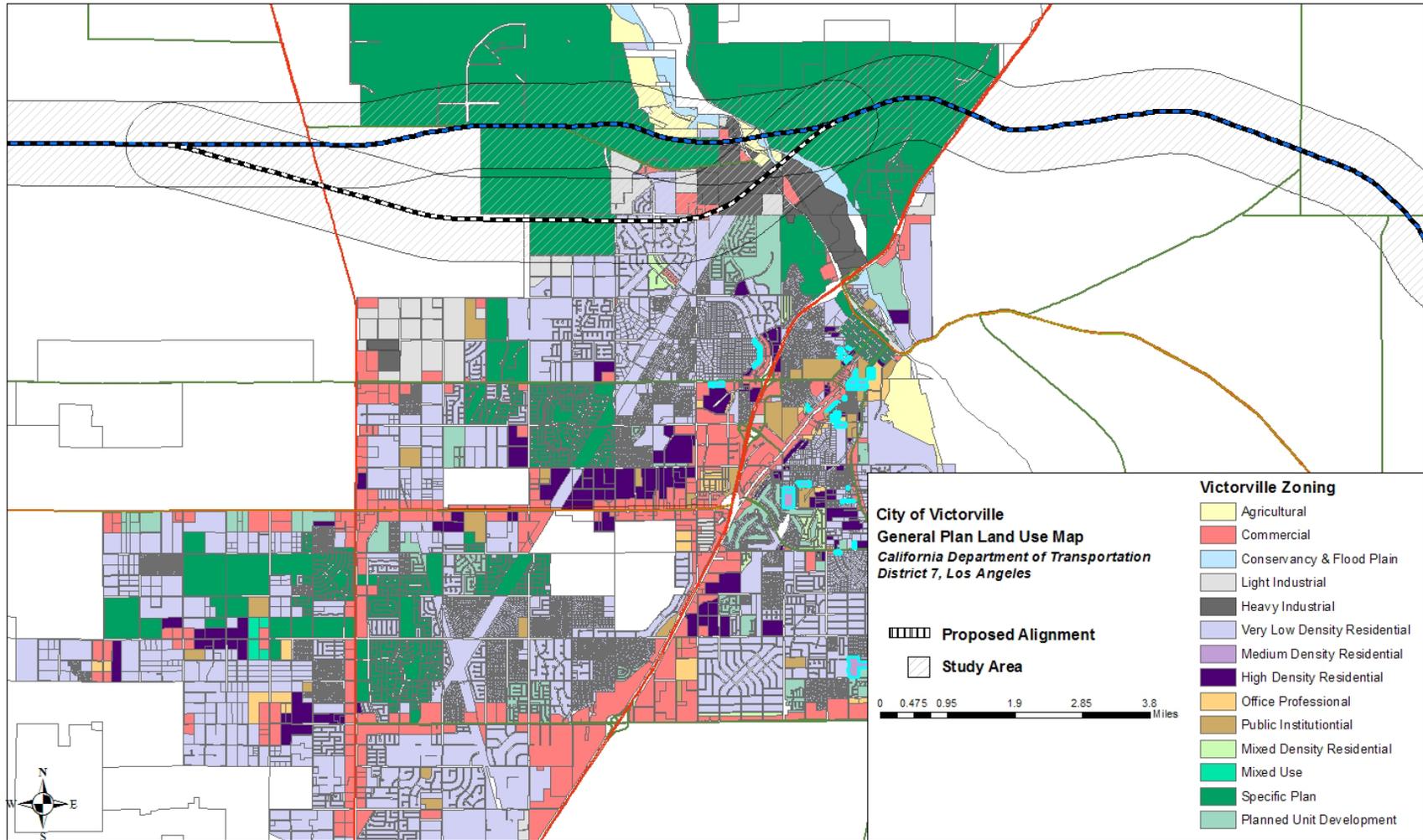
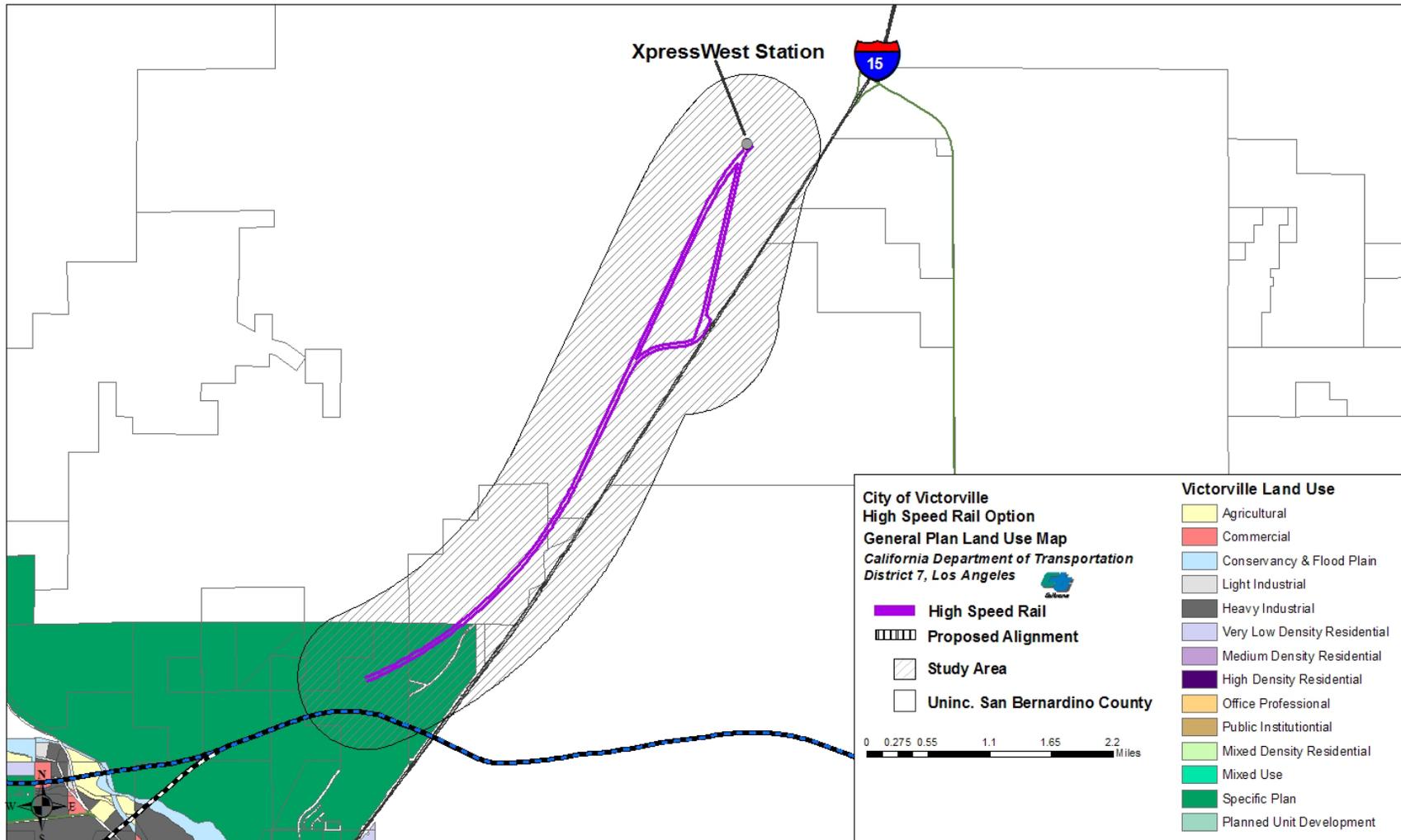


Figure 3.1.1-8 Victorville High-Speed Rail Study Area Land Use Map



Residential development projects within Victorville include development of approximately 270 acres of undeveloped lands into a residential subdivision. When fully developed, this residential subdivision will provide additional single-family homes within Victorville. The potential jobs from redevelopment of the SCLA may result in additional housing development within Victorville and the Victor Valley region.

### *Apple Valley*

Apple Valley, located within the western end of the project limits, is located east of Victorville. According to the Town of Apple Valley General Plan (2009), the planning area for Apple Valley consists of 50,532 acres, in which 46,948.3 acres are within the town area. Two annexation areas totaling 3,583.2 acres were later added to the planning area. Land use categories within the planning area are presented in Major land uses within Apple Valley include Single-Family Residential (about 27 percent), Specific Plan (about 15 percent), Estate Residential (about 14 percent), and a combined Low-Density Residential and Very Low Density Residential (about 12 percent).

### Apple Valley Study Area

The Apple Valley study area is primarily located within the northern fringe of the town and along the existing SR-18, and it includes the following land use designations: Single-Family Residential, Estate Residential, Open Space, Low-Density Residential, Specific Plan, Very Low-Density Residential, Mineral Resources, Regional Commercial, and Office Professional. Major land uses within the study area consist of Specific Plan, Open Space, Regional Commercial, Very Low-Density Residential, and Mineral Resource use (see Figure 3.1.1-9).

The proposed HSR alignment would connect to the XpressWest Station at Dale Evans Parkway and would traverse through portions of unincorporated San Bernardino County and Victorville. As shown in Figure 3.1.1-10, the study area for the HSR alignment includes Regional Commercial and Mineral Resource land uses.

### Future Development Trends

Future development within Apple Valley includes a mixture of various commercial development projects, transportation-related projects, and redevelopment projects. Between 2000 and 2005, Apple Valley experienced a dramatic increase in residential development, commercial services, and job opportunities within the area.

Future development trends within Apple Valley are contingent on many factors. The policies and goals of the Town of Apple Valley General Plan strive to maintain a balance between future growth and the preservation of the town's desert or rural character and quality of life. Program 2.C.2 of the Town of Apple Valley General Plan provides incentives for rehabilitating and remodeling existing development. Program 2.C.2 encourages infill development within the existing boundaries of the town. Incentives provided by the Town may further encourage infill development within existing developed areas.

**Figure 3.1.1-9 Apple Valley Study Area Land Use Map**

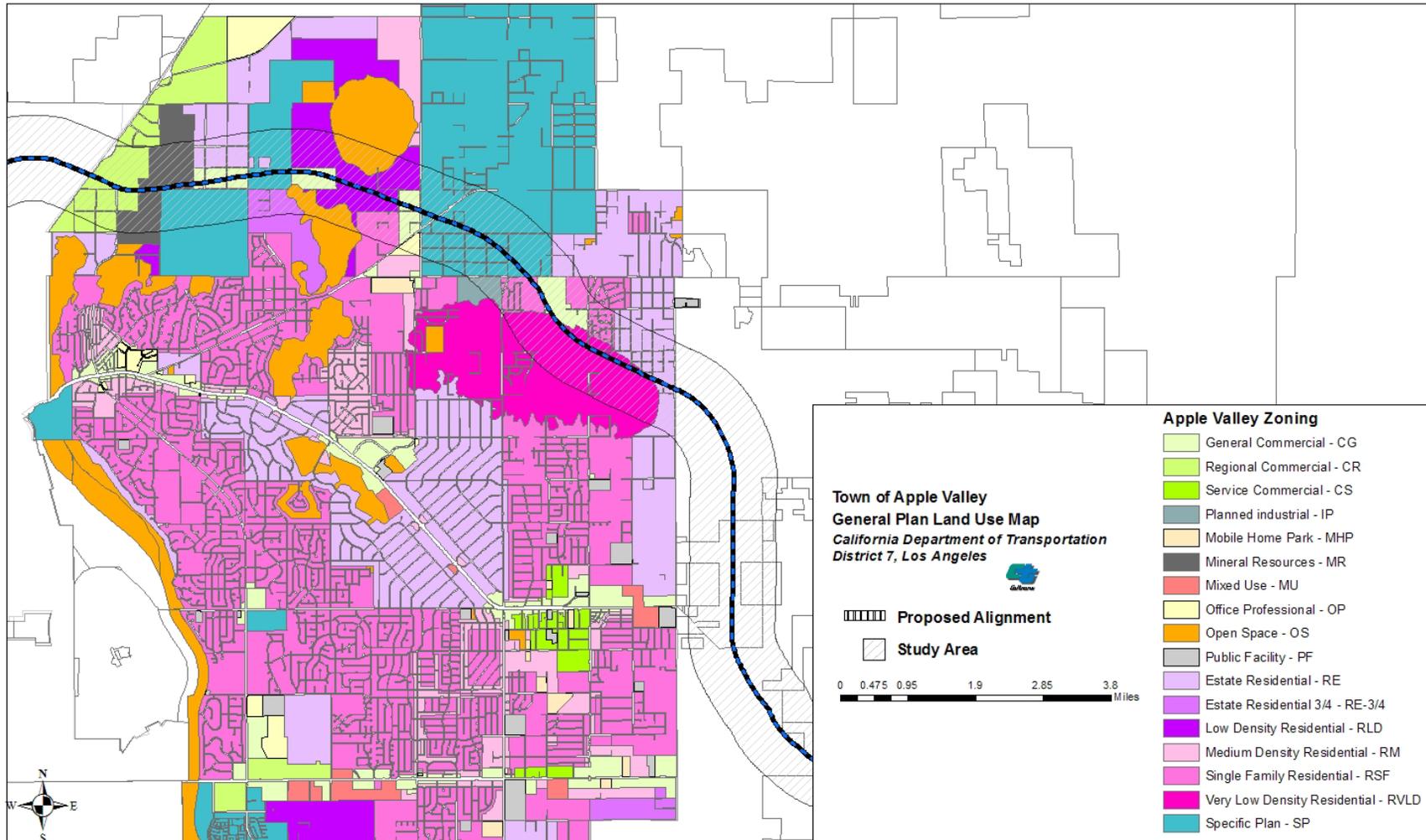
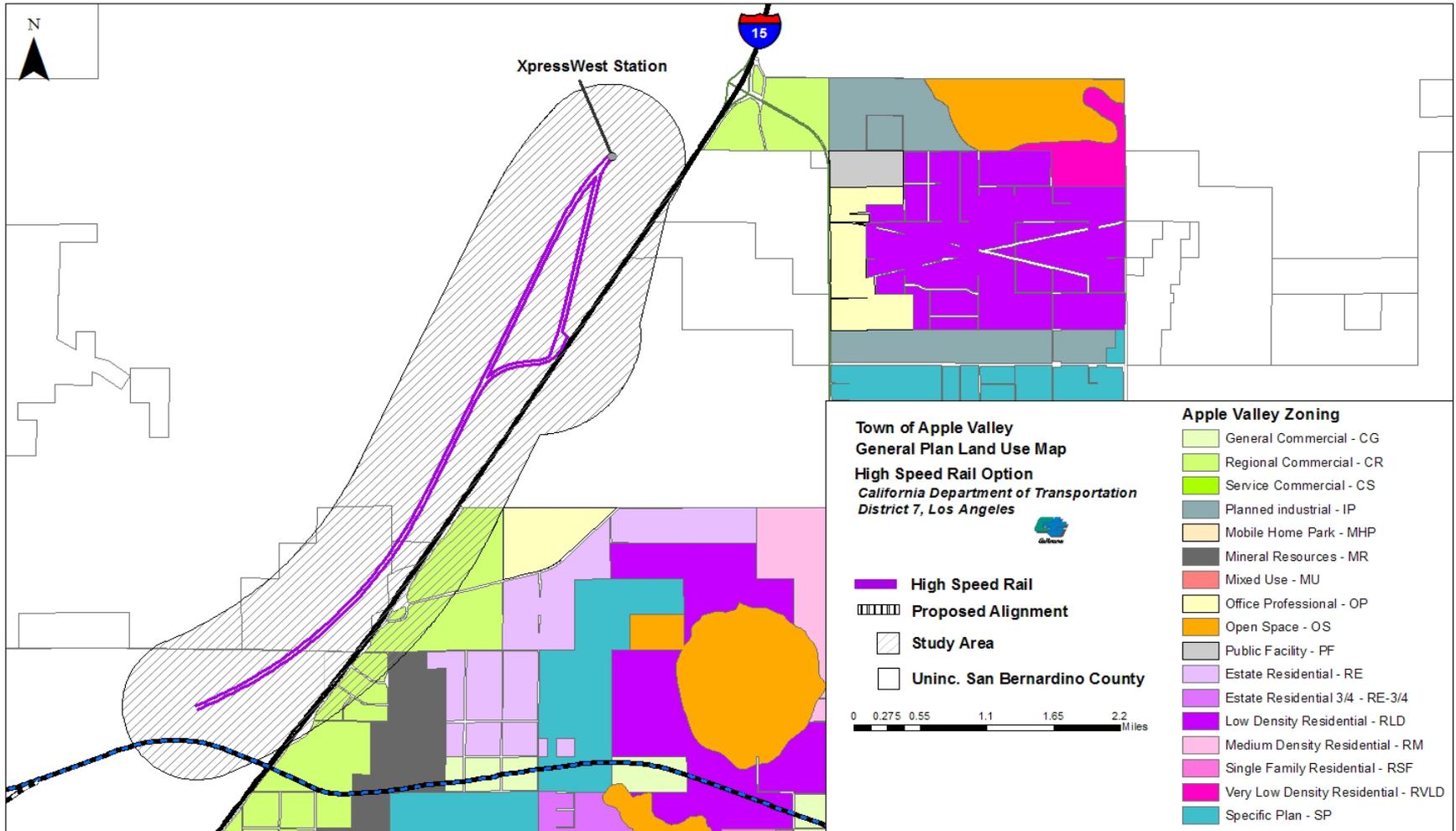


Figure 3.1.1-10 Apple Valley High-Speed Rail Study Area Land Use Map



Program 6.A.1 of the General Plan focuses future development of commercial and retail services along major roadways, such as the SR-18 corridor, the HDC, and I-15 to improve the economic tax base for the town.

Policy 6.C of the General Plan encourages development and redevelopment of the Apple Valley Village Business District, located along SR-18, which was once a small retail village. Over the years, the retail village grew into a large business corridor. The above land use policies direct future development and redevelopment efforts within the Apple Valley Village Business District.

Development related to major transportation projects includes the HDC and the Yucca Loma Road/Yates Road/Greentree Boulevard Transportation Improvement projects. Policy 2.E of the General Plan protects the right-of-way (ROW) for the HDC Project. With the implementation of the HDC, further development may take place along the corridor.

### ***Environmental Consequences***

#### ***No Build Alternative***

Under the No Build Alternative, there would be no direct or indirect land use impacts as a result of the project because the project would not be constructed. In addition, there are no anticipated land use impacts from already programmed transportation projects to be constructed by or before 2040.

#### ***Build Alternatives***

Potential impacts to land use may occur as a result of the proposed project. Direct land use impacts may occur through the acquisition of ROW required for construction of the project. Because the proposed project is a new facility, existing land uses directly within the project footprint would be converted to transportation-related use. Indirect land use impacts as a result of the project are most likely to occur within close vicinity of access points to the HDC. Access points include points of entry into the facility, which include on- and off-ramp locations and rail station locations. Over a period of time, adjacent land uses at these locations may potentially see changes from existing use towards commercial, business, and/or residential-based land uses; however, development and growth are dependent on market demand. In addition, shifts in land use are expected to occur along interchanges located within developed areas such as Palmdale, Victorville, Adelanto, and Apple Valley. Interchange locations within unincorporated areas within Los Angeles and San Bernardino counties are considered isolated interchange locations in which shifts in existing land use towards commercial, industrial, and residential use are not anticipated, as discussed in Section 3.1.2, Growth.

#### ***Freeway/Expressway Alternative***

Under the Freeway/Expressway Alternative, the acquisition of ROW would be required to construct the HDC alignment. Approximately 3,216 acres would be required for construction of the corridor, mostly designated as grazing land.

The project would directly affect existing land use within the local municipalities; however, such changes in land use towards transportation-related use may prove to be beneficial by providing infrastructure for surrounding land uses, improved access, and linkages between various residential communities, businesses, and facilities. The project also has the potential to provide development for local businesses and industries, which may provide local employment opportunities within the community.

In addition, based on the growth analysis in Section 3.1.2, it was determined that there is a potential for existing land uses located along interchange locations within Victorville and Palmdale to shift towards greater commercial and industrial use. For the unincorporated areas located centrally within the project area, existing land uses surrounding isolated interchange locations are anticipated to have minor changes. Based on the general plans for the local municipalities, growth and economic development are encouraged within the incorporated cities. For the unincorporated areas, existing land uses characterized by low-density development are desired to maintain the existing rural character within the area. Therefore, under this alternative, the proposed project is consistent with existing and future land use designations of the local municipalities and should not pose an adverse effect on surrounding existing land uses.

#### *Palmdale*

Under this alternative, potential direct land use impacts within Palmdale include the acquisition of ROW beginning at the proposed SR-14/HDC interchange moving east along Avenue P through 120<sup>th</sup> Street. Within this segment, approximately 700 acres would be acquired to accommodate the 500-foot ROW for construction of the freeway. The following existing land uses would be changed to transportation-related use.

- SR-14/HDC Interchange to 15<sup>th</sup> Street: Office Commercial, Business Park, Industrial
- 15<sup>th</sup> Street to 90<sup>th</sup> Street: Airport
- 90<sup>th</sup> to 120<sup>th</sup> Street: Business Park, Industrial

Indirect impacts affecting existing land use outside of the affected parcels may occur, in which land use shifts towards commercial and industrial use may occur within close proximity to on- and off-ramp locations. The Palmdale Trade and Commerce Center Specific Plan (2004) land use designations may also be impacted.

Under Variation A, within Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15<sup>th</sup> Street East and Little Rock Wash. Airport land use would be directly impacted as a result of this variation because it would be acquired and converted to transportation-related use.

#### *Unincorporated Los Angeles County*

Existing land uses directly located within the proposed ROW required for construction of the project, which include Non-Urban 1, Open Space, and Public Service Facilities, would be altered to transportation-related use to accommodate the

proposed highway. Indirect impacts affecting land use based on the growth analysis in Section 3.1.2 are not anticipated because the interchanges are located within isolated areas away from development. As a result, the existing rural character within the unincorporated areas would be maintained. Change is anticipated in existing land use within developed areas such as Victorville and Palmdale.

Under Variation D, which begins near the community of Lake Los Angeles, the freeway would dip slightly south of the main alignment, just south of Avenue R approximately between 180<sup>th</sup> Street East and 230<sup>th</sup> Street East. Direct impacts to existing land uses include Non-Urban 1, which may be altered towards transportation-related use.

#### *Unincorporated San Bernardino County*

Under the Freeway/Expressway Alternative, potential direct land use impacts within unincorporated areas of San Bernardino County include the acquisition of ROW beginning at the Los Angeles and San Bernardino county line moving east towards Lessing Avenue. Within this segment, approximately 742 acres would be acquired for construction of the freeway alignment. The ROW width required for this segment of the project is approximately 300 feet. Land uses directly located within the proposed ROW required for construction of the project, which include Rural Living and Industrial, would be converted to transportation-related use. Indirect impacts affecting existing land use under this alternative are not anticipated, as discussed under Section 3.1.2, Growth.

Under Variation B, existing land uses that potentially may be converted to transportation-related use include Rural Living, Industrial, and General Commercial. The proposed alignment under Variation B avoids the acquisition of a dairy farm.

#### *Adelanto*

Potential direct land use impacts under the Freeway/Expressway Alternative within Adelanto include the acquisition of ROW beginning at Lessing Avenue moving east towards the intersection of Air Expressway and Phantom Street. Within this segment, approximately 411 acres would be acquired for construction of the freeway alignment. The ROW width required for the project is approximately 300 feet. Land uses directly located within the proposed ROW required for construction of the project include industrial and commercial use, which may be converted towards transportation-related use. The proposed freeway would provide greater access to existing areas, which may provide economic benefits for those particular industries. Greater access can be defined as improved connectivity due to the new facility and improved interchanges. Indirect impacts affecting existing land use include potential shifts towards commercial and industrial use adjacent to interchange locations. The project would support existing land uses

Due to ROW restrictions, Variation E of the main alignment was established. Under Variation E, near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison. Existing land uses that may be converted towards

transportation-related use include Manufacturing, Industrial, Desert Living 9, and General Commercial.

#### *Victorville*

Potential direct land use impacts within Victorville include the acquisition of ROW beginning at the intersection of Air Expressway and Phantom Street moving east towards I-15. Within this segment, approximately 213 acres would be acquired for construction of the freeway alignment. The ROW width required for this segment of the project is approximately 300 feet. Land uses directly located within the acquired ROW required for construction of the project include the following categories: Specific Plan, Commercial, Heavy Industrial, Agricultural, Conservancy and Floodplain. Indirect impacts to existing land use outside of the affected parcels may occur, in which land use would shift towards commercial and industrial use and may occur within close proximity to on- and off-ramp locations.

Under Variation E, near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison. Direct land use impacts within the proposed ROW of Variation E include Specific Plan, Very Low-Density Residential, Commercial, Heavy Industrial, Conservancy and Floodplain, and Agricultural Use.

#### *Apple Valley*

Potential direct land use impacts within unincorporated areas in Apple Valley include the acquisition of ROW beginning at I-15 moving east towards Joshua Road. Within this segment, approximately 290 acres would be acquired for construction of the freeway alignment. The ROW width required for the project is approximately 300 feet. Land uses directly located within the proposed ROW required for construction of the project include: Regional Commercial, Mineral Resources, Mobile Home Park, Office Professional, Specific Plan, Very Low-Density Residential, Single-Family Residential, and Estate Residential.

#### *Freeway/Tollway Alternative*

This alternative would follow the same physical alignment as the Freeway/Expressway Alternative (including Variations A, D, B, and E), but with the inclusion of tolled lanes. As a result, land use direct impacts are similar to the Freeway/Expressway Alternative; however, for indirect impacts, based on Section 3.1.2, Growth, the proposed tollway alignment has the potential to shift local traffic to the existing arterial network.

#### *Freeway/Expressway with HSR Alternative*

This alternative would follow the same physical alignment as the Freeway/Expressway Alternative (including Variations A, D, B, and E), but would include an HSR Feeder Service between Palmdale and Victorville. The HSR is to be constructed within the centerline of the HDC alignment, except two areas within Palmdale and Victorville in which the rail alignment diverges from the HDC alignment to connect to station locations. As a result, additional ROW would be

acquired for construction of the HSR alignment. Land use categories to be impacted by the HSR alignment are as follows:

- Palmdale (HSR Options 1 and 7): Airport, Public Facility, Commercial Manufacturing, Industrial, Medium Residential, Medium Residential, and Open Space.
- Victorville: Specific Plan (Desert Gateway).
- Unincorporated areas within San Bernardino County: Neighborhood Commercial, Institutional, and Resource Commercial.

Direct land use impacts discussed under the Freeway/ Expressway Alternative are also included under this alternative because the proposed freeway is part of this alternative.

Under this alternative, the project has the potential to directly affect land uses along the main highway alignment, in addition to land uses along the HSR stations connector alignment. The Draft Palmdale Transit Village Specific Plan calls for TOD adjacent to the existing Palmdale Transportation Center along Avenue Q, which would provide workforce and affordable housing for low- and moderate-income households by providing a 121-unit townhome development with related amenities and parking, in addition to 156 units of multi-family rental housing with related amenities and parking. The HSR would provide a connection at the Palmdale Transportation Center. In addition, Palmdale has designated specific plan land uses north of Palmdale Boulevard, in which the HSR alignment would be located directly south of the specific plan land use designated for Lockheed Martin, an aeronautical contractor located within Palmdale.

As discussed in the Freeway/Expressway Alternative, the project could improve surrounding existing land uses by providing infrastructure and improved access and linkages between communities, businesses, and facilities. Additional direct land use impacts within Palmdale would occur under this alternative; however, existing land uses surrounding the Palmdale Station would be benefited by allowing greater access and multimodal transit options for the surrounding area. Indirect impacts affecting land use include shifting existing land uses to higher densities within a 0.25-mile vicinity of the Palmdale Station, which would provide potential infill development.

As for Victor Valley, direct land use impacts would occur within Victorville and parts of unincorporated San Bernardino County. Affected land uses include specific plan (Desert Gateway), neighborhood commercial, institutional, and resource conservation use, in which segments of existing land uses would be converted towards transportation-related use to accommodate the HSR segment. Indirect impacts affecting land use include shifting existing land uses toward high densities within a 0.25-mile vicinity of the Victorville Station. The area surrounding the proposed Victorville Station is largely undeveloped; however, with the planned development of the proposed Desert Gateway project, the HDC Project can provide infrastructure for the proposed community, providing greater access and linkages to existing communities.

### Freeway/Tollway with HSR Alternative

This alternative would be the same as the Freeway/Tollway Alternative (including Variations A, D, B, and E) and would include an HSR Feeder Service between Palmdale and Victorville. Land use impacts under this alternative are similar to the impacts discussed under the Freeway/Expressway Alternative with HSR Feeder Service Alternative.

### **Avoidance, Minimization, and Mitigation Measures**

Implementation of the following measures would avoid substantial impacts to land use for the build alternatives:

- LU-1:** Coordinate with local municipalities ensuring that amendments and/or land use changes are prepared and incorporated, if necessary, into the land use element of the general plan for that particular jurisdiction. In addition, ensure that the HDC is incorporated as part of future land use plans for that area.
- LU-2:** If physical structures and/or properties are within the proposed acquired ROW for the project, provide appropriate Relocation Assistance for those whose property is acquired as part of the project.
- LU-3:** Once a preferred alternative is selected, notify and coordinate with Los Angeles County towards initiating a comprehensive review of the Antelope Valley Area Plan.
- LU-4:** Coordinate with local municipalities and ensure that the proposed project is consistent with the existing land use within the area.

#### **3.1.1.2 Consistency with State, Regional, and Local Plans**

This section provides an analysis of the consistency of the HDC build alternatives with transportation and land use plans and policies included in the general and specific plans for the various jurisdictions within the project limits.

As previously mentioned under Section 1.1.4, the HDC Project has been included in SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), under Project Identification Number 1C0404. FHWA and Federal Transit Administration adopted the RTP/SCS on April 4, 2012. The project is also in SCAG's 2013 Federal Transportation Improvement Program, which was federally approved on December 14, 2012 (Project Identification Numbers LA962212, LA0G665, and SB20061702).

The relevant policies, along with an evaluation of project's consistency with the policies, are presented for each jurisdiction in Tables 3.1.1-1 to 3.1.1-6.

#### *Palmdale*

Applicable policies and goals of the City of Palmdale General Plan (2011) and consistency of the HDC Project are presented in Table 3.1.1-1.

**Table 3.1.1-1 HDC Project Consistency  
with City of Palmdale General Plan**

Policy L2.3.1: Support the rerouting of SR-138 to the vicinity of Avenue P-8, so as to remove regional through traffic from downtown streets.
Consistent. The proposed HDC alignment is along Avenue P-8, north of downtown and south of the Palmdale Regional Airport.
GOAL C1: Establish, maintain, and enhance a system of streets and highways, which will provide for the safe and efficient movement of people and goods throughout the Planning Area, while minimizing adverse impacts on the community.
Consistent. One of the purposes of the HDC is to improve regional and local transportation infrastructure and provide safe and efficient movement of people and goods. At the same time, the project will be designed in a manner that avoids and minimizes impacts to communities within the project area.
Policy C1.1.2: Cooperate with Caltrans and other affected jurisdictions to establish and adopt standards for intra-regional expressways.
Policy C1.2.4: Develop regional arterial links within the community where needed to serve existing and future needs. Coordinate with Caltrans and other affected agencies to expedite rerouting of SR-138 and widening of SR-14.
Policy C1.8.1: Cooperate with other agencies and jurisdictions, including Caltrans, Los Angeles County, and adjacent cities, to evaluate the proposed solutions to regional transportation issues relating to the City of Palmdale.
Consistent. In addition to Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) which serves as the regional transportation planning agency for Los Angeles County, the project team includes the HDC Joint Powers Authority, which encompasses the City of Palmdale among other local jurisdictions.
Objective C2.2: Increase the public transit opportunities available to Palmdale residents in order to reduce traffic impacts on streets and highways and provide travel alternatives.
Policy C2.2.4: Develop regional rail transit serving the Palmdale area.
Consistent. The HDC alternatives, including the HSR option, will include transit station improvements in Palmdale. The new freeway will improve commuter express or similar bus rapid transit (BRT) services and carpool or vanpool options. One park-and-ride facility is proposed near Palmdale.
Policy C5.2.3: Promote and support regional transportation planning for routes serving the airport facility, including SR-14 and SR-138.
Consistent. Implementation of the HDC Project will improve access to the airport.
Environmental Resources Element Policy ER2.1.1: Any development permitted in these areas must consider significant environmental resources and preserve environmental resources to the extent feasible.
Consistent. The project complies with environment protection laws and regulations under CEQA and NEPA to the extent feasible.
Policy ER2.1.4: Preserve natural drainage courses and riparian areas where significant concentrations of ecological resources exist.
Consistent. Where the new facility must go through such areas, bridges or culverts shall be designed with the least project footprint and will include measures to avoid, minimize, and/or mitigate impacts.
Policy ER2.1.5: Preserve and maintain significant Joshua tree woodlands and other significant habitat areas.

**Table 3.1.1-1 HDC Project Consistency  
with City of Palmdale General Plan**

Policy ER7.1.3L: New development must protect significant historic, paleontological, or archaeological resources, or provide for other appropriate mitigation.
Implementation Program I (Native Desert Vegetation Ordinance): City Ordinance No. 952, referred to as the Native Desert Vegetation Ordinance, is designed to preserve juniper and Joshua trees, which add to community identity, and to encourage the use of native vegetation in new development landscaping.
Consistent. The HDC Project will be designed to avoid, protect in place, and/or minimize impact to the resources addressed in the above policies and implementation program to the extent feasible.
Policy PS1.2.5: Design and construct infrastructure to meet ultimate capacity needs, pursuant to a master plan, so as to avoid the need for costly retrofitting.
Policy PS3.1.3: Make use of interim local drainage detention basins to slow stormwater runoff, until such time as permanent drainage facilities are constructed.
Policies PS3.2.1, PS3.2.2, and PS3.2.3: Design drainage facilities (such as detention or retention basins) to promote groundwater recharge, enhance riparian habitats, and combine it with opportunities for recreation such as trails and ball fields.
Consistent. The project team will coordinate with City staff regarding stormwater and placement of drainage infrastructures. Approximately one detention or retention basin is proposed for every 1 mile along the new facility to capture runoff from the new facility.
Parks, Recreation, and Trails Element Policy PRT3.1.2: Provide for access points into open space areas to encourage passive recreation activities such as hiking and nature study.
Consistent. The project is consistent with this policy by improving accessibility in general. In coordination with City staff, additional opportunities could be implemented in support of this policy to the extent feasible. The bike path along the new roadway will encourage hiking and nature study.
Community Design Element Policy CD 1.1.1: Each project should reflect and be integrated with the character and design of the surrounding area.
Policy CD 2.2.7: Landscape and grading plans for new development should limit removal of viable mature trees, and provide for replacement of a sufficient number of trees to safeguard the ecological and aesthetic environment.
Policy CD 4.4.3: Retaining walls exposed to public view shall be of decorative masonry construction.
Consistent. The project team will coordinate with City staff for opportunities in support of the above policies. Structures proposed will be visually compatible with the surrounding community, and architectural detail patterns, color, and materials will match the existing color palette and character of the surrounding area to the extent possible. Native vegetation will be planted in disturbed areas where space and conditions allow.

Source: *High Desert Corridor Community Impact Assessment, 2014*

*Unincorporated Los Angeles County*

Consistency of the HDC Project with the applicable land use policies and goals of The Preliminary Draft Antelope Valley Area Plan (March 2011) are provided in Table 3.1.1-2.

**Table 3.1.1-2 HDC Project Consistency  
with the Preliminary Draft Antelope Valley Area Plan  
(for Unincorporated Los Angeles County Areas)**

Policy M 5.1 of the Mobility Element: Support development of the HDC to provide a route for truck traffic between I-5, SR-14, and I-15.
Policy M 5.2 through M 5.5: Minimize truck traffic impacts to local community and roads by recommending to designate truck routes with strong pavement sections (i.e., thicker or concrete pavement to withstand heavy trucks), provide rest stop away from residents, prohibit truck traffic on routes, and prohibit trucks parking on local streets.
Consistent. The HDC Project will be designed and constructed to accommodate truck traffic. The HDC will provide an alternative transportation facility that will help reduce the use of local roads for truck traffic. Although this project does not include construction of rest stops or parking for trucks, the construction and improvement of direct access points to the freeway/ expressway will improve accessibility to parking and rest facilities without the use of local roads.
Policy M 6.3: Support the development of the HDC to improved interregional transportation connectivity. In addition, Policy M 6.5 supports the development of the California HSR system.
Consistent. The HDC project is being proposed in line with Policy M 6.3. Two of the HDC Project alternatives include HSR between Victorville and Palmdale, which will be integrated with and complement the California HSR system. Even without the HSR alternatives the HDC project would provide support to the California HSR system
Policy COS 3.4 of the Conservation and Open Space Element: Strategically acquire open space to preserve natural streams, drainage channels, or wetlands.
Consistent. Permanent impacts to significant ecological areas, such as areas near Little and Big Rock washes, will be mitigated as part of the project implementation.
Policy COS 2.3: Require onsite stormwater low impact development strategies such as infiltration.
Consistent. Caltrans proposes infiltration basins at approximately 1-mile intervals within the future facility ROW of the HDC to treat and partially contain the onsite pavement runoff from the roadway. Road embankment will be graded to allow sheet flow and native vegetation re-establishment. To the extent feasible, ground and native vegetation disturbance will be minimized during construction by establishing and fencing Environmentally Sensitive Area (ESA).
Policies COS 4.5 and COS 4.6: Protect wildlife movement and corridors.
Consistent. The HDC will accommodate wildlife crossing and movement into its design. The exact locations will be determined in the biological studies and in consultation with resource agencies with jurisdiction.
Policy COS 5.1: Protect natural scenic resources and vistas.
Consistent. The HDC Visual Impacts Analysis is prepared to identify scenic resources and address minimization and enhancement measures.
Policy COS 6.2: Implement design standards that would minimize potential conflicts with adjacent agricultural uses.
Consistent. Caltrans will implement design standards such as Best Management Practices (BMPs) for stormwater and dust control and include provisions in contract(s) to minimize spread of invasive species and conflicts with agricultural uses to the extent feasible.
Policy COS 9.5 and COS 9.6: Encourage the use of alternative fuel vehicles and less polluting equipment to improve air quality.

**Table 3.1.1-2 HDC Project Consistency  
with the Preliminary Draft Antelope Valley Area Plan  
(for Unincorporated Los Angeles County Areas)**

Consistent. If warranted for the HDC Project and based on air quality regional and hot-spot analysis, an incentive program could be implemented to replace old model vehicles and diesel trucks (i.e., truck-buy-back program, tax relief, or financial assistance) that could be offered to local businesses and frequent regional operators. During construction, diesel trucks and equipment would adhere to best industry standards to reduce emissions. In addition, the new facility will include a green energy corridor supporting renewable (i.e., solar) energy production and transmission.
Policy COS 15.3: Replace outdated, obtrusive, and inefficient light fixtures with fixtures that meet dark sky and energy efficiency objectives.
Consistent. As appropriate, dark sky-compliant lighting will be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground.
Policy COS 16.1: New development will minimize removal of native vegetation. Discourage the clear-scrapping of land and ensure that a large percentage of land is left in its natural state.
Policy COS 16.2: Native vegetation will be used in all landscaped areas, provided that vegetation meets all applicable requirements of the Fire Department and the Department of Public Works.
Consistent. The HDC Project will be designed to minimize impacts to vegetation to the extent feasible. Vegetation removed as a result of project construction will be replaced with vegetation that complies with all requirements.
Policy COS 18.1: Encourage government agencies and conservancies to acquire lands in ecological sensitive areas and preserve them as permanent open space.
Consistent. The HDC Project includes acquisition of land for mitigation of impacts on ecologically sensitive areas.
Policy PS 5.1 of the Public Safety, Services and Facilities Element: Encourage neighborhood preservation programs, such as graffiti abatement, removal of abandoned or inoperable vehicles, and removal of trash and debris.
Consistent. Caltrans maintenance staff, in coordination with local agencies, will be responsible for graffiti abatement and removal of abandoned/inoperable vehicles, trash, and debris.
Policy PS 8.7: Provide trails, bikeways, and bicycle routes for recreational purposes, as directed in the policies of the Mobility Element.
Consistent. Bicycle facility is one of the components of the HDC Project.
Policy PS 13.4: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment in other regions, including the HDC, as directed in the policies of the Mobility Element.
Consistent. The HDC provides for a multimodal transportation facility and improves movement of goods and people.

Source: High Desert Corridor Community Impact Assessment, 2014

*Unincorporated San Bernardino County*

Consistency of the HDC Project with the applicable transportation and land use goals and policies of the County of San Bernardino 2007 General Plan (April 2007) are presented in Table 3.1.1-3.

**Table 3.1.1-3 HDC Project Consistency  
with the County of San Bernardino 2007 General Plan**

General Plan Land Use Element Goal LU 1: Maintain land use patterns in the Desert Region that enhance the rural environment and preserve the quality of life of the residents of the region.
Transportation and Circulation Element Goals CI 1 and .CI 2: A safe, functional, and convenient transportation system that enhances the lifestyles of residents and operates at regional, countywide, community, and neighborhood scales.
Policy CI 2.5: Work with Caltrans on mitigating the impacts of State highway projects on local communities.
Policy CI 2.10: Identify important long-range transportation corridors, in conjunction with plans of regional transportation agencies (e.g., Southern California Association of Governments [SCAG] and San Bernardino Associated Governments [SANBAG]) to protect sufficient ROW for the development of long-range corridors.
Consistent. Implementation of the HDC would provide a safe and functional regional multimodal transportation system. The project is planned in a manner that avoids, minimizes, and mitigates impacts to the local communities to the extent feasible.
Policy CI3.1/Program # 5: Designate existing park-and-ride facilities on the General Plan Circulation Maps, work with Caltrans to identify appropriate future park-and-ride facilities, and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.
Consistent. Two park-and-ride facilities have been proposed as part of the Traffic Study prepared for this project (near Adelanto and US 395).
Policy CI 4.2: Reduce the dependence on the automobile for local trips, integrate transportation and land use planning at the community and regional levels by promoting TOD, where appropriate and feasible.”
Consistent. The HDC provides for alternative modes of transportation with the implementation of bike paths and HSR as part of the project. The HDC will improve access to transit and BRT services.
Policy CI 8.1: Encourage airports to meet changing needs and demands. Program #1 specifically calls for coordinating the development of air cargo facilities at the SCLA, which will be served by the HDC.
Consistent. Implementation of the HDC would improve access to the airport.
GOAL D/CI 1: Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the rural desert character of the region.
Consistent. The HDC is a multimodal facility subject to State and federal design standards that will provide a safe and effective transportation system. In addition, the project will incorporate context-sensitive solutions and appropriate design of structures and architecture.
D/CI 2.1: Retain the natural channel bottom for all stormwater drainage facilities and flood control channels when such facilities are required for a specific development. This protects wildlife corridors and prevents loss of critical habitat in the region.
To enable flood flows to cross the proposed facility, more than 100 cross culverts along the alignment are proposed at existing flow concentration points, mimicking existing flow conditions. Culverts were assumed to be reinforced concrete box (RCB) culverts with a minimum height of 4 feet to reduce clogging potential for sediment buildup. Where flow velocities allow, soft bottom culverts will be used. The HDC will maintain natural drainages and prevent loss of critical habitat to the extent feasible. The three main drainages in San Bernardino County (i.e., Turner Wash, Ossam Wash, and Mojave River) are proposed to retain natural channel bottoms utilizing a bridge design. A Geomorphology Report has been prepared for the HDC Project.

**Table 3.1.1-3 HDC Project Consistency  
with the County of San Bernardino 2007 General Plan**

Conservation Element Policy CO 3.1: Identify and protect important archaeological and historic cultural resources in areas of the County that have been determined to have known cultural resource sensitivity.
Consistent. A full cultural resources study has been conducted as part of the project. Measures have been identified to avoid, minimize and mitigate impacts to cultural resources within the project area. Coordination with relevant agencies having jurisdiction over cultural resources within the project area is on-going.
GOAL D/CO 1: Preserve the unique environmental features and natural resources of the Desert Region, including native wildlife, vegetation, water, and scenic vistas.
Policy D/CO 1.3: Retain existing native Joshua trees for new development projects and encourage onsite relocation if necessary.
Policy D/CO 1.4: Reduce disturbances to fragile desert soils as much as practicable in order to reduce fugitive dust.
Policy D/CO 1.11: Encourage the retention of specimen sized Joshua trees unless there are no other reasonable alternative for the development of the land. Specimen size trees are defined as meeting one or more of the following criteria: a. Circumference measurement equal to or greater than 50 inches measured at 4 feet from grade. b. Total tree height of 15 feet or greater. c. Trees possessing a bark-like trunk. d. A cluster of 10 or more individual trees, of any size, growing in close proximity to each other.
Consistent. A full biological resources study has been conducted as part of the project. Measures have been identified to avoid, minimize and mitigate impacts to biological resources within the project area. Coordination with relevant agencies having jurisdiction over biological resources within the project area is on-going.
GOAL D/CO 3: Preserve the dark night sky as a natural resource in the Desert Region communities.
Consistent. As appropriate, dark sky-compliant lighting will be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground.
Open Space Element OS 5.1 Policy: Consider features for designation as scenic resources, including roadways that provide a vista of undisturbed natural areas.
Consistent. Apple Valley has identified Desert Preservation within the Open Space and Conservation Element of its General Plan. Key scenic resources identified in the Desert Preservation section include mountains, peaks, ridgelines, knolls, and rock outcroppings. Portions of SR-18 east of the interchange with the HDC proposed facility carry the official designation of "State Scenic Highway." For a highway to be declared scenic, the government with jurisdiction over abutting land must adopt a "scenic corridor protection program" that limits development, outdoor advertising, and earthmoving. Caltrans must agree to the criteria.
Safety Element Policy S 5.8: Design flood control and drainage measures as part of an overall community improvement program that advances the goals of recreation, resource conservation, preservation of natural riparian vegetation and habitat, and the preservation of the scenic values of the County's streams and creeks.
Consistent. The HDC is designed in a manner to avoid, minimize, and mitigate potential impacts on the listed resources.
Economic Development Policy ED 8.3: Identify the best location for a major new multimodal facility within the County to enhance the concept of an "Inland Port."

**Table 3.1.1-3 HDC Project Consistency  
with the County of San Bernardino 2007 General Plan**

Policy ED 11.1: Economic development opportunities in targeted growth areas must meet the County's economic needs and ensure compatibility with the County's long-range economic strategy.
Policy ED 15.2: Facilitate economic development that will improve the overall jobs-housing balance within the major planning regions of the County, including a Mag-Lev/HSR system that links San Bernardino County with other parts of the region.
Policy ED 19.1: Retain and expand trucking, warehousing, and distribution opportunities.
Consistent. The HDC provides a multimodal facility, which will improve people's mobility and access and goods movement and link the county to other regions. This will allow economic development of the region and support plans for improving the job-housing balance.
Policy CI 3.1: Work with regional agencies (i.e., SCAG, Caltrans, SANBAG) to develop ridesharing programs, facilities, and various modes of public transit (i.e., local and rapid bus, Metrolink, and high-speed trains).
Consistent. The HDC project is designed to support various mode of transportation, including public transits. Park-and-ride facilities are also proposed as part of the Traffic Study, although they would not be built by Caltrans as part of this project.

Source: High Desert Corridor Community Impact Assessment, 2014

### Adelanto

Consistency of the HDC Project with certain policies and goals of the City of Adelanto General Plan Update (May 1994) are identified in Table 3.1.1- 4.

**Table 3.1.1-4 HDC Project Consistency  
with the City of Adelanto General Plan Policies and Goals**

Policy LU 1.4: Promote architectural designs that give Adelanto a unique, positive community image as it relates to the desert environment.
Policy LU 1.5: Protect sensitive wildlife habitats such as the Mojave River corridor.
Policy LU 2.3: Offer a wide range of development opportunities. Encourage the development of mixed-use projects, providing a balance of homes, jobs, and services.
Policy MI 4.1: Encourage the incorporation of transit options into new development.
Implementation Strategy MI 4.1.1: Retain ROW for super speed train.
Parks and Recreation Element Policy REC 1.18: Promote the establishment of hiking and bicycle trails.
Noise Element Policy 1.2: Ensure the design and improvement of future master-planned roadways in the city are accomplished in a matter that minimizes noise impacts on adjacent educational facilities and adjoining neighborhoods.
Consistent. The HDC final design will include aesthetic treatments and context-sensitive design with input from local stakeholders and City planning staff. The HDC will minimize potential impacts to sensitive wildlife habitats and mitigate for significant impacts. The project includes proposals for an HSR and a bike path. Noise impacts will be addressed through State and federal Traffic Noise Analysis Protocols.

Source: High Desert Corridor Community Impact Assessment, 2014

*Victorville*

Consistency of the HDC Project with the policies and goals of the City of Victorville General Plan 2030 (September 2008) related to transportation and land use in the project area are shown in Table 3.1.1-5.

**Table 3.1.1-5 HDC Project Consistency  
with the City of Victorville General Plan 2030**

Land Use Element Policy 1.1.1: Encourage development that does not conflict with or adversely affect other existing or potential developments.
Consistent. Caltrans will adopt context-sensitive design and solutions and coordinate with the HDCJPA and City staff. Adequate compensation will be provided for property acquisitions, including relocation assistance for residents and businesses as required by the law
Policy 1.2.1: Manage development in a manner that does not conflict with operations of SCLA.
Consistent. Implementation of the HDC would improve access to SCLA. In addition, the roadway will be designed so it will not conflict with the operation and clearance considerations of the airport.
Policy 2.1.1: Encourage development of land uses and infrastructure to support growth of businesses and commerce.
Circulation Element Policy 1.4.3: Support and participate in regional efforts to improve/expand freight movement via trucks and train services, without increasing conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks.
Consistent. One of the HDC Project purposes is to improve accessibility and mobility of goods and passenger car traffic.
Policy 1.5.1: Review and prioritize Transportation Systems Management (TSM) measures and incorporate into Capital Improvement Programming (CIP) as appropriate.
Policy 3.1.1: Planning and design of new roadways and expansion/completion of existing roadways shall include consideration of water, sewer, storm drainage, communications, and energy facilities that can be co-located within the road ROW.
Policy 3.2.2: Include in the design specifications for public and private streets structural and nonstructural techniques to filter stormwater runoff prior to conveyance to storm drain inlets.
Policy 4.2.1: Prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened, and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.
Noise Element Policy 1.2.1: Include noise mitigation measures in the design and use of new roadway projects.
Safety Element Policy 1.2.1: Assess site-specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project, or public infrastructure plan or project.
Consistent. The HDC Project will be designed and implemented according to the established standards, protocol, BMPs, and in coordination with resource agencies to prevent conflict with utility infrastructure and services, and to prevent safety and geologic hazards to avoid and minimize impacts to resources.

Source: *High Desert Corridor Community Impact Assessment, 2014*

*Apple Valley*

Consistency of the HDC Project with certain policies and goals of the Town of Apple Valley General Plan (2009) are identified in Table 3.1.1-6.

**Table 3.1.1-6 HDC Project Consistency  
with the Town of Apple Valley General Plan**

Land Use Element Policy 1.A: Require low water use through drought tolerant and native desert plants for landscaping.
Consistent. The HDC Project plans will incorporate native and drought-tolerant plant species.
Policy 1.B: New development will be designed to minimize grading, and avoid mass grading to the greatest extent possible.
Policies 1.C and 1.D: Natural drainage channels will be designed with soft bottoms whenever possible and protect areas of biological or aesthetic significance.
Consistent. Where flow velocities allow, soft bottom culverts will be used. The HDC will be designed to maintain natural drainages and prevent loss of critical habitat to the extent feasible.
Policy 2.C: Design quality in all development and redevelopment proposals and encourage the enhancement of existing development.
Consistent. The HDC Project will be designed to follow established standards, protocols, and BMPs in consultation with resource agencies and interested parties.
Policy 2.E: Protect ROW for the HDC as determined by Caltrans.
Program 2.E.:1 New development and redevelopment located in the area of the HDC shall be conditioned to reserve ROW for the future roadway.
Consistent. The HDC Project is generally consistent with the alignment depicted in the circulation element and land use map.
Program 2.E.2: Encourage Caltrans to notify affected owners as early as feasible.
Consistent. Caltrans in cooperation with Metro has engaged the public through public meetings and news and Web site updates. Following Caltrans ROW protocols and guidelines, affected owners will be notified as early as feasible.
Policy 5.E: Mixed-use projects that integrate residential land uses and commercial or light industrial land uses are encouraged in The Village, on major roadways, and in close proximity to employment centers.
Consistent: Availability of the HDC will increase capacity of east-west transportation facilities to accommodate existing and future transportation demand, which will in turn accommodate the mix-used projects.
Policy 1.D: Traffic calming devices shall be integrated into all Town streets to the greatest extent possible.
Policy 1.I: Pedestrian access shall be preserved and enhanced.
Policy 1.J: Implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map.
Policy 2.D: Maintain and expand a comprehensive interconnected recreational trails system for bicycles, equestrians, and pedestrians, and provide supporting facilities whenever possible.
Policy 1.F: Support, encourage, and facilitate the development of projects that enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle paths and lanes, and communitywide multi-use trails.”

**Table 3.1.1-6 HDC Project Consistency  
with the Town of Apple Valley General Plan**

Consistent. The HDC Project is a multipurpose corridor. It will be designed to meet the state highway standards. The project will also incorporate bicycle and green energy components. Pedestrian facilities will also be provided.
Biological Resources Element Policy 2.B: Support and cooperate with other agencies in establishing multiple use corridors that link open space areas through drainage channels and utility easements, thereby encouraging the connectivity of natural communities.
Consistent. The HDC Project team will coordinate with the Town planning staff to address this policy to the extent feasible. The project will provide a new bike bath that is accessible to pedestrians.
Air Quality Element Policy 1.D: All proposals for development activities within the Town shall be reviewed for their potential to adversely impact local and regional air quality and shall be required to mitigate any significant impacts.
Consistent. An air quality assessment has been prepared for this project that evaluated and addressed short-term (construction) and long-term air quality impacts and corresponding mitigation measures.
Policy 1.F: Support, encourage, and facilitate the development of projects that enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle paths and lanes, and communitywide multi-use trails.
Consistent. With the incorporation of Class I bike path, proposed park and ride facilities, two alternatives with High Speed Rail and transit station improvements in Victorville and Palmdale, the project is envisioned as a multi-modal facility that will enhance the use of alternative modes of transportation.
Policy 1.D: Development review and environmental review process shall require all development proposals within the noise impact area of US 395, I-15, SR-18, the HDC, or the railroads to mitigate both noise and vibration to acceptable levels through the preparation of focused studies.
Program 1.D.1: Closely coordinate with Caltrans to encourage the installation of soundwalls, rubberized pavement, and other noise-attenuating measures on roadway improvements for which it is responsible, including US 395, I-15, SR-18, and the future HDC.
Consistent. Noise Study Report has been conducted based on the current Traffic Noise Analysis Protocols set forth by FHWA, Caltrans, and Federal Railroad Administration. Noise abatement in terms of soundwalls is proposed to minimize traffic noise along the corridor where noise level is predicted to approach or exceed the Noise Abatement Criteria.
Hazardous and Toxic Materials Element Policy 1.B: The County Sheriff's Department will work with the Town Engineer, Caltrans, and California Highway Patrol, to regulate the transport of hazardous materials along local roadways, state highways and routes, and interstates in the Town or the vicinity.
Consistent. All hazardous material transporters will be required to be in compliance with current laws and regulations governing hazardous materials and waste transport.

Source: High Desert Corridor Community Impact Assessment, 2014

As presented and discussed in the Tables 3.1.1-1 through 3.1.1-6, the proposed build alternatives are consistent with the various goals and policies of the City of Palmdale General Plan, the Preliminary Draft Antelope Valley Area Plan (Los Angeles County), the County of San Bernardino 2007 General Plan, the City of Adelanto General Plan Update, the City of Victorville General Plan 2030, and the Town of

Apple Valley General Plan. In addition, SCAG and local government officials indicated their support of the HDC Project through letters of support and city council resolutions within various reports and planning documents.

Caltrans, through its Local Development-Intergovernmental Review (LD-IGR), as part of its transportation planning program, reviews and comments on local and tribal land use development proposals and environmental planning documents, as well as general, specific and community plans, with a purpose to assess potential impacts to the State Highway System. The LD-IGR program staff will coordinate with local and other Lead Agencies on implementing mitigation measures designed to protect the State's transportation facilities, operations, and programs. Caltrans is legally responsible for ensuring that transportation impacts to the State Highway System resulting from nearby land use development activities are either eliminated or reduced to a level of insignificance.

### **Avoidance, Minimization, and Mitigation Measures**

- LU-5:** Caltrans will coordinate with local governments to ensure that the HDC is constructed in a manner that is consistent with the goals and policies within the general plans for the various local municipalities.
- LU-6:** Caltrans will coordinate with local governments to ensure that, to the extent possible, future development is compatible with their character and consistent with their general plans and land use policies subject to applicable environmental laws and regulations. The local governments are responsible for carrying out their visions of sustainable and planned growth and development.
- LU-7:** Once the HDC is constructed and becomes part of the State Highway System, the Caltrans Local Development-Intergovernmental Review (LD-IGR) process will ensure ongoing statewide efforts to avoid, eliminate, and reduce any potential adverse environmental and traffic impacts that would result from local developments on or near the state's transportation system.

In addition the following measure listed in Land Use section also applies.

- LU-1:** Coordinate with local municipalities ensuring that amendments and/or land use changes are prepared and incorporated, if necessary, into the land use element of the general plan for that particular jurisdiction. In addition, ensure that the HDC is incorporated as part of future land use plans for that area.

#### **3.1.1.3 Parks and Recreation**

##### **Regulatory Setting**

This project will affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). The Park Preservation Act prohibits local and state agencies from acquiring any property which

is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

### ***Affected Environment***

Maps showing park and recreation facilities as well as other community facilities in the vicinity of the proposed alignments are shown in Figures 3.1.1-11 to 3.1.1-16.

#### ***City of Palmdale and Unincorporated Areas of Los Angeles County – Lake Los Angeles and Sun Village***

Twenty-two (22) park and recreational facilities are located throughout the study area in Palmdale and unincorporated areas of Los Angeles County. Two park and recreational facilities – Desert Sands Park and the Desert Aire Golf Course – are within 0.5 mile of the proposed project. Only Desert Sands Park is adjacent to the proposed project alignment. Under the HSR alignment, Poncitlán Square (a 4-acre City-owned park), Robert St. Clair Park, and Hammack Activity Center/Roller Hockey Rinks (a 29,000-square-foot recreational facility owned and operated by the City) are located within 0.5 mile of the proposed HSR alignment.

#### **Desert Sands Park**

The 20-acre, City-owned Desert Sands Park is located approximately 0.08 mile from the project footprint (all alternatives), at 39117 3<sup>rd</sup> Street East, Palmdale, on the southwest corner of Technology Drive and 3<sup>rd</sup> Street East. The park includes a walking/jogging trail through natural vegetation; a semi-sheltered picnic area that accommodates up to 250 guests; a playground with swings, slides, fire poles, and climbers; a recreation/meeting building; two softball fields; one soccer field; two tennis courts; two basketball courts; a sand volleyball court; restrooms; and a tot lot. It is open to the public from 8:00 a.m. to 10:00 p.m., 7 days per week.

#### **Desert Aire Golf Course**

The Desert Aire Golf Course is a full-length nine-hole golf course located at 3620 East Avenue P within the city of Palmdale. In addition, the facility offers a practice facility, which includes a full-size sand bunker, a practice putting green, and a practice chipping green area. The Desert Aire Golf Course is approximately 0.5 mile from the project footprint (all alternatives).

#### **Poncitlán Square**

Poncitlán Square is located at 38315 9<sup>th</sup> Street East, Palmdale, and is across from City Hall. Poncitlán Square features native vegetation and landscaping, a rose garden, and a bandstand pavilion/gazebo for outdoor concerts, special events, outdoor wedding ceremonies, and reception photos. This park is about 0.4 mile from and southeast of the project limits.

Figure 3.1.1-11 Bikeway within Palmdale Study Area



Figure 3.1.1-12 Parkland within Palmdale Study Area

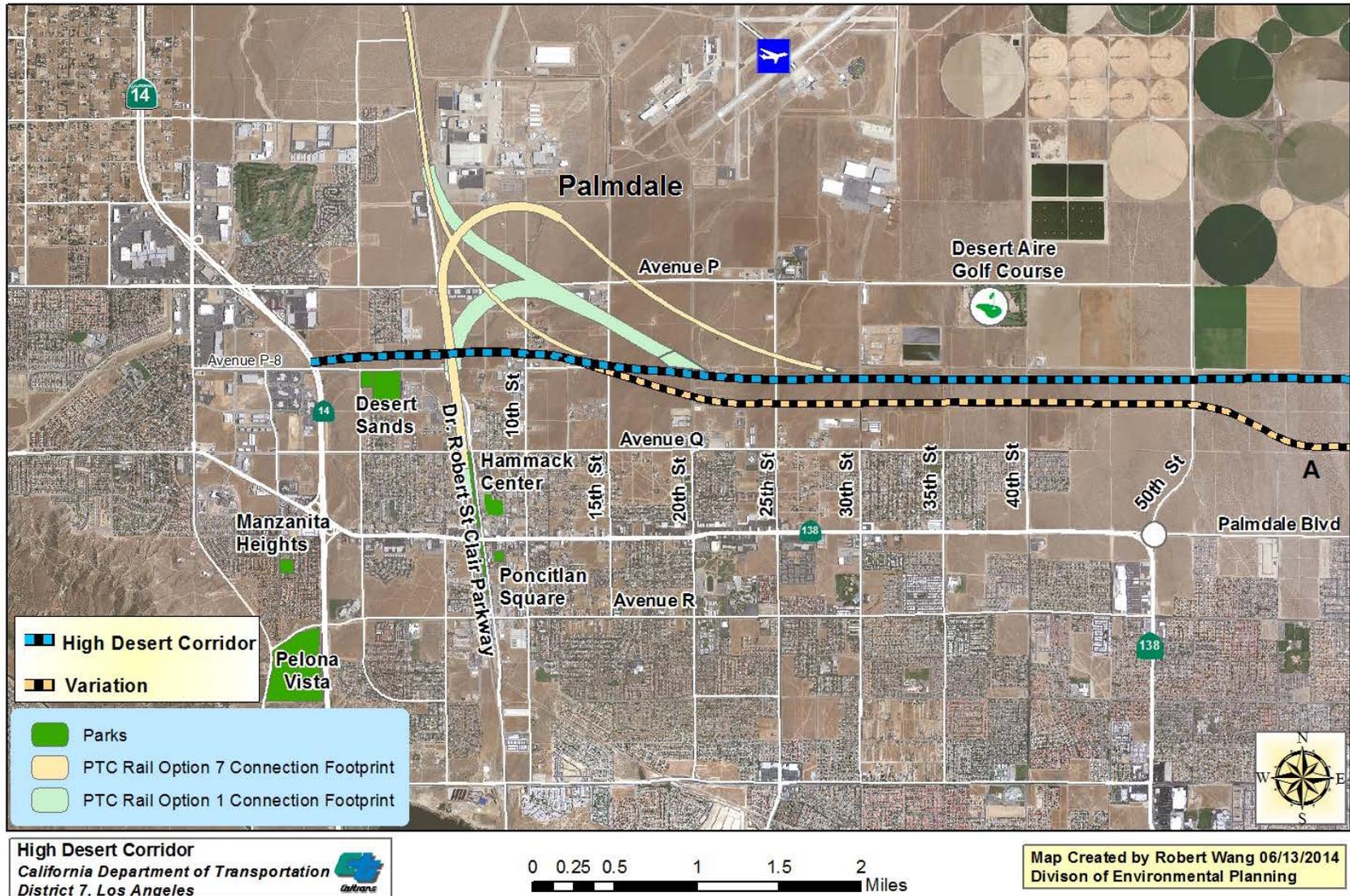


Figure 3.1.1-13 Adopted Trail System within LA County Study Area

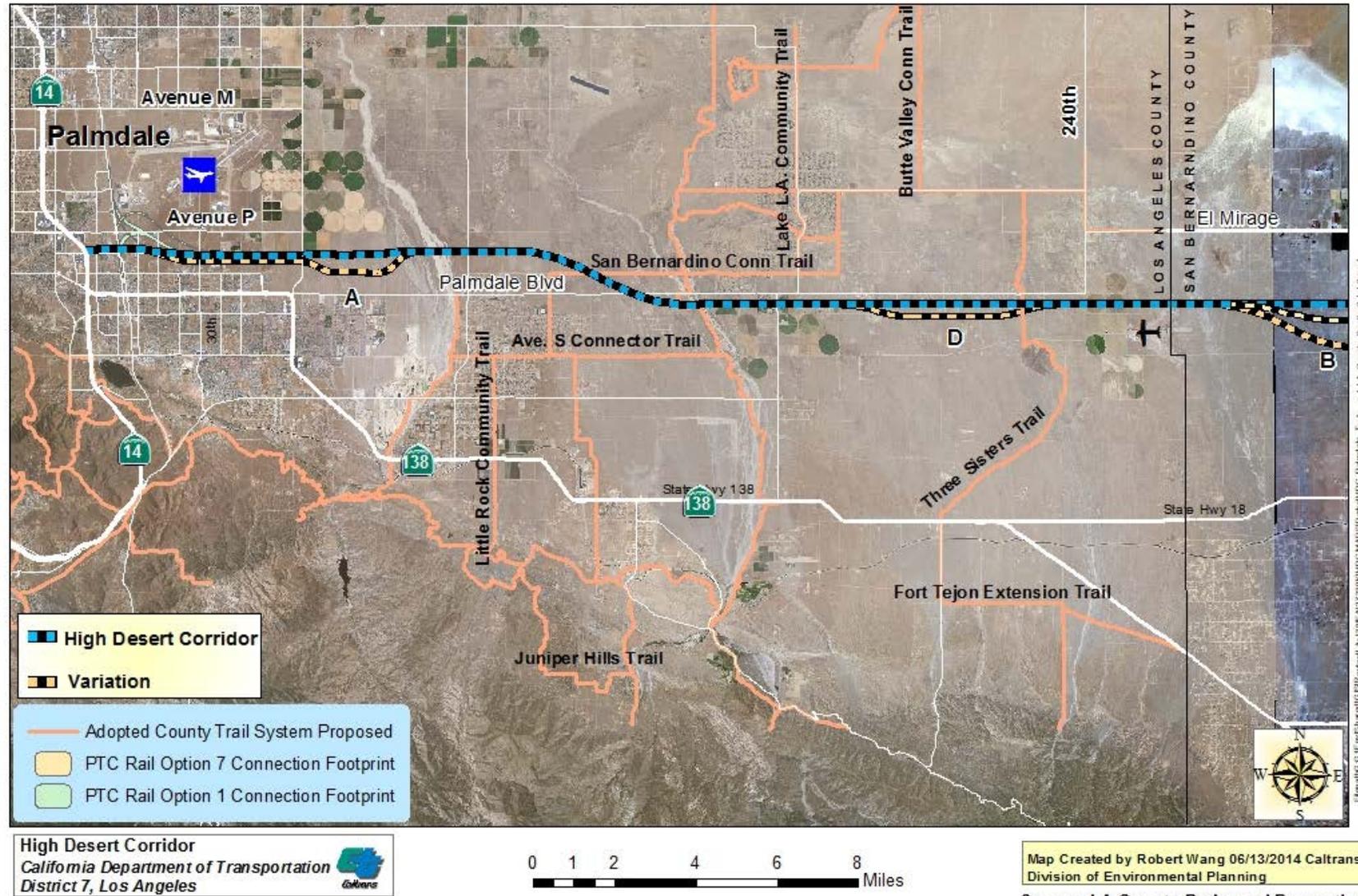


Figure 3.1.1-14 Bikeway and Trails in Apple Valley

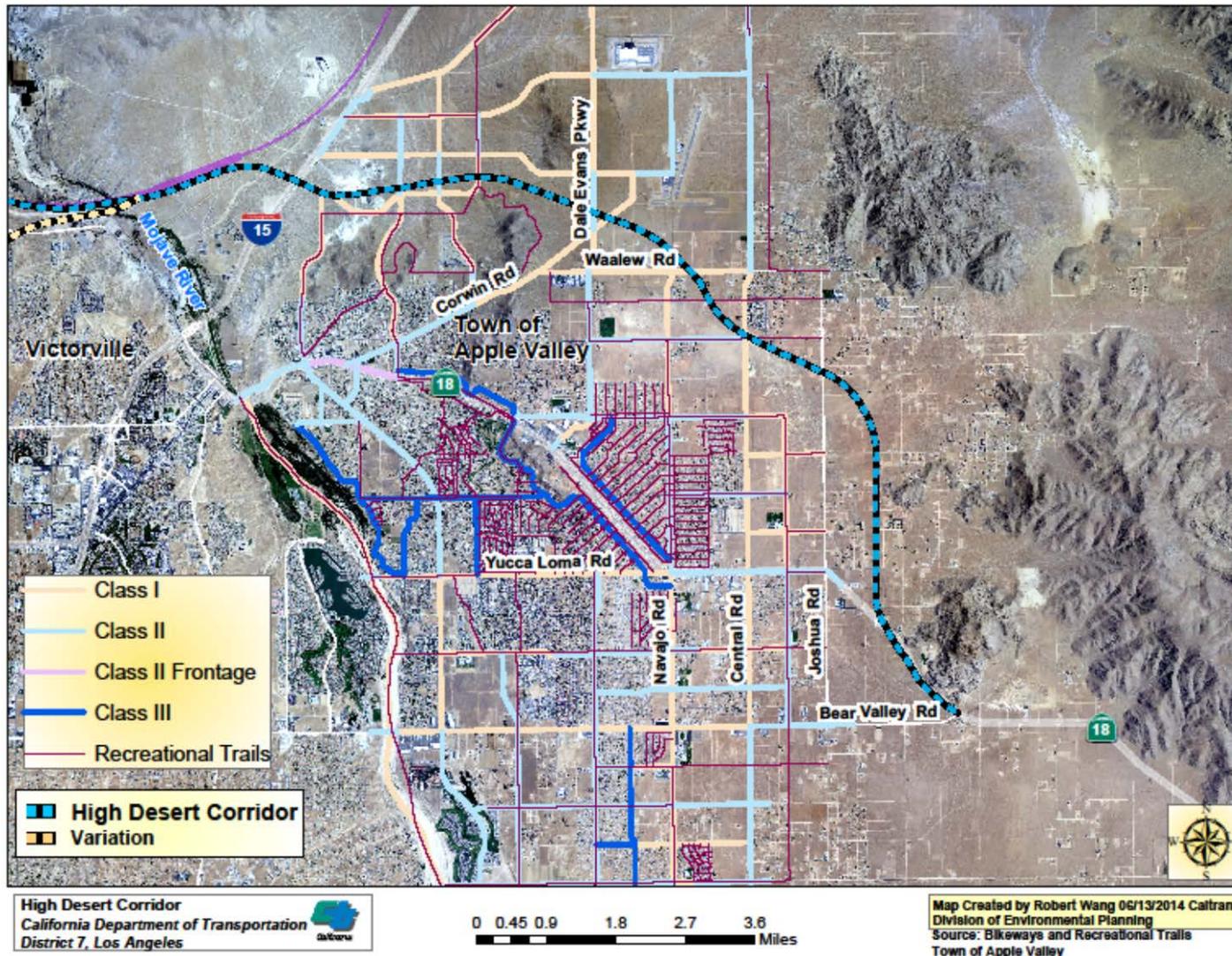


Figure 3.1.1-15 Parkland in Apple Valley Study Area

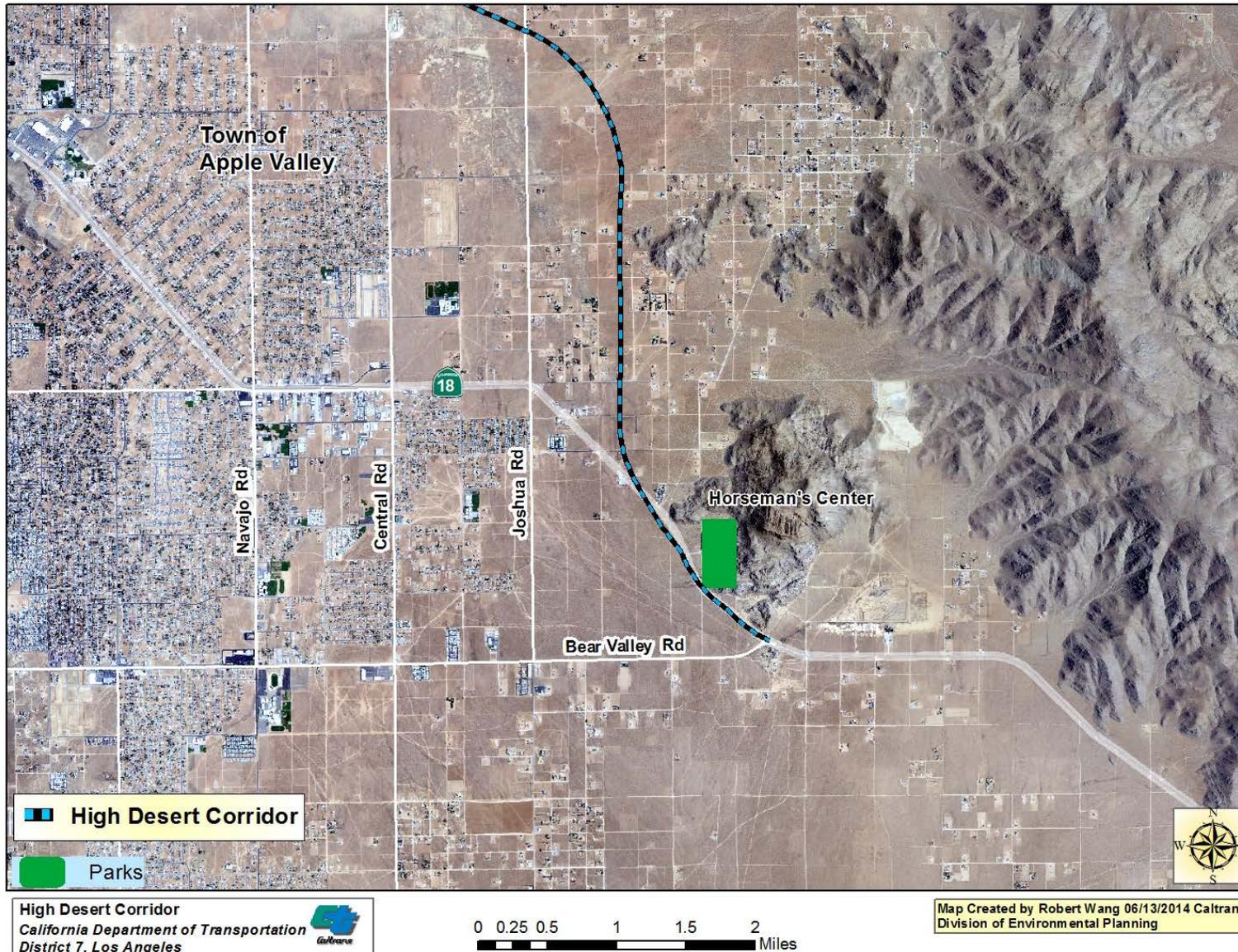
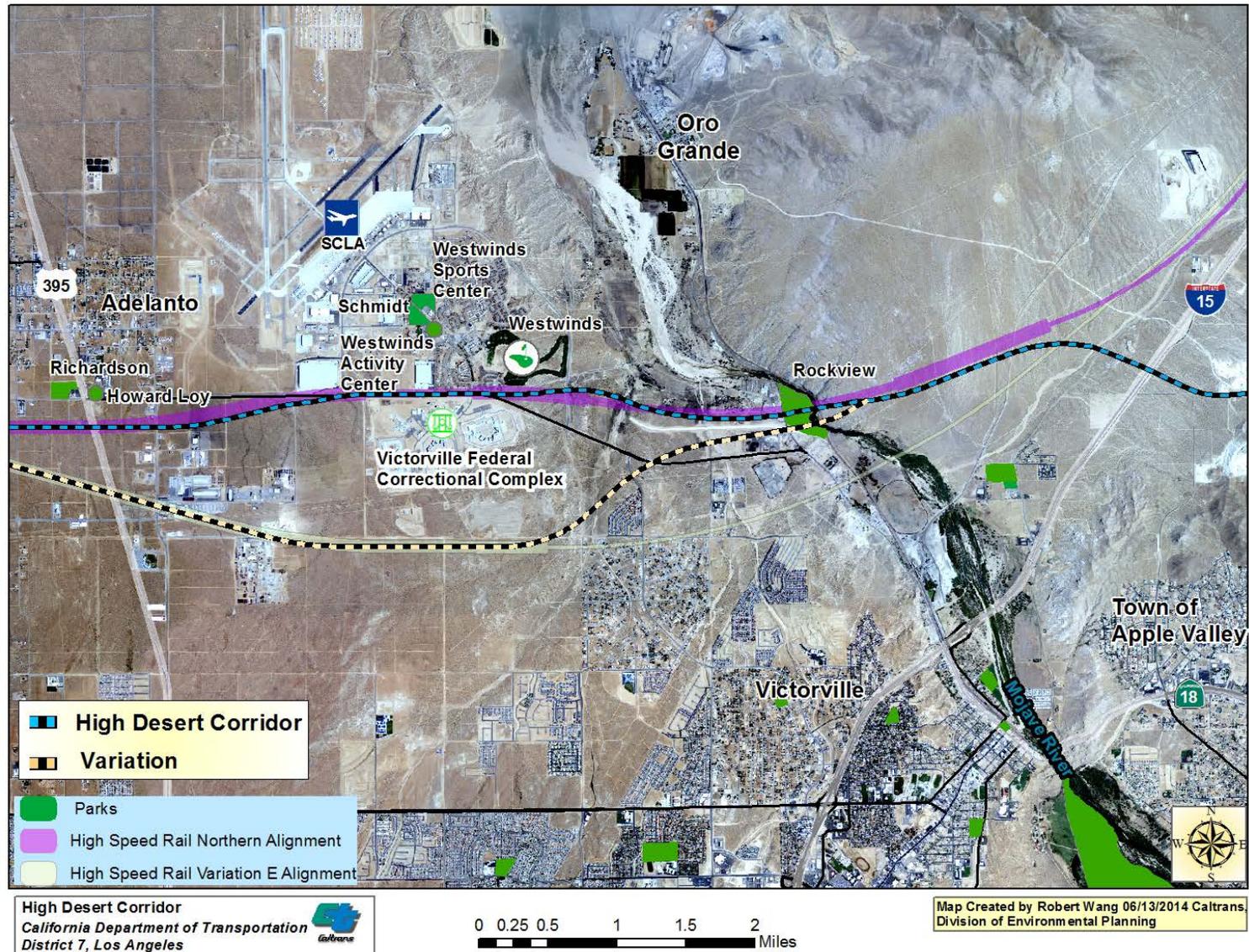


Figure 3.1.1-16 Parkland in Victorville Study Area



### Robert St. Clair Parkway

Robert St. Clair Parkway is located along Sierra Highway in Palmdale, from Avenue Q to Avenue R. The total acreage of the parkway is approximately 8.7 acres. The parkway includes a 12-foot-wide concrete trail that forms a meandering bikeway. The trail extends along the west side of Sierra Highway from Avenue Q to Palmdale Boulevard and from Palmdale Boulevard to 250 feet south of Avenue Q-12. The Parkway/path is owned by the City of Palmdale. It is designated primarily for passive recreation and is open to the public.

### Hammack Activity Center/Roller Hockey Rinks

This public recreational facility is located at 815 East Avenue Q-6. None of the project alternatives would permanently incorporate land from or temporarily occupy this park.

### Trails and Parkways

There are many areas within the High Desert that provide bicycling opportunities for bicyclists, but few designated trails are available. Several active bicycle clubs ride through portions of the study area on surface roadways and trails that are disconnected, due largely to the rugged terrain and limitations of available access points. Within Palmdale and unincorporated areas of Los Angeles County, there are three trails and parkways that are designated multi-use for pedestrian, bike, and/or equestrian. These trails include Barrel Springs Trail, Joshua Ranch Trail, and Robert P. St. Clair Parkway. Other pedestrian facilities include walking paths around Domenic Massari Park, Pelona Vista Park, and Marie Kerr Park.

### City of Adelanto and Unincorporated San Bernardino County

Six park and recreational facilities are located throughout Adelanto and unincorporated areas of San Bernardino County. Three park and recreational facilities are within 0.5 mile of the proposed project – Adelanto Park, Howard Loy Park, and Richardson Park. None of the three park and recreational facilities are located adjacent to the proposed project.

### Adelanto Park

Located off Inca Avenue and adjacent to the Adelanto School Academy of Math and Science, the Adelanto Park serves as a recreational facility and is open to the public. Adelanto Park provides open green space for various recreational activities and sports.

### Howard Loy Park

Howard Loy Park is located near Air Base Road and US 395, and it is characterized by open spaces with several trees providing ample shade. The park is limited in size; thus, certain recreational activities may not be ideal at this location. However, it is a nice place for picnicking activities.

### Richardson Park

Richardson Park is located at the intersection of Air Base Road and Delicious Street. The park offers various activities for children and includes a softball and soccer field. Parking is also provided within the park facility.

### Bicycle and Pedestrian Facilities

There are no designated pedestrian or bicycle facilities within Adelanto and unincorporated areas of San Bernardino County. Although no facilities may exist at this time, the goals of the City are to incorporate the design of improved and/or new roadway systems encompassing a complete and effective pedestrian element and to establish a trails network within the open space areas. All major roadways would contain adequate ROW to allow the implementation of sidewalks and bike lanes.

An interagency meeting was conducted August 15, 2012, between bicycle coordinators from Los Angeles County, Metro, SCAG, and Caltrans to obtain input on bicycle design options. The working group determined that the existing bicycle network in Los Angeles and San Bernardino counties would benefit from a parallel bicycle facility to provide continual linkage between the bicycle networks from both counties.

### City of Victorville

Twenty-five (25) park and recreational facilities are located throughout Victorville. Two park and recreational facilities – Rockview Nature Park and West Wind Golf Course – are within 0.5 mile of the proposed project.

### Rockview Nature Park

The Rockview Nature Park includes a Nature Center with a carpeted multipurpose room with approximately 1,900 square feet of gathering space and a kitchen. This park is dedicated to E.Q. and Rosalind Sullivan. Amenities located within the park include the Nature Center, an outdoor amphitheater with a campfire area, two small open grass areas, a gazebo, and play equipment. Rockview Nature Park is open for scheduled uses only.

### West Wind Golf Course

The West Wind Golf Course is located within Victorville and is a 9-hole golf course open to the public. With the use of multiple tees, the golf course can be played as an 18-hole golf course. This course is available for daily fee or reserved play, special events, and tournaments.

### Bicycle and Pedestrian Facilities

There is one designated bike path within Victorville, which begins north of D Street, just southeast of Eva Dell Park. The bike path is separated from the road and travels north, eventually terminating at I-15. Plans for non-motorized transportation facilities in the City of Victorville can be found in the CIA.

The City has plans to utilize waterways and power line ROW for use by bicyclists, equestrians, and other nonmotorized uses. Safety of these uses is a major concern and requires special attention at street crossings. Trails along the Mojave River and Oro Grande River are considered within the City's jurisdiction. Mojave River walk trail is a 9-mile trail along the river from the northern city limits, north of I-15 to the southern city limits near Victor Valley College. Oro Grande trail is planned as a paved pathway that would run the length of the river and through much of Victorville. It would link the Mall of Victor Valley and downtown, as well as parks and schools, and cross I-15 on a separate bridge near La Mesa Nisqualli Road. Within utility ROW, trail planning requires coordination with utility companies. *The Non-Motorized Transportation Plan* (City of Victorville, 2010) considers connectivity with public facilities, retail establishments, and other points of interest and improvement of accessibility over I-15. Safe bike racks for occasional users and every day users are also considered for any multimodal facilities within the city. Bicycle parking facilities are also considered and planned at the proposed railroad station for the DesertXpress Rail Station.

### *Town of Apple Valley*

Seventeen (17) park and recreational facilities are located throughout Apple Valley. One park and recreational facility – Horsemen's Center – is within 0.5 mile of the proposed project.

### *Horsemen's Center*

Horsemen's Center is a rural park that is located 3 miles east of Central Road within Apple Valley. The park is approximately 80 acres large and includes various amenities that include two horse show arenas, a BMX park, a children's playground, picnic areas, a hiking trail, and seven campsites. The park is open for use beginning at dusk and closes at dawn.

### *Bicycle and Pedestrian Facilities*

The Town of Apple Valley's master plan is to create a network of bikeways and pathways within an urban environment that would encourage the use of alternative means of transportation. A trails system would be designed to connect the urban and natural environments by providing access to open spaces. Three types of bicycle lanes are proposed in Apple Valley, as described in the Parks and Recreation Element of the Town of Apple Valley General Plan (2009). Bicycle lanes have been expanded to ensure greater connectivity and access throughout the community and promote nonmotorized modes of travel. Bicycle lanes in Apple Valley are also designed to connect to regional bikeways. Continued coordination with the City of Victorville and San Bernardino County will be essential in the ultimate development of an effective regional bikeway system. (See Section 2.2.2, Bicycle Access Option, for bikeway classifications). A map showing pedestrian and bicycle facilities located in the Town of Apple Valley can be found in the CIA. The City-adopted master plan indicates that no existing or future planned bicycle routes cross the proposed HDC road alignment.

## **Environmental Consequences**

### *No Build Alternative*

The No Build Alternative consists of those transportation projects that are already planned and committed to be constructed by or before 2040 other than the HDC Project. It is not anticipated that implementation of these projects would have an impact on parks and recreational facilities.

### Common to All Build Alternatives

No acquisition of any pedestrian or bicycle facilities would occur under the alternatives with or without HSR feeder. However, a portion of the parking lot that serves the Rockview Nature Park within the City of Victorville will be directly affected as a result of the ROW acquisition for the HDC construction. The Project would not permanently incorporate land from the Rockview Nature Park into the transportation right of way. It would incorporate a part of the City of Los Angeles Department of Water and Power (LADWP) owned property, including the southern parking lot and access entrance, part of the trail, and possibly some other temporary recreational facilities, into highway ROW.

Caltrans will coordinate with the LADWP regarding the acquisition of their land during the ROW acquisition process. Temporary facilities located within the parcel would be permanently eliminated and no longer be used for the Rockview Nature Park. To minimize any potential project proximity effects on the Rockview Nature Park due to the take of LADWP's property, Caltrans proposes a minimization measure to grade/construct additional parking spaces within the Rockview Nature Park. The new parking lot would be a functional equivalent to the existing parking lot on LADWP's property. Detailed design and construction of the parking lot and access entrance to the park will be further discussed between the Project Team and the City's Community Services Department during the design phase of the project.

Access to the park would be reduced from two access points to one access point through the northern entrance. It should also be noted that the access entrance at LADWP's property was considered a temporary access point according to the agreement between the LADPW and the City of Victorville. The current northern access to the park does not currently have a designated turn lane. As an enhancement measure, Caltrans proposes to install/pave a turn lane to the park within the roadway's ROW to enhance safety and access to the park.

In addition, Caltrans would acquire approximately 5 acres of land from the south side of the West Winds Golf Course. However, this land is only a small portion of the approximately 139 acres of the golf course's total area. In addition, the land to be incorporated into the project would fall under the vacant portion of the golf course that has no facilities or activities located on it. Therefore, no facilities, functions, or activities of the park are adversely affected. Access to the golf course, via Westwinds Road, is anticipated to be maintained at all times during project construction and operation. West Winds Golf Course is protected under the Park Preservation Act in

which just compensation will be provided for the acquisition of land as outlined under the *Avoidance, Minimization, and/or Mitigation Measures* section.

The proposed project would incorporate bicycle paths along the HDC corridor; therefore, the impact is considered beneficial. Three options were considered for the 26-mile High Desert Segment between 20<sup>th</sup> Street East in Los Angeles County and US 395 in San Bernardino County, described in Section 2.2.2. The bikeway would traverse the eastern portion of Palmdale and continue eastward through Lake Los Angeles towards El Mirage and terminate within Adelanto. A typical cross section for the bike path is illustrated in Figure 2-6.

Based on the Section 4(f) findings under *Appendix B*, the project build alternatives would result in a *de minimis* finding for the West Winds Golf Course and Rockview Nature Park, and no use to the remaining parks. Please refer to Appendix B (Resources Evaluated Relative to the Requirements of Section 4(f) section) for more information about the parks with No Section 4(f) use.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following mitigation measures will be implemented to minimize impacts to parklands.

- PAR-1:** Provide an alternative parking facility for Rockview Nature Center to offset impacts resulting from the acquiring land. The alternative parking facility should be a functional equivalent to the existing parking lot on the LADWP's property.
- PAR-2** In accordance with the provisions of the California Park Preservation Act (CCP Sections 5400 through 5409), Caltrans, as an acquiring entity will pay sufficient (just) compensation (CCP 1263.320), or land, or both, to the County to enable the operating entity to replace the parkland and the facilities thereon. The substitute land will be of comparable characteristics and of substantially equal size, located in an area that would allow for use by generally the same people who used the existing parkland and facilities. The cost will include the land and the cost of converting the land into parkland, including the placement of substitute facilities thereon if a functional replacement is chosen. The final determination of what constitutes a functional replacement lies with Caltrans and the affected agencies. Negotiations with the City of Victorville Department of Parks and Recreation regarding the impacts to West Wind Golf Course will be conducted.
- PAR-3** Provide an alternative parking facility within the Rockview Nature Park to compensate for loss of the LADWP parcel that is currently used for parking at Rockview Nature Park in Victorville.
- PAR-4:** Install a turn lane to the Rockview Park at the northern entrance within the roadway's ROW to enhance safety and access to the park.