INITIAL STUDY / MITIGATED

NEGATIVE DECLARATION

WAALEW ROAD TRUCK AND TRAILER FACILITY

WAALEW ROAD AND NAVAJO ROAD

TOWN OF APPLE VALLEY

SAN BERNARDINO COUNTY, CALIFORNIA

Prepared for:

Town of Apple Valley
Planning Division
14955 Dale Evans Parkway
Apple Valley, California 92307
(760) 240-7000 ext. 7200

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, California 92408

August 2025

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measure
Basin	South Coast Air Basin
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BRA	Biological Resources Assessment
CalEEMod	California Emission Estimator Model
CBC	California Building Code
CCR	California Code of Regulations
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cf	cubic feet
cfs	cubic feet per second
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CUP	Conditional Use Permit
CWA	Federal Clean Water Act
DA	Drainage Area
dBA	A-weighted decibel
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	(United States) Environmental Protection Agency
FEMA	Federal Emergency Management Agency

FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HAZWOPER	Hazardous Waste Operations and Emergency Response
HVAC	Heating, Ventilation, and Air Conditioning
in/sec	inches per second
IPaC	Information for Planning and Consultation
IS	Initial Study
LED	Light-Emitting Diode
L_{eq}	Equivalent Continuous Sound Level
LID	Low Impact Development
L_{max}	Maximum Noise Level
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MT	Metric Ton
ND	Negative Declaration
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
O_3	Ozone
PCE	Passenger Car Equivalent
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCFD	San Bernardino County Fire Department
SBCTA	San Bernardino County Transportation Authority
SC	Standard Condition
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments

SMBMI	San Manuel Band of Mission Indians
SOx	Oxides of Sulfur
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIA	Traffic Impact Analysis
TUP	Temporary Use Permit
UP	Union Pacific
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
WAALEW ROAD TRUCK AND TRAILER FACILITY

1. INTRODUCTION AND PURPOSE

1.1 Introduction

Project Overview

Weka, Inc. (Applicant) is proposing the development of a truck and trailer parking facility in the Town of Apple Valley, San Bernardino County (see Figure 1-Regional Location). The Project Site is a 14.86-acre (gross) vacant parcel described as Assessor's Parcel No. 0440-014-11; it is located on Waalew Road, west of Navajo Road (see Figure 2-Vicinity Map). The Project Site is located in a relatively undeveloped area with scattered residential, commercial, and light industrial uses. The property has a General Plan designation and zoning of Planned Industrial (see Figures 3 and 4). The Proposed Project is a permitted use for the Planned Industrial land use designation and zoning with the approval of a Conditional Use Permit (CUP).

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) serves as the main framework of environmental law and policy in California. CEQA emphasizes the need for public disclosure and identifying and preventing environmental damage associated with proposed projects. Unless a project is deemed categorically or statutorily exempt, CEQA is applicable to any project that must be approved by a public agency in order to be processed and established. The proposed Project considered herein does not fall under any of the statutory or categorical exemptions listed in the CEQA Statute and Guidelines (California Public Resources Code, Section 21000 et seq.; 14 CCR 15000 et seq.); therefore, an Initial Study/Mitigated Negative Declaration has been prepared. The intent of this document is to provide an overview and analysis of the potential environmental impacts associated with the proposed Project by the Town, acting as the lead agency. As required by State CEQA Guidelines section 15063, this Initial Study/Mitigated Negative Declaration is a preliminary analysis prepared by the Town to determine if a mitigated negative declaration (MND) or an environmental impact report (EIR) is required. The Initial Study/Mitigated Negative Declaration informs the Town decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project.

1.3 Availability of the Initial Study/Mitigated Negative Declaration

The Initial Study/Mitigated Negative Declaration for the Project is being distributed directly to agencies, organizations, and interested groups and persons during a 30-day public review period. The Initial Study/Mitigated Negative Declaration is also available for public review in person at Apple Valley Town Hall (Planning Department 14955 Dale Evans Parkway, Apple Valley, California 92307) and at the San Bernardino County Library (14901 Dale Evans Parkway, Apple Valley, California 92307). These documents are also available for public review on the Town's website at https://www.applevalley.org/services/planning-division/environmental.

2. PROJECT DESCRIPTION

2.1 Project Location

The 14.86-acre Project Site is located in the central part of the Town of Apple Valley (refer to Figure 1 – Regional Location). The site is on Waalew Road, west of Navajo Road (refer to Figure 2 – Project Vicinity). The Project Site consists of Assessor's Parcel Number (APN) 0440-014-11

and is located in Section 3, Township 5N, Range 3W, as depicted on the U.S. Geological Survey *Apple Valley South, California* 7.5-minute topographic quadrangle map. Regional access to the Project Site is provided via I-15, approximately 5 miles west of the Project Site, and SR-18, approximately 3 miles south of the Project Site.

2.2 Environmental Setting

Town of Apple Valley:

The Town of Apple Valley is approximately 72 square miles and is located in the southwestern portion of the San Bernardino County. The Town is bordered by the City of Victorville to the west, the City of Hesperia to the southwest, and unincorporated County to the north and east.

Existing Project Site:

The approximately 14.86-acre Project Site consists of vacant, undeveloped land. The Project Site is located in a relatively undeveloped area with scattered residential, commercial, and light industrial uses. The Project Site and surrounding properties fall within the Town of Apple Valley land use designation (Town of Apple Valley 2015, 2021). According to the Town of Apple Valley General Plan, the land use designation for the site is Planned Industrial and the Proposed Project is an allowable use.

On-site and Adjacent Land Uses:

	Existing Land Use	General Plan Designation	Zoning Designation	Distance of Nearest Building from Project Site
Project Site	Vacant Land	Planned Industrial (I-P)	Planned Industrial (I-P)	N/A
North	Vacant Land, Single-family residence used as Light industrial	Specific Plan (SP)	Specific Plan (SP)	~120 feet
East	Single-family residential	Single-Family Residential (R-SF)	Equestrian Residential (R-EQ) (1du/0.4 to 0.9 net acre)	~40 feet
South	Vacant	Planned Industrial (I-P)	Planned Industrial (I-P)	N/A
West	Vacant Land, Single-family residential	Planned Industrial (I-P)	Planned Industrial (I-P)	~205 feet

Project Characteristics:

The Proposed Project includes construction and operation of a truck and trailer parking facility. The facility would function as an overflow parking lot that would store trucks and trailers and would not have the daily vehicle turn over that typically occurs in an active truck-trailer yard. The facility would include a 52-square-foot (SF) guard shack including a restroom (see Figure 5-Site Plan) for use by the on-duty guard. Secure access to the facility would be via one driveway with rolling gates at the proposed guard shack. The facility would include 430 parking spaces in total:

426 spaces each at 12' by 55', 3 standard car spaces, and 1 handicap accessible space. The facility would not provide maintenance services.

Construction is anticipated to last approximately 18 months, and anticipated to begin in 2025 and be completed in 2027. Construction phases include site preparation, grading, excavation, grubbing, utility and infrastructure installation, paving, building construction, and architectural coating, Construction activities would occur between 7:00 AM to 7:00 PM. The Proposed Project would require 769 cubic yards of imported dirt (16,077 cubic yards cut and 16,846 cubic yards fill). Excavations would not exceed 10 feet below project grade.

On-Site and Off-Site Improvements:

The Proposed Project would provide on-site improvements including septic system, storm water retention basin, perimeter landscaping along all sides, lighting, and curb and gutter. For lighting, two LED wall packs would be placed on the outside of the guard shack and 20-foot-high light poles are proposed throughout the property: 14 spaced evenly around the parking area and pointed towards the center, and eight scattered throughout the parking area. For curb and gutter improvements, 6-inch curb and gutter with curb cuts are proposed along the eastern boundary, 6-inch curb and gutter are proposed along the southern boundary, 6-inch curbs are proposed along the western boundary, and 6-inch curbs are proposed between the perimeter landscaping and the hardscape in the northern portion of the property. An eight-inch curb and gutter is proposed along the property frontage (refer to Figure 5).

Eight-foot tall block walls are proposed along and behind the front (northerly) setback, approximately 26.24 feet behind the setback on the eastern property boundary, and along approximately 100 feet of the western property boundary (see Figure 5 – Site Plan). Chain link fences with tan slates are proposed along the remaining western boundary and the eastern boundaries. There would be a hammerhead turnaround where Soboba Road intersects the easterly Project Site boundary. The turnaround is designed per County standards. The Proposed Project includes 105,840 square-feet of hardscape for the north quarter portion of the property, 148,130 square-feet of perimeter landscape, and 391,005 square-feet of crushed miscellaneous base (gravel) for the remainder of the property, as shown on the Site Plan.

Site Access and Circulation:

Access would be via a 50-foot-wide driveway on Waalew Road (see Figure 5– Site Plan). Secure access to the facility would then be via rolling gates at the proposed guard shack. Three standard car spaces and one handicap accessible space 19 feet in length would be located near the entrance northeast of the guard shack, outside of the rolling gate. 426 12' by 55' truck parking spaces would occupy the majority of the Project Site. The northern portion of the Project Site would consist of tandem truck parking spaces for dual trailer parking (110' in length). There would be a 75-foot clearance between the tandem parking spaces and the remaining truck parking spaces on the central and southern portions of the property. The aisle clearance for the truck parking spaces on the central and southern portions would be 75 feet.

Utility Improvements:

Given the vacant, undeveloped nature of the Project Site, both wet and dry utilities, including domestic water, storm drainage, and electricity, would need to be extended onto the Project Site. Water would be provided by Liberty Utilities. There will be an infiltration basin on the east side of

the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin would retain 100% of the design capture volume. A spillway and parkway culvert would direct any overflow to Navajo Road at the southeast corner of the Project Site. An on-site septic system would be provided for the guard shack restroom. Electricity services would be provided by Southern California Edison. The Proposed Project would connect to the existing electrical lines along the Project Site frontage. The Proposed Project would have no demand for natural gas.

Operations:

Business operations would be expected to be open to customers 10 hours a day (7:00 AM to 5:00 PM), 7 days a week.

Project Approvals:

The Project would require approval of a Conditional Use Permit (CUP 2024-004). Subsequent non-discretionary approvals (which would require separate processing through the Town) would include, but may not be limited to, a grading permit, building permits, and occupancy permits. A National Pollutant Discharge Elimination System (NPDES) Permit would need to be issued by the Regional Water Quality Control Board, Lahontan Region. Approval of a Burrowing Owl Plan is required from the California Department of Fish and Wildlife.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
WAALEW ROAD TRUCK AND TRAILER FACILITY

INITIAL STUDY CHECKLIST

1. Project Title:

Waalew Road Truck and Trailer Facility

2. Lead Agency Name and Address:

Town of Apple Valley, Planning Division
14955 Dale Evans Parkway
Apple Valley, California 92307

3. Contact Person and Phone Number:

Amanda Malone, Associate Planner
Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, California 92307
760-240-7000 ext. 7202

4. Project Location:

The 14.86-acre Project Site is located in the central part of the Town of Apple Valley. The site is on Waalew Road, west of Navajo Road. The Project Site consists of Assessor's Parcel Number (APN) 0440-014-11 and is located in Section 3, Township 5N, Range 3W, as depicted on the U.S. Geological Survey *Apple Valley South, California* 7.5-minute topographic quadrangle map. Regional access to the Project Site is provided via I-15, approximately 5 miles west of the Project Site, and SR-18, approximately 3 miles south of the Project Site.

5. Project Sponsor's Name and Address:

Weka, Inc.
236 W Orange Show Road Suite 114
San Bernardino, CA 92408-2036

6. General Plan Designation:

Planned Industrial

7. Zoning:

Planned Industrial (I-P)

8. **Description of Project:**

Weka, Inc. (Applicant) is proposing the development of a truck and trailer parking facility in the Town of Apple Valley, San Bernardino County. The Project Site is a 14.86-acre (gross) vacant parcel described as Assessor's Parcel No. 0440-014-11; it is located on Waalew Road, west of Navajo Road. The Project Site is located in a relatively undeveloped area with

scattered residential, commercial, and light industrial uses. The property has a General Plan designation and zoning of Planned Industrial. The Proposed Project is a permitted use for the Planned Industrial land use designation and zoning with the approval of a Conditional Use Permit (CUP).

The Proposed Project includes construction and operation of a truck and trailer parking facility. Access into the site would be via a 50-foot-wide driveway on Waalew Road. Secure access to the facility would then be via rolling gates at a proposed 52-square-foot guard shack, which includes a restroom. The facility would include 430 parking spaces in total: 426 spaces each at 12' by 55', 3 standard car spaces, and 1 handicap accessible space.

9. **Setting and Surrounding Land Uses:**

The Project Site is surrounded by a light industrial use to the north, single-family residences to the east, vacant land to the south and west, and a single-family residence to the southwest.

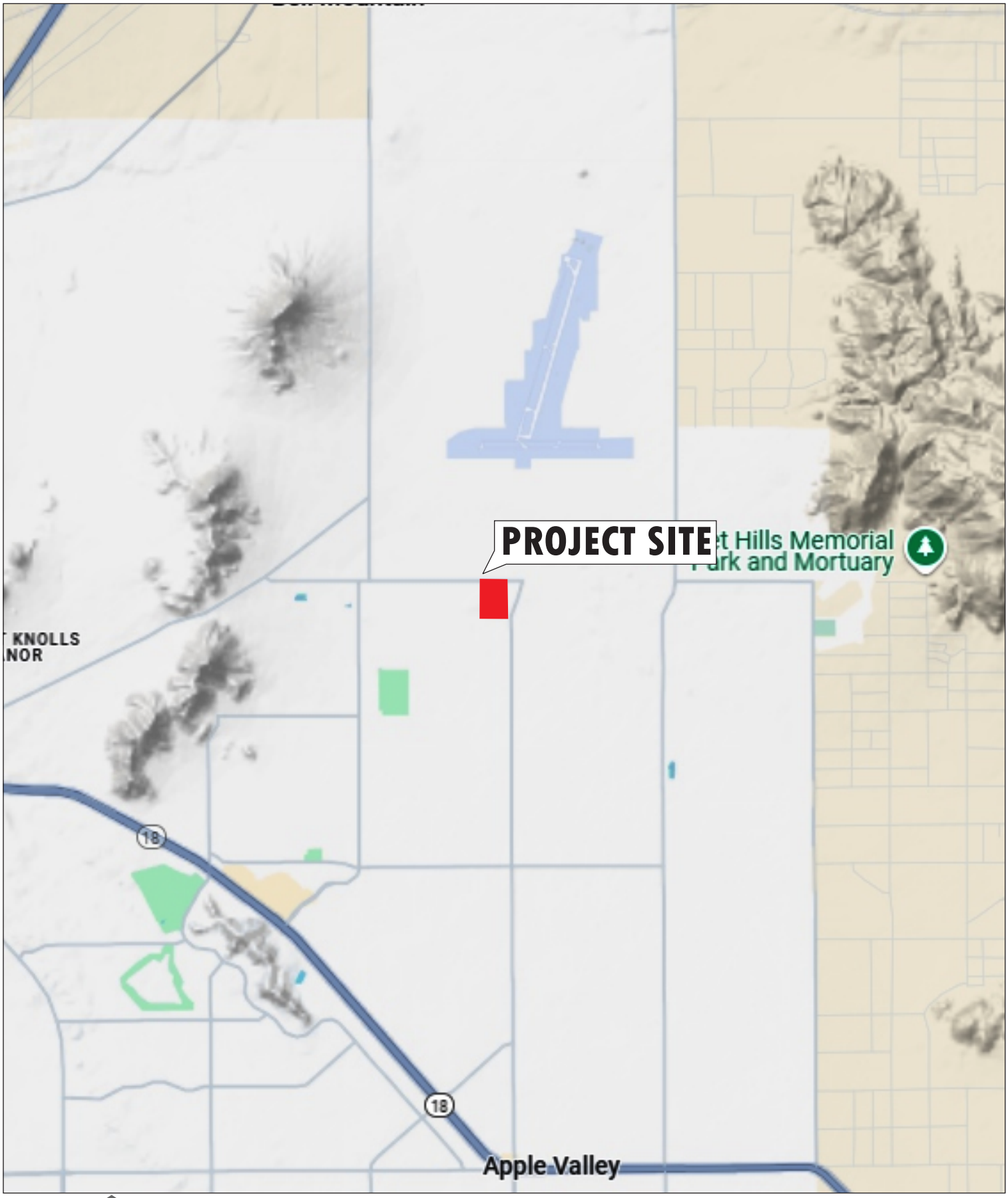
10. **Required Actions:**

Regional Water Quality Control Board, Lahontan Region: NPDES Permit
California Department of Fish and Wildlife: Approval of Burrowing Owl Plan

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?**

Please refer to Checklist Section 3.18 (Tribal Cultural Resources).

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.



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REGIONAL LOCATION

Waalew Rd. Truck and Trailer Facility
Town of Apple Valley, California

FIGURE 1

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Feet

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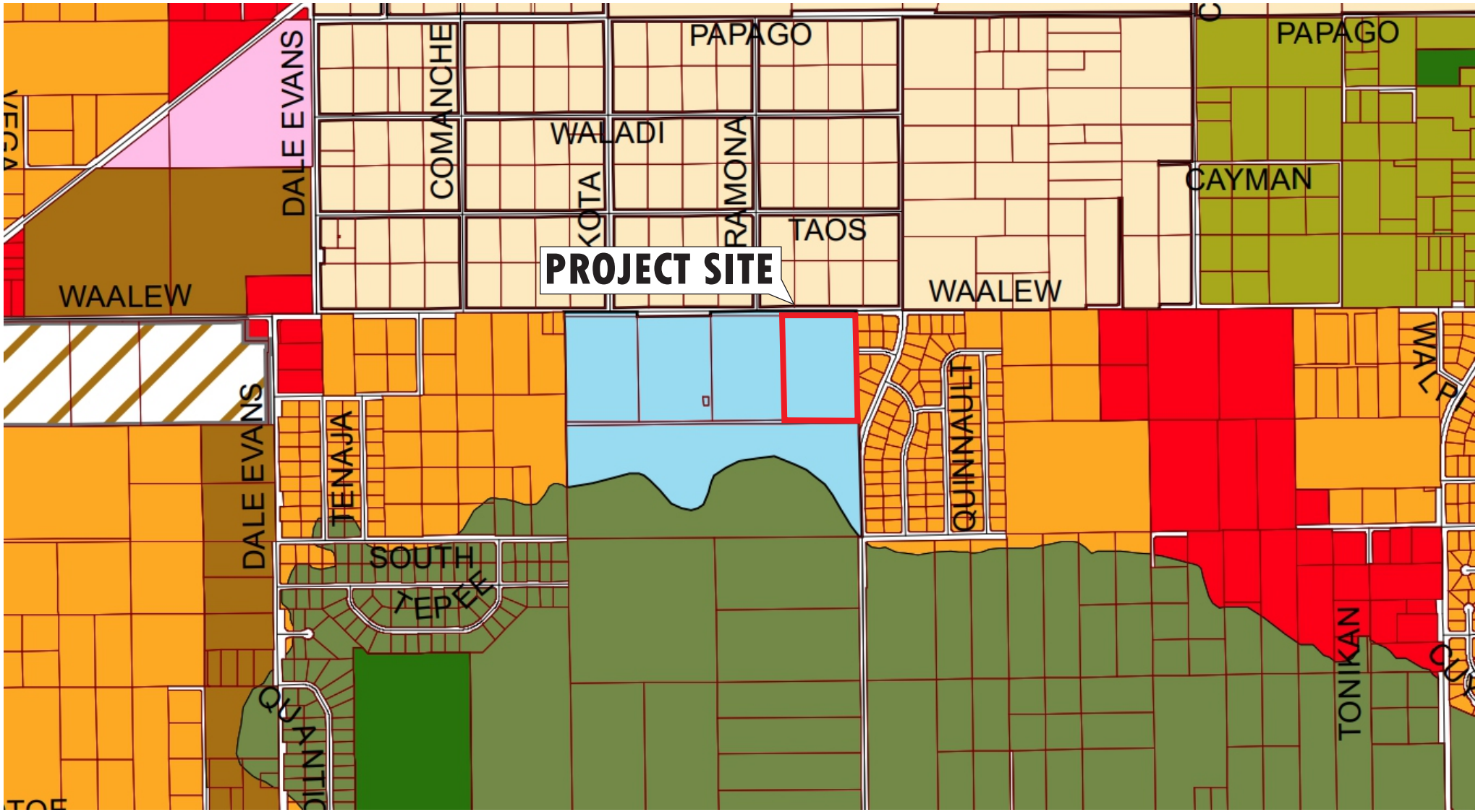
PROJECT VICINITY

Waalew Rd. Truck and Trailer Facility

Town of Apple Valley, California

FIGURE 2



Source: Town of Apple Valley General Plan

Planned Industrial (I-P)

Single Family Residential (R-SF)

Specific Plan (SP)

GENERAL PLAN LAND USE DESIGNATIONS

Waalew Rd. Truck and Trailer Facility
Town of Apple Valley, California

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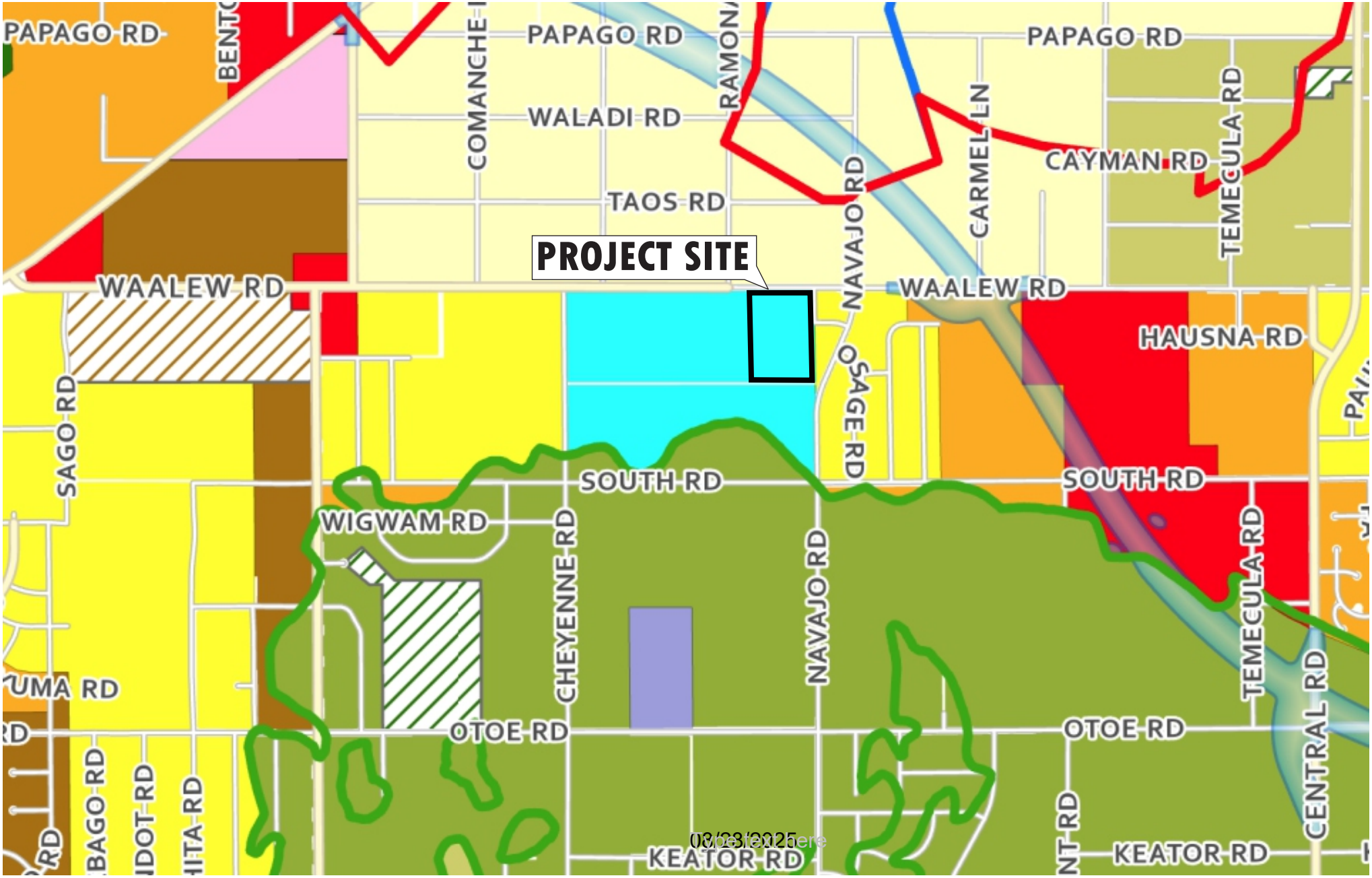
FIGURE 3



Source: Town of Apple Valley General Plan

(I-P) Planned Industrial

(R-EQ) Equestrian Residential (1 du/0.4 to 0.9 net acre)

(SP) Specific Plan

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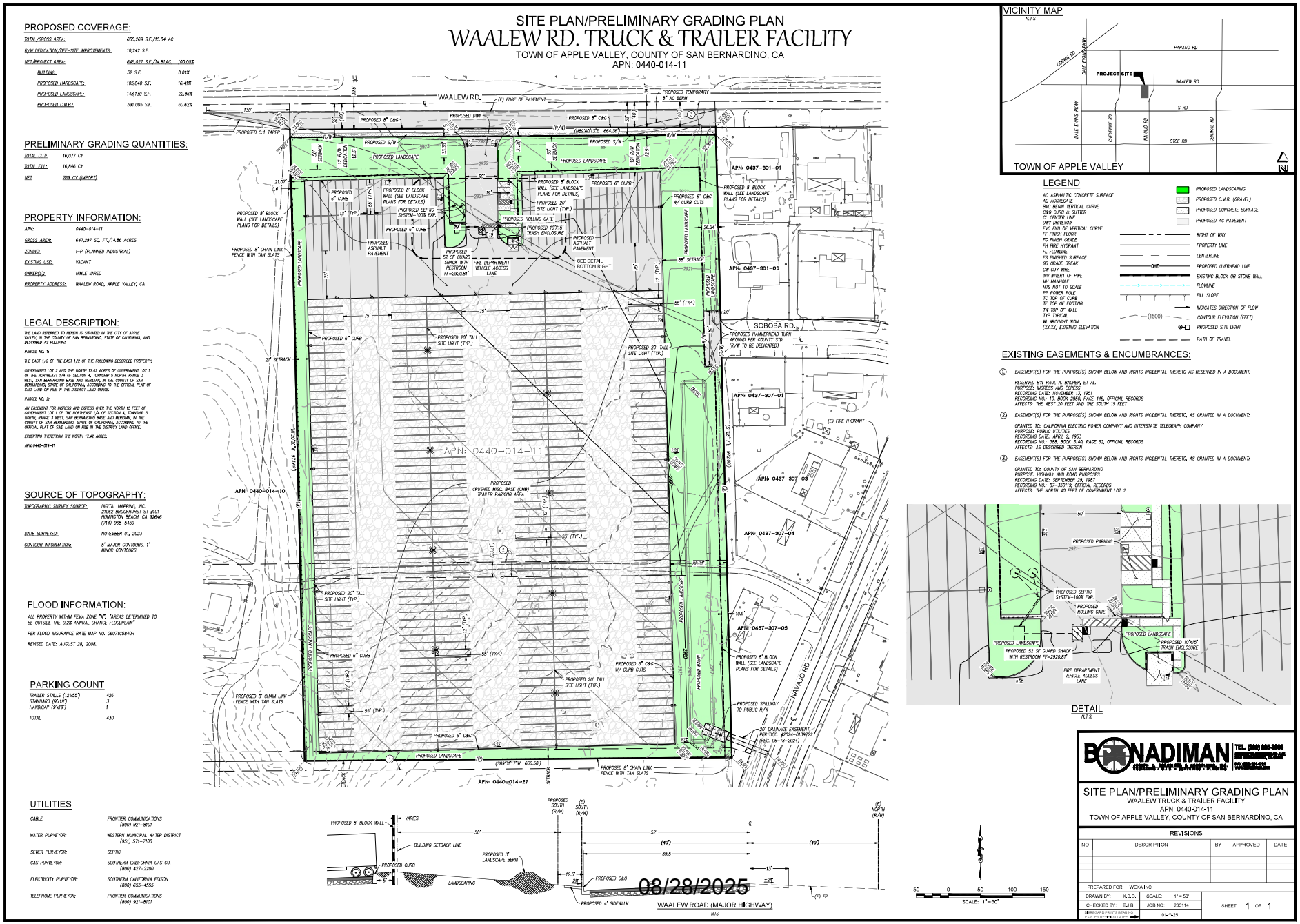
ZONING

Waalew Rd. Truck and Trailer Facility
Town of Apple Valley, California

FIGURE 4



SITE PLAN

Waalew Rd. Truck and Trailer Facility

Town of Apple Valley, California

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FIGURE 5

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☑ Biological Resources	☑ Cultural Resources	☐ Energy
☑ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☑ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of the initial evaluation:

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

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

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

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

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

Signature: Amanda Malone Date: 08/28/2025

Associate Planner

EVALUATION OF ENVIRONMENTAL IMPACTS

☐ A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

☐ All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

☐ Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

☐ "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

☐ Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- Earlier Analysis Used. Identify and state where they are available for review.
- Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

☐ Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

☐ Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

☐ This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

☐ The explanation of each issue should identify:

- The significance criteria or threshold, if any, used to evaluate each question; and
- The mitigation measure identified, if any, to reduce the impact to less than significance.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I.	**AESTHETICS** –would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact.

Discussion of Effects: The Town of Apple Valley is located within the Mojave River floodplain and occurs on the valley floor, surrounded by peak elevations of up to 3,200 feet above sea level.[1] Notable geographic landmarks include the San Bernardino Mountains to the south, Turtle and Black Mountains to the north, Fairview Mountain to the northeast, and the Granite Mountains to the southeast, all of which are more than 2 miles away from the Project Site. Apple Valley's 'wide skies' is a visual characteristic special to the area, which allows residents to have unobstructed views of the undeveloped desert lands. The Project Site is surrounded by a light industrial use to the north, single-family residences to the east, vacant land to the south and west, and a single-family residence to the southwest. The base of the San Bernardino Mountains is located approximately 14 miles south of the Project Site. The San Bernardino Mountains, and the nearby hills to the east and west provide scenic vistas from Waalew Road adjacent to the Project Site. With implementation of the Proposed

[1] Terra Nova Planning & Research Inc. Environmental Impact Report Apple Valley General Plan and Annexations 2008-001 & 2008-002. https://www.applevalley.org/home/showpublisheddocument/24331/636552384686570000. Certified August 11, 2008.

Project, views from Waalew Road of the nearby hills to the east and west would not be impacted as the only proposed structure is the 52-SF, 9.5-foot-high guard shack. Furthermore, as typical trucks and trailers average 13.5 feet in height and cannot park within the setbacks, trucks and trailers would not obstruct any views of the scenic vistas. However, views of the San Bernardino Mountains from the residences to the east of the Project Site could be limited due to the proposed 8-foot block wall. With implementation of a 26.24-foot linear landscape area comprised of shrubs proposed between the wall and the eastern project boundary, the impact to any scenic views would be minimized to the extent feasible by the inclusion of green space. As construction is short-term and temporary, project construction would not permanently impact any scenic vistas. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway?

No Impact

Discussion of Effects**:** The Project Site is dominated by desert scrub plant community common in the region. There are no scenic resources on-site. The property is not located in proximity to any state scenic highways. The nearest eligible highway is SR-247, approximately 13 miles east of the Project Site.[2] Therefore, implementation of the Proposed Project would not substantially degrade scenic resources within a state scenic highway. No impacts are identified, and no mitigation measures are required.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

Discussion of Effects: The Project Site is located in an urbanized area within the High Desert Region of the County and within the Town of Apple Valley.[3] The existing visual characteristics of the site include ruderal vegetation that will be removed prior to construction. The Project Site is zoned Planned Industrial, and the Proposed Project is an allowed use with a conditional use permit. Given the lack of on-site scenic resources and that perimeter landscaping is proposed, which would screen the views of the chain-link fence, block wall, and on-site trucking operations, implementation of the Proposed Project would not be visually degrading. Therefore, the Proposed Project would not conflict with zoning and other regulations governing scenic quality. The General Plan Open Space & Conservation Element identifies natural resources that should be considered for preservation, such as scenic resources necessary for the overall livability of the community and to maintain the aesthetic qualities of the Town and vicinity. The Mojave River, surrounding knolls, hillsides, mountains, and the natural desert environment are an important natural resource that should be preserved as Open Space. The Mojave River is located over 5 miles west of the Project Site. Mountains

[2] CalTrans. California State Scenic Highways. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 2, 2024.
[3] Office of Planning and Research. Site Check. https://sitecheck.opr.ca.gov/. Accessed October 2, 2024.

and hillsides would not be impacted by the Proposed Project as discussed above. Even though the Project Site is part of the natural desert environment, there are no scenic resources on-site and the proposed landscaping would complement the existing environment with the incorporation of desert plants. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less than Significant Impact

Discussion of Effects**:** Project construction would occur during daylight hours, between 7:00 AM and 7:00 PM. Nighttime lighting, if any, would be short-term and temporary. The Project Site is surrounded by Waalew Road and a light industrial use to the north, single-family residences to the east, vacant land to the south and west, and a single-family residence to the southwest. At completion of construction, two LED wall packs would be placed on the outside of the guard shack. Light poles at 20 feet in height are proposed throughout the property: 14 spaced evenly around the parking area and pointed towards the center, and eight scattered throughout the parking area. The design and placement of light fixtures for the Proposed Project would be consistent with the Municipal Code standards for lighting (Municipal Code 9.70.020) Town standards,[4] as listed below:

1. All lighting used in parking lots for security purposes or safety-related uses shall be scheduled so that light rays emitted by the fixture are projected below the imaginary horizontal plane passing through the lowest point of the fixture and in such a manner that the light is directed away from streets and adjoining properties.
2. If lighting is used or is necessary for color rendition, the primary lighting system shall be supplemented with a secondary lighting system which shall serve as security-level lighting and shall be the sole source of lighting during the nonoperating hours of each business.
3. Lighting standards and fixtures shall be of a design compatible with the architecture of on-site buildings.
4. Flashing lights are prohibited.
5. The intensity of light at the boundary of any multi-family, commercial, or industrial zoning district shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
6. Parking lot lighting and/or security lighting, when affixed to individual poles or affixed to any structure on site, shall not exceed a height of twenty (20) feet above the parking area surface.
7. Security or accent lighting for single-family residences shall be shielded to project downward or in a manner that the light is directed away from streets and adjoining properties.

Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[4] Town of Apple Valley Municipal Code. 9.70. Accessed August 17, 2024.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

Discussion of Effects**:** The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Grazing Land" in its California Important Farmland Finder.[5] No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity.[6] The Proposed Project would not convert farmland to non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

Discussion of Effects**:** The Project Site is not listed as a property under Williamson Act Contract within the County.[7] In addition, the Project Site and surrounding area are not zoned for agricultural uses. As such, implementation of the Project would not conflict with existing zoning for agricultural use or land under a Williamson Act contract. Therefore, no impacts would occur, and no mitigation is required.

c) Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact

Discussion of Effects**:** The Project Site is not located on or adjacent to forestland, timberland, or timberland zoned timberland production.[8] The Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland. Therefore, the Proposed Project would have no impact on forest land or timberland. No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

Discussion of Effects**:** The Project Site is designated as "Grazing Land" and is currently undeveloped. No forest land exists on-site. The Project Site is not located on or adjacent to forestland. Therefore, no impact would occur, and no mitigation is required.

[5] California Department of Conservation. California Important Farmland Finder. Accessed October 2, 2024.
[6] Terra Nova Planning & Research Inc. Environmental Impact Report Apple Valley General Plan and Annexations 2008-001 & 2008-002. https://www.applevalley.org/home/showpublisheddocument/24331/636552384686570000. Certified August 11, 2008.
[7] San Bernardino County Assessor. Parcels Under Open Space Contract Report 6/25/2024. Accessed October 2, 2024.
[8] Town of Apple Valley. General Plan. Adopted August 11, 2009.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact

Discussion of Effects: The Project Site is currently zoned Planned Industrial (I-P) and is not located on or adjacent to any parcels identified as important farmland or forestland.[9] The Proposed Project would not involve changes to the existing environment that would result in the indirect conversion of important farmland or forestland. Therefore, no impact would occur, and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

Less than Significant Impact

Discussion of Effects: The Project Site is located in the Mojave Desert Air Basin (MDAB). The MDAB encompasses the desert portion of San Bernardino County. The Mojave Desert Air Quality Management District (MDAQMD) has jurisdiction over air quality issues and regulations within the Town of Apple Valley. MDAQMD has adopted the California Environmental Quality Act and Federal Conformity Guideline (February 2020) which is a

[9] California Department of Conservation. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/. Accessed October 2, 2024.

policy document intended to assist preparers of environmental analysis or review documents for projects within the jurisdiction of the MDAQMD by providing background information and guidance on the preferred analysis approach. The air and dust emissions from the construction and operational use of the Proposed Project were evaluated and compared to the MDAQMD air quality thresholds to determine significance.

The U.S. Environmental Protection Agency (USEPA), under the federal Clean Air Act (CAA), establishes maximum ambient concentrations for seven criteria air pollutants (CAPs). These maximum concentrations are known as the National Ambient Air Quality Standards (NAAQSs). The seven CAPs are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

For areas within the State that have not attained air quality standards, the California Air Resources Board (CARB) works with local air districts to develop and implement attainment plans to obtain compliance with both federal and State air quality standards.

The MDAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality attainment plan (AQAP) for the MDAB. Regional AQAPs were adopted in 1991, 1994, and 1997. The following the State Implementation Plan (SIP) and AQAP are the currently approved plans for the Basin region:

- 1997 SIP for O_3, PM_{10}, and NO_2
- 1995 Mojave Desert Planning Area Federal PM_{10} Attainment Plan; no formal action by the USEPA.

The MDAQMD completed the 2004 Ozone Attainment Plan (State and federal) in April 2004, which was approved by the USEPA. The most recent update to the Federal Ozone Plan took place in January 2023. On January 23, 2023, the 70-ppb federal 8-hour ozone standard was adopted. According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and it is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

The federal Clean Air Act and California Clean Air Act were established in an effort to assure that acceptable levels of air quality are maintained. These levels are based upon health-related exposure limits and are referred to as National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The ambient air quality standards establish maximum allowable concentrations of specific pollutants in the atmosphere and characterize the amount of exposure deemed safe for the public. Areas that meet the standards are designated attainment and if found to be in violation of primary standards are designated as nonattainment areas.

The EPA and the CARB have designated portions of the MDAQMD as nonattainment for a variety of pollutants, and some of those designations have an associated classification. Table 1 lists these designations and classifications. The MDAQMD has adopted attainment plans for a variety of nonattainment pollutants.

Table 1
State and Federal Air Quality
Designations and Classifications

Ambient Air Quality Standard	Status
Eight-hour Ozone (Federal 70 ppb (2015))	Expected Non-attainment; to be determined.
Ozone (State)	Non-attainment; classified Moderate
PM_{10} (24-hour Federal)	Non-attainment; classified Moderate (portion of MDAQMD in Riverside County is unclassifiable/attainment)
$PM_{2.5}$ (Annual Federal)	Unclassified/attainment
$PM_{2.5}$ (24-hour Federal)	Unclassified/attainment
$PM_{2.5}$ (State)	Non-attainment (portion of MDAQMD outside of Western Mojave Desert Ozone Non-Attainment Area is unclassified/attainment)
PM_{10} (State)	Non-attainment
Carbon Monoxide (State and Federal)	Unclassifiable/Attainment
Nitrogen Dioxide (State and Federal)	Unclassifiable/Attainment
Sulfur Dioxide (State and Federal)	Attainment/unclassified
Lead (State and Federal)	Unclassifiable/Attainment
Particulate Sulfate (State)	Attainment
Hydrogen Sulfide (State)	Unclassified (Searles Valley Planning Area is non-attainment)
Visibility Reducing Particles (State)	Unclassified

The MDAQMD acknowledges that strict consistency with all aspects of the Attainment Plan is not required in order to make a finding of no conflict. Rather, a project is considered to be consistent with the Attainment Plan if it furthers one or more policies and does not obstruct other policies. The Town of Apple Valley currently designates the Project Site as Planned Industrial (I-P) under which the Proposed Project is an allowable use subject to a Conditional Use Permit. The construction of the Proposed Project would incorporate contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CALGreen and County standards.

Generally, compliance with MDAQMD emissions reductions and control requirements also act to reduce project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/operational programs are consistent with and support

overarching Attainment Plan air pollution reduction strategies. Project support of these strategies promotes timely attainment of Attainment Plan air quality standards and would bring the project into conformance with the Attainment Plan.

Additionally, large population or employment increases could affect transportation control strategies, which are among the most important in the air quality plan, since transportation is a major contributor to particulates and ozone for which the MDAB is not in attainment.[10] However, the Proposed Project does not require a General Plan Amendment nor a Zone Change and is therefore consistent with the land use and growth intensities reflected in the adopted in the General Plan. The Proposed Project does not propose any housing and would not induce population growth. It would not require more than 3 employees. Moreover, as demonstrated below, the Proposed Project would not exceed MDAQMD thresholds. As such, the project is therefore considered to be consistent with the MDAQMD's Attainment Plan and a less than significant impact is expected.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Less than Significant Impact

Discussion of Effects: Construction and operational emissions for the Proposed Project were screened using CalEEMod 2022 (see Appendix A).

The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in 2025 and be completed in 2027. The resulting emissions generated by construction of the Proposed Project are shown in Table 2 and Table 3, which represent summer and winter construction emissions, respectively.

Table 2
Maximum Summer Construction Emissions
(Pounds per Day)

Year	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2025	3.41	31.7	31.6	0.06	21.3	11.4
2026	1.07	9.85	13.0	0.02	0.38	0.35
MDAQMD Threshold	137	137	548	137	82	65
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022 Summer Emissions.

[10] Mojave Desert Air Quality Management District. https ://www.mdaqmd.ca.gov/air-quality/about-air-quality. Accessed September 18, 2024.

Table 3
Maximum Winter Construction Emissions
(Pounds per Day)

Year	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2025	3.29	30.0	29.5	0.06	10.8	4.87
2026	1.16	9.85	13.0	0.02	0.52	0.35
2027	7.10	7.01	10.7	0.01	0.49	0.32
MDAQMD Threshold	137	137	548	137	82	65
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022 Winter Emissions.

As shown in Table 2 and Table 3, construction emissions during either summer or winter seasonal conditions would not exceed the MDAQMD thresholds. Although the Proposed Project does not exceed MDAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable MDAQMD rules and regulations as the MDAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$). The estimated emissions incorporate Rule 403 by default as required during construction.

Operational Emissions

Ganddini Group, Inc. prepared a Traffic Impact Analysis (TIA), dated October 14, 2024, for the Proposed Project (see Appendix B). The vehicle trips were determined from counts for active, similar truck-trailer yards which have trucks picked up daily or several times a week. The TIA determined that based on these counts, the Proposed Project would generate approximately 666 total daily trips (256 passenger cars, 58 two-axle, 159 three-axle, and 193 four-axle). However, the Proposed Project is an overflow parking lot which would store trucks and trailers and will not have the daily vehicle turn over that typically occurs in an active truck-trailer yard. There are nearby truck and trailer parking lots within a one-mile radius of the Project Site, such as MTS Truck Parking Apple Valley, located on 17070 Ramona Road, and Truck and trailer Parking or Storage, located on 21238 Papago Road. Therefore, new counts were conducted for overflow truck-trailer facilities to more closely reflect the anticipated vehicle trips at the Proposed Project. The Revised Trip Generation Analysis Technical Memorandum, dated April 2, 2025 (see Appendix C), estimated that the Proposed Project would generate approximately 465 daily vehicle trips (186 passenger cars, 18 two-axle, 129 three-axle, and 132 four-axle). The CalEEMod model outputs for the Proposed Project are based on the original trips from the October 2024 TIA and therefore provide conservative emissions summaries. Operational emissions have been calculated and are summarized below in Table 4 and Table 5. The operational impacts resulting from the Proposed Project would not exceed MDAQMD thresholds.

Table 4
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	1.19	17.7	16.2	0.20	8.92	2.55
Area	0.08	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Totals (lbs./day)	**1.27**	**17.7**	**16.2**	**0.20**	**8.92**	**2.55**
MDAQMD Threshold	137	137	548	137	82	65
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022. Summer Emissions.
Emissions represent the daily maximum emissions.

Table 5
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	1.08	18.7	13.4	0.20	8.92	2.55
Area	0.08	--	--	--	--	--
Energy	--	--	--	--	--	--
Totals (lbs./day)	**1.16**	**18.7**	**13.4**	**0.20**	**8.92**	**2.55**
MDAQMD Threshold	137	137	548	137	82	65
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022. Winter Emissions.
Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions are below MDAQMD thresholds. The Proposed Project does not exceed applicable MDAQMD regional thresholds either during construction or operational activities. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact

Discussion of Effects: MDAQMD also considers projects that cause or contribute to an exceedance of the California or National AAQS to result in significant impacts. However, emissions that do not exceed the daily or annual emission significant thresholds are considered to result in less than significant localized impacts. As identified above, the Proposed Project would not result in construction emissions that exceed the MDAQMD significant thresholds; therefore, localized impacts during construction are considered less than significant. MDAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project when construction activities would not exceed the regional significance thresholds. As identified above, construction-related particulate matter emissions would be substantially below the MDAQMD's regional thresholds. Overall, exposure to on- and off-site receptors would be limited. As such, it is anticipated that construction emissions would not pose a threat to off-site receptors near the Project Site, and project-related construction health impacts would be less than significant.

A Health Risk Assessment Analysis, dated April 14, 2025, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix D). The findings of the assessment are summarized herein. According to the MDAQMD CEQA and Federal Conformity Guidelines, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Project exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million; and/or
- A Hazard Index (HI) (non-cancerous) risk of 1 or greater.

Sensitive receptors in the project vicinity include the non-conforming single-family building on property zoned for industrial land uses immediately west of the Project Site (~205 feet away); several single-family homes located along the eastern project boundary that are on parcels zoned for residential land uses (~40 feet away); and the single-family residence located just north of the Project Site designated for industrial land uses (~120 feet).

The assessment of cumulative cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario: an unborn child in its 3rd trimester is potentially exposed to diesel particulate matter (DPM) emissions (via exposure of the mother) during the opening year. That child is born opening year and then remains at home for the entire first two years of life. From age 2 to 16, the child remains at home 100 percent of the time. From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk to an individual born during the opening year of the Proposed Project and living in the project vicinity for the entire cumulative risk duration, is a maximum of 9.76 in a million (see Appendix D). Therefore, as the maximum incremental cancer risk (MICR) does not exceed 10 in a million at the closest sensitive receptor locations in the project vicinity, no sensitive receptors would experience a significant impact due to the cancer risk from diesel emissions created by the Proposed Project.

Using the maximum DPM concentration from opening year (2026) emissions, the resulting Hazard Index is 0.0023 (see Appendix D). The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the on-going operations of the Proposed Project would result in a less than significant impact due to the non-cancer risk from diesel emissions created by the Proposed Project. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Less than Significant Impact

Discussion of Effects: Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid

waste associated with the Proposed Project's long-term operational uses. Standard construction requirements (e.g. MDAQMD Rule 402) would minimize odor impacts resulting from construction activity. MDAQMD Rule 403 would require a District-approved Dust Control Plan and periodic watering for short-term stabilization during construction to minimize fugitive dust emissions, thereby aiding in minimizing odor emissions. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. The Proposed Project would also be required to comply with MDAQMD Rule 402 to prevent occurrences of public nuisances. Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from vehicular emissions. Tractors would not be left to idle while they are parked, thereby temporally limiting odor emissions. It is expected that Project-generated refuse would be no more than 26.8 pounds per day and would be stored in covered containers and removed at regular intervals in compliance with Town solid waste regulations. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IV.	**BIOLOGICAL RESOURCES –** Would the project:				
a)	Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Less than Significant with Mitigation Incorporated

Discussion of Effects**:** A Biological Resources Assessment (BRA), Jurisdictional Delineation (JD), and Native Plant Protection Plan was prepared for the Project Site by Jennings Environmental, LLC in October 2024 (see Appendix E).

According to the California Natural Diversity Database (CNDDB), California Native Plant Society's Electronic Inventory (CNPSEI), and other relevant literature and databases, 13 sensitive species including 4 listed species, have been documented in the *Apple Valley North* quad. This list of sensitive species and habitats includes any State and/or federally-listed threatened or endangered species, California Department of Fish and Wildlife (CDFW)-designated Species of Special Concern (SSC), and otherwise Special Animals.

Special Status Species

- *Desert Tortoise:* The desert tortoise is a State and federally-listed threatened species. The habitat on-site is not suitable for desert tortoise. Additionally, no sign of desert tortoise (i.e. burrows, tracks, or pellets) was observed during the survey and no desert tortoise individuals were observed. The Project Site also contained evidence of ongoing disturbance in the form of off-road vehicle use and pedestrian/domestic dog use. This species is considered absent from the Project Site and no further surveys are required.
- *Burrowing Owl:* The burrowing owl (BUOW) is a state and federal SSC. Based on the October 2024 field survey, the site does contain marginally suitable habitat for this species. No burrowing owls were observed during the site visit. No portion of the Project Site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found and no suitable burrow surrogate species are present on-site. Because the site is minimally suitable, Mitigation Measure BIO-1 shall be implemented to require pre-construction surveys be conducted in

accordance with the CDFW Staff Report on Burrowing Owl Mitigation to determine whether occupied burrows are on-site and further construction should be halted.

- *Desert Kit Fox:* The Project Site is not suitable for this species. This species was not observed during the survey. No burrows or suitable size or shape were observed, and no evidence of this species was observed either (scat, predation remains, tracks, etc.). This species is considered absent from the Project Site and no further surveys are required.
- *American Badger:* The American badger is a CDFW SSC. The site is not suitable for this species. This species was not observed during the survey. No burrows of suitable size or shape were observed, and no evidence of this species was observed either (scat, predation remains, tracks, etc.). This species is considered absent from the Project Site and no further surveys are required.
- *Mohave Ground Squirrel (MGS):* The MGS is a State listed threatened species. The site is not suitable for MGS. The Project Site falls within the historic range of the MGS but is located outside, to the southeast, of the Mohave ground squirrel Conservation Area set forth in the West Mojave Plan. Additionally, no evidence (suitable burrows, tracks, etc.) was observed during the survey and the site lacks the winterfat scrub that is typical of this species.
- *Western Joshua Tree:* The western Joshua tree is a candidate species as defined by Section 2068 of the Fish and Game Code. The site is suitable for this species. However, this species was not observed during the survey. This species is considered absent from the Project Site and no further surveys are required.

Nesting Birds

The habitat on-site consists of sparse Snakeweed scrub and bare ground. The Project Site and immediate surrounding area contain habitat suitable for nesting birds. As such the Proposed Project is subject to Migratory Bird Treaty Act and California Fish and Game Code. Mitigation Measure BIO-2 shall be implemented if construction is to occur during the period of February 1 through September 15 to address potential impacts to nesting birds by requiring nesting bird surveys and establishing buffer zones in the event active nests are found.

Mitigation Measure BIO-1:

Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities. If Project-related activities do not begin within 14-days of preconstruction survey, an additional survey will be required. This additional survey shall be no more than 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version. [11]Preconstruction surveys shall be performed by a qualified biologist retained by the Project applicant following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified

[11] State of California Natural Resources Agency Department of Fish and Game. 2012. Staff Report on Burrowing Owl Mitigation. Accessed June 2025.

biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities.

Mitigation Measure BIO-2:

Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist retained by the Project applicant will conduct pre-construction Nesting Bird Surveys (NBS) within 3 days prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

With implementation of Mitigation Measures BIO-1 and BIO-2, impacts to any species identified as a candidate, sensitive or special status species would be reduced to less than significant levels with mitigation incorporated.

b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?**

Less than Significant Impact

Discussion of Effects: The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage, and it was determined that the Project Site does not contain any riparian habitat, nor exhibit characteristics of other sensitive habitats.[12] Therefore, the Proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. As such, the Project Site does not contain any areas under CDFW jurisdiction. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

[12] Jennings Environmnetal, LLC. 2024. Biological Resources Assessment, Jurisdictional Delineation, and Native Plant Protection Plan for the Waalew Road Truck and Trailer Facility Project, in the Town of Apple Valley, San Bernardino County, California.

c) **Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less than Significant Impact

Discussion of Effects: Aerial imagery of the Project Site was examined and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns (see Appendix E). The U.S. Fish and Wildlife Service National Wetland Inventory and Environmental Protection Agency (EPA) Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas had been documented within the vicinity of the site. Similarly, the Soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2023) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status. National Wetlands Inventory maps did not identify portions within the Project Site as a Riverine/Riparian system.

Hydrologically, the Project Site is located within an undefined Hydrologic Sub-Area (HSA 628.20), as identified on the Calwater Watershed maps. This undefined area comprises a 556,821-acre drainage area within the larger Apple Valley Dry Lake Hydrologic Area (Hydrologic Unit Code [HUC10] 1809020803) (CalTrans, 2024). The Apple Valley Dry Lake watershed in Apple Valley is bordered to the north by the Wild Wash watershed, to the east by the North Lucerne Valley and Crystal Creek-Lucerne Lake watersheds, to the south by the Silver Creek-Rabbit Lake watershed, and to the west by the Bell Mountain Wash-Mojave River watershed.

Only one of the requirements for wetland designation (hydric soils) was present on-site. For a site to meet the classification of wetland, it must have all three classifications (hydric vegetation, hydric soils, and wetland hydrology), as defined by the U.S. Army Corps of Engineers. As such, there are no wetlands currently present on-site.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact

Discussion of Effects: As summarized in Appendix E, according to the California Essential Habitat Connectivity Project, the Project Site is not mapped within an area for wildlife movement. Additionally, the site is not within a wildlife linkage as mapped by Mojave Desert Land Trust. Therefore, the Proposed Project would not impact any current wildlife corridors. No impacts are identified or anticipated, and no mitigation measures are required.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact

Discussion of Effects: A number of desert plants are protected under specific sections of the Town of Apple Valley Municipal Code 9.76.[13]

1) The following desert native plants with stems two inches or greater in diameter or six feet or greater in height:
   a) Dalea, Spinosa (smoketree).
   b) All species of the family Agavaceae (century plants, nolinas, yuccas, cacti). Including the following known to Apple Valley:
      i) Mohave Yucca (Yucca schidigera)
      ii) Lords candle (Yucca whipplei)
      iii) Barrel cactus (Ferocactus acanthodes)
   c) All species of the genus Prosopis (mesquites).
2) Creosote Rings, ten feet or greater in diameter.
3) All Joshua trees (mature and immature), subject to the provision of Section 9.76.040.

As concluded in the BRA, the Project Site does not contain any species that are protected species under Apple Valley Code of Ordinances, Chapter 9.76 (9.76.020 Desert Native Plant Protection) and the California Desert Native Plant Act. Therefore, the Proposed Project is considered in compliance with the Apple Valley Code of Ordinances and the Desert Native Plant Act. No impacts are identified or anticipated, and no mitigation measures are required.

f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?**

No Impact

Discussion of Effects**:** As summarized in Appendix E, according to the California Essential Habitat Connectivity Project, the Project Site is not mapped within a habitat conservation plan. Therefore, the Proposed Project would not result in an impact on any habitat conservation plans. No impacts are identified or anticipated, and no mitigation measures are required.

[13] Town of Apple Valley. Municipal Code. 9.76.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V.	**CULTURAL RESOURCES** – Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☐	☒	☐

a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Less than Significant with Mitigation Incorporated

Discussion of Effects: A Phase I Archaeological Assessment report, dated November 1, 2024, was prepared for the Proposed Project by BFSA Environmental Services (see Appendix F). The purpose of this investigation was to locate, record, and evaluate any archaeological resources within the Project Site as part of the Town of Apple Valley environmental review process conducted in compliance with the CEQA. The archaeological investigation includes an archaeological records search conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (CSU Fullerton) in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the Project Site or in the immediate vicinity. The records search did not identify any recorded resources within the property. However, nine resources are recorded within one mile of the Project Site, including four historic trash scatters, one historic trash dump, one historic dude ranch property, and one multicomponent site consisting of a historic trash scatter and a prehistoric lithic scatter.

The historic maps and aerial photographs show that while the surrounding area was developed with farmhouses and agricultural fields by 1934, the Project Site remained vacant until between 1959 and 1968. During this time, the northern portion of the property was developed with agricultural fields and dirt access roads cut through the property. By the early 2000s, however, this field was abandoned. Subsequent photographs and maps indicate the Project Site has remained vacant since the early 2000s.

The archaeological survey was an intensive reconnaissance consisting of a series of survey transects across the Project Site. The survey resulted in the identification of one circa 1940 power pole with associated power lines that bisect the property from east to west (Site Temp-1). Site Temp-1 is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (CRHR Criterion A), it is not associated with the lives of persons important in our past (CRHR Criterion B), it does not embody the distinctive characteristics of a type, period, region, or method of

construction, or represent the work of an important creative individual, or possesses high artistic values (CRHR Criterion C), and it has not yielded, or may be likely to yield, information important in prehistory or history (CRHR Criterion D). Therefore, Site Temp-1 does not qualify as a "historically significant" resource under CEQA criteria.

No cultural materials were identified in association with the power pole. Additionally, no historic cultural materials were identified within the Project Site. The property is located outside the Town of Apple Valley's determined area of high cultural resource sensitivity, within an area previously identified as undetermined cultural resource sensitivity. The Phase I archaeological assessment has identified the Project Site as having "low cultural resource sensitivity." However, the potential exists that unidentified significant historic deposits may be present that are related to the earlier occupation of this location. Because of the potential to encounter buried cultural deposits, Mitigation Measure CUL-1 and CUL-2 below is required in order to establish protocols required in the event that cultural resources are discovered.

Mitigation Measure CUL-1:

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired by the Project applicant to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

Mitigation Measure CUL-2:

If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

Less than Significant with Mitigation Incorporated

Discussion of Effects: The records search did not identify any recorded archaeological resources within the property. However, nine resources are recorded within one mile of the Project Site, including two prehistoric lithic scatters and one multicomponent site consisting of a historic trash scatter and a prehistoric lithic scatter. The survey did not identify any prehistoric resources within the property. BFSA also requested a Sacred Lands File (SLF) search from the NAHC to search for the presence of any recorded Native American sacred sites or locations of religious or ceremonial importance in the project vicinity. The SLF search was returned with negative results. The Project Site is located outside the area identified as "highly sensitive for both prehistoric and historic-period cultural resources" in

the Town of Apple Valley General Plan. The Phase I archaeological assessment has resulted in the determination that the Project Site yields a low potential for the presence of buried cultural resources. Mitigation Measures CUL-1 and CUL-2 identified above would reduce potential impacts associated with unanticipated archaeological finds to a less-than-significant level by establishing protocols required in the event that cultural resources are discovered.

c) **Disturb any human remains, including those interred outside of dedicated cemeteries?**

Less than Significant

Discussion of Effects: There is no evidence that human remains will be identified within the Project Site, but the presence cannot be completely ruled out. Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. However, should human remains be discovered, treatment of those remains are required to follow California Public Resources Code (PRC) section 5097.9. Any human remains that are determined to be Native American shall be reported to the San Bernardino County Medical Examiner and Coroner and subsequently to the NAHC, as required under Health and Safety Code section 7050.5. A copy of the report will be filed with the SCCIC at CSU Fullerton. Therefore, compliance with these existing regulatory requirements will reduce possible significant adverse impacts to a level of less than significant. No mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less than Significant Impact

Discussion of Effects:

Fuel:

Construction

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use, such as gasoline and diesel, during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod, the Proposed Project construction activities would consume an estimated 47,790.22 gallons of diesel fuel for operation of heavy-duty equipment, as shown in Table 6.

Table 6
Construction Equipment Fuel Consumption Estimates

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phas	Fuel Used (gallons)	Total Gallons
Rubber Tired Dozers	3	8	367	0.4	Site Prep	621.26	1863.77
Tractors/Loaders/Backhoes	4	8	84	0.37	Site Prep	146.20	584.80
Graders	1	8	148	0.41	Grading	770.39	770.39
Excavators	2	8	36	0.38	Grading	193.05	386.10
Scrapers	2	8	423	0.48	Grading	2577.80	5155.59
Rubber Tired Dozer	1	8	367	0.4	Grading	1863.77	1863.77
Tractors/Loaders/Backhoes	2	8	84	0.37	Grading	438.60	877.20
Forklifts	3	8	82	0.2	Building Con.	2314.37	6943.10
Generator Sets	1	8	14	0.74	Building Con.	1462.00	1462.00
Cranes	1	7	367	0.29	Building Con.	11823.31	11823.31
Welders	1	8	46	0.45	Building Con.	2921.18	2921.18
Tractors/Loaders/Backhoes	3	7	84	0.37	Building Con.	3837.76	11513.28
Pavers	2	8	81	0.42	Paving	320.06	640.12
Paving Equipment	2	8	89	0.36	Paving	301.43	602.86
Rollers	2	8	36	0.38	Paving	128.70	257.40
Air Compressors		8	37	0.48	Paving	150.32	0.00
Cement and Mortar Mixers		8	0	0	Paving	0.00	0.00
Graders		8	0	0	Paving	0.00	0.00
Welders		8	0	0	Paving	0.00	0.00
Tractors/Loaders/Backhoes		8	0	0	Paving	0.00	0.00
Air Compressors	1	6	37	0.48	Architectual Coat.	125.31	125.31
					Total Fuel Used	29995.52	**47,790.22**

Source: CalEEMod 2022 output based construction schedule

As shown in Table 7, it is estimated 833.27 gallons of fuel would be consumed from construction worker trips. As shown in Tables 8 and 9, fuel consumption from construction vendor (material delivery) trips and from hauling trips are 4.14 gallons and 261.89 gallons, respectively. Construction worker, vendor, hauling fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT).

Table 7
Construction Worker Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Site Preparation Phase	24.0	17.5	18.5	13.49	134.89583
Grading	24.0	20	18.5	15.42	462.5
Building Construction Phase	24.0	0.02	18.5	0.02	4.625
Paving Phase	24.0	15	18.5	11.56	231.25
Architectural Coating	24.0	0	18.5	0.00	0
			Total	40.48	**833.27**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.
United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.
United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Table 8
Construction Vendor Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Site Preparation Phase	7.4	0	10.2	0.00	0.00
Grading	7.4	0	10.2	0.00	0.00
Building Construction Phase	7.4	0.01	10.2	0.01	4.14
Paving Phase	7.4	0	10.2	0.00	0.00
Architectural Coating	7.4	0	10.2	0.00	0.00
			Total	0.01	**4.14**

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.
United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.
United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Table 9
Construction Hauling Fuel Consumption Estimates

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Site Preparation Phase	7.4	0	20	0.00	0.00
Grading	7.4	3.23	20	8.73	261.89
Building Construction Phase	7.4	0	20	0.00	0.00
Paving Phase	7.4	0	20	0.00	0.00
Architectural Coating	7.4	0	20	0.00	0.00
			Total	8.73	**261.89**

Source: Assumptions for the haul trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.
United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.
United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Construction would represent a "single-event" diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

Operations

During operations of the Proposed Project, fuel consumption would result from employee vehicle trips and truck trailer pick-up/drop-off. As a worst-case analysis, all the vehicle miles traveled were modeled with an automobile fuel efficiency of 7 miles per gallon. The Proposed Project would result in an estimated 34,725.1 gallons of fuel consumption per year based on 243,076 miles driven.[14] The Proposed Project operational fuel demand is negligible.

Electricity:

Southern California Edison (SCE) provides electricity to the area of the Project Site. Currently, the Project Site is vacant and undeveloped. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod model projected that the proposed project would consume approximately 0.09741 GWh annually. According to the California Energy Commission, the industrial sector of the Southern California Edison planning area (which the Project Site is within) consumed 17,353 GWh of electricity in 2022.[15] The increase in electricity demand from the Proposed Project would represent 0.00056 percent of the overall 2022 SCE industrial consumption. Therefore, the Proposed Project estimated electrical demand would not significantly impact on SCE's level of service.

[14] CalEEMod 2022. 5.9 Operational Mobile Sources.
[15] California Energy Commission. California Energy Consumption Database. https://ecdms.energy.ca.gov/Default.aspx. Accessed December 5, 2024.

Natural Gas: The Proposed Project would not require natural gas.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

Less than Significant Impact

Discussion of Effects: As concluded above, the Proposed Project's total impact on regional energy supplies would be minor. The only proposed structure is the 52-SF guard shack that would be constructed in compliance with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. In addition, the project would require electricity for the parking lot lighting, which was included in the CalEEMod model output presented above. The Proposed Project would not have significant demand for electricity and would have no demand for natural gas. The Proposed Project would not conflict with or obstruct a state plan (e.g. CBC or CalGreen Code) for renewable energy or energy efficiency. Less than significant impacts are anticipated, and no mitigation measures are recommended.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII.	**GEOLOGY AND SOILS** - Would the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is	☐	☐	☒	☐

	unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Less than Significant Impact

a)

i. Discussion of Effects: The Alquist-Priolo Earthquake Zoning Act (Alquist-Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist-Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. The Project Site is not located in an Alquist-Priolo Earthquake Fault Zone.[16][17] The nearest fault zone is the Helendale Fault Zone, which is approximately 5 miles east of the Project Site.[18] Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

ii. As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site.

[16] California Department of Conservation. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/. Accessed October 3, 2024.
[17] Terra Nova Planning & Research, Inc. Town of Apple Valley General Plan Draft EIR Alquist-Priolo Earthquake Fault Zones. Exhibit III-10.
[18] California Department of Conservation. Fault Activity Map of California. October 3, 2024.

The only proposed structure is the 52-SF guard shack. Should ground shaking occur at the Project Site, the occupant can easily evacuate the guard shack. Additionally, the guard shack would be constructed in compliance with the California Building Code. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

iii. A Soil Infiltration Tests report, dated May 14, 2024, was prepared for the Proposed Project's infiltration basin by Soils Southwest, Inc. (see Appendix G for report). The proposed infiltration design system bottom is approximately 5 feet below grade surface. The upper 5 feet of on-site soils consists of dry to damp slightly silty sands and silty sands with some damp to moist clayey sands with occasional pebbles and scattered rock fragments to 5 feet below existing grade surface. For the exploratory deep boring, the soils primarily consist of upper 5 feet of fine to medium dry sands with some silts and pebbles overlying damp, slightly clayey fine to medium lumpy sand with pebbles and occasional rock fragments overlying dry fine to medium silty lumpy sands with pebbles, rock fragments, and scattered rock ½"-1" to the maximum depth of 15 feet explored. No shallow-depth groundwater or layers considered impermeable to water was encountered. The Project Site is not located within an area susceptible to liquefaction.[19] As such, a less than significant impact would occur from Proposed Project implementation as it pertains to seismic-related ground failure, including liquefaction, and no mitigation measures are required.

iv. The Project Site is not located in an area identified as susceptible to landslides.[20] The Project Site is relatively flat and is not located adjacent to any potentially unstable topographical feature such as a hillside or riverbank. Therefore, the likelihood of a landslide on the Project Site is low and impacts associated with landslides would be less than significant**.** No mitigation is required.

b) **Result in substantial soil erosion or the loss of topsoil?**

Less than Significant Impact

Discussion of Effects: Construction activities could result in soil erosion if the Project Site is not properly designed. The potential impacts of soil erosion would be minimized through the preparation and implementation of a Storm Water Pollution and Prevention Plan (SWPPP) which the Contractor would prepare and submit to the Town prior to the commencement of construction activities. The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after the construction of the Proposed Project. Examples of BMPs would include stabilizing the site as soon as possible, reducing impervious surfaces and promoting infiltration, and controlling the perimeter of the site. Therefore, less than significant impacts are anticipated, and no mitigation measures are required.

[19] Terra Nova Planning & Research, Inc. Town of Apple Valley General Plan Draft EIR. Seismic Related Hazards. Exhibit III-11.

[20] Terra Nova Planning & Research, Inc. Town of Apple Valley General Plan Draft EIR Seismic Related Hazards. Exhibit III-11. Accessed August 9, 2023.

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less than Significant Impact

Discussion of Effects: The Project Site is relatively flat with no prominent geologic features. The Project Site is not within an area susceptible to landslides.[21] The potential for liquefaction at the Project Site is very low. Because of the site's relatively flat topography and low liquefaction potential, it would not be susceptible to lateral spreading. The only proposed structure is the 52-SF guard shack. The Proposed Project is feasible given that the suggested requirements in the Soil Infiltration Tests report are implemented for installation of the proposed infiltration basin. An Onsite and Offsite Paving Design report, dated May 24, 2024, was prepared for the Proposed Project by Soils Southwest Inc. (see Appendix H for report). Property paving and off-site improvements would be designed in accordance with the parameters presented in the Onsite and Offsite Paving Design report. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less than Significant Impact

Discussion of Effects: Expansive soils (shrink-swell) are fine-grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. As summarized in the Soil Infiltration Tests report, the Project Site soils have a medium expansion potential. The only proposed structure is the 52-SF guard shack. The Proposed Project is feasible given that the suggested requirements in the Soil Infiltration Tests report are implemented for installation of the proposed infiltration basin. Property paving and off-site improvements would be designed in accordance with the parameters presented in the Onsite and Offsite Paving Design report. Therefore, less than significant impacts are anticipated, and no mitigation measures are required.

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Less than Significant Impact

Discussion of Effects: The Proposed Project would utilize a septic system for collection of wastewater from the guard shack restroom. A Soil Percolation Test report, dated December 9, 2024, was prepared for the Proposed Project by Soils Southwest, Inc. (see Appendix I). The investigation included 2 percolation tests (P-1 and P-2). The observed soil percolation rates are 0.46 SF/100 gallons/day and 1.06 SF/100 gallons/day for P-1 and P-2, respectively. Soils Southwest, Inc. concluded that that the site is considered suitable for installation of a private sewage disposal system in the form of septic tank and seepage pit.

[21] Terra Nova Planning & Research, Inc. Town of Apple Valley General Plan Draft EIR. Seismic Related Hazards. Exhibit III-11.

100% expansion area is available. The Proposed Project would be subject to approval by the Town and RWQCB. Therefore, less than significant adverse impact is identified, and no mitigation measures are required.

f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than Significant with Mitigation Incorporated

Discussion of Effects: A Paleontological Assessment report, dated November 1, 2024, was prepared for the Proposed Project by BFSA Environmental Services (see Appendix J). A paleontological resource (fossil) record search was performed for a prior, nearby project by the Division of Earth Sciences at the San Bernardino County Museum (SBCM). The record search report indicated that there are no fossil localities near the Project Site. The closest localities are located approximately two to three miles west of the Project Site, derived from Holocene alluvial fan deposits and recent alluvial deposits of the Mojave River. The report indicates that surface collection during monitoring work "yielded a mix of unaltered Holocene bones and older permineralized bone fragments, suggesting the fossilized bone was reworked from older units." Sedimentary deposits similar to those mapped at the Project Site "have been found to be highly fossiliferous throughout San Bernardino County, yielding the remains of mastodons, mammoths, camels, horses, bison, and ground sloths, as well as microfossils including rodents."

A review of published and unpublished literature was conducted for potential paleontological resources that are known in the vicinity of the Project Site. The sources reviewed did not indicate the presence of any known fossil localities near the Project Site. However, in the greater Victorville area, there are many recorded Pleistocene vertebrate fossil localities. Most of the specimens and records recovered from these localities are held by the SBCM. All the localities from these sources are derived from the alluvium of the ancestral Mojave River and are several miles west of the Project Site.

As shown in the Town of Apple Valley's EIR for the General Plan, the Project Site is situated within an area rated with a moderate to high paleontological sensitivity. There is a potential for the existence of fossiliferous Pleistocene-aged alluvial deposits at the Project Site. Therefore, Mitigation measure GEO-1 shall be implemented to reduce the potential impacts to paleontological resources to a less than significant level by establishing buffer zones around any discovered resources.

Mitigation Measure GEO-1:

If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a County-qualified paleontologist contracted by the Project Applicant or Contractor shall be consulted to assess the discovery. If the discovery is determined to be significant by the paleontologist, a Paleontological Resource Impact Monitoring Program (PRIMP) shall be prepared by the paleontologist and implemented, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring

will be conducted at the discretion of the qualified paleontologist in areas of grading or excavation in undisturbed sedimentary deposits.

With implementation of Mitigation Measure GEO-1, potential impacts to paleontological resources can be reduced to the extent feasible.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less than Significant Impact

Discussion of Effects: The MDAQMD prescribes an annual threshold of 100,000 tons and daily threshold of 548,000 pounds of carbon dioxide equivalent (CO2e) greenhouse gases (GHG) to new development projects in the Mojave Desert Air Basin.[22] Therefore, a project would be considered to have a significant impact on the environment if it would generate 100,000 Tons CO2e (90,718.5 MT CO2e) or more tons of CO2e per year.

The Proposed Project would generate GHG emissions during on-site construction activities (e.g., site grading (fine and mass grading), building construction, paving, and architectural coating). Additionally, long-term operation of the Proposed Project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site facilities and customer/employee trips to the Project Site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses and other sources. Energy sources include electricity for cooling and lighting, etc.

As shown in Table 10, construction of the Proposed Project is estimated to generate 467.7 MTCO2e, which equates to 15.6 MTCO2e per year when amortized over 30 years.

[22] Mojave Desert Air Quality Management District. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638591628485530000. February 2020.

As shown in Table 11, operation of the Proposed Project is estimated to generate approximately 3,758.6 MTCO2e per year.

Table 10
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	R1
2025	173	0.01	0.00	0.01
2026	281	0.01	0.00	0.00
2027	11.7	0.00	0.00	0.00
Total MTCO2e	**467.7**			
Construction Amortized over 30 years	**15.6**			

Source: CalEEMod 2022 Annual Emissions.

Table 11
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	R1
Mobile	3,431	0.02	0.41	4.13
Area	0.00	0.00	0.00	--
Energy	23.6	0.00	0.00	--
Water	63.9	1.16	0.03	--
Waste	17.0	1.70	0.00	--
Construction Amortized 30 Years	15.6			
Total MTCO2e	**3,758.6**			
MDAQMD Threshold (MTCO2e)	90,718.5			
Significant	No			

Source: CalEEMod 2022 Annual Emissions.

The Proposed Project's total estimated construction and operational emissions when added together would not exceed MDAQMD's screening threshold. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Less than Significant Impact

Discussion of Effects:

Town of Apple Valley Climate Action Plan Update

The 2019 Climate Action Plan (CAP) Update (Town of Apple Valley 2021) is Apple Valley's comprehensive strategy to reduce GHG emissions in response to the challenges of climate change. The CAP, which was originally adopted in 2010 (revised in 2019), was designed to be revised every 3 years to respond to advances in technology, emerging policy reforms, and to build upon the successes of Apple Valley's efforts to reduce greenhouse gas emissions. The CAP provides a framework for reducing GHG emissions and managing

resources to best prepare for a changing climate. The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the Town to meet the recommended targets. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The 2019 CAP Update provides a revised 2030 target of 299,565 MTCO2e per year for greenhouse gas emissions or 40% below baseline emission levels. The 2019 CAP Update represents the third update to the original document, and the information herein supersedes previous updates. The project would adhere to the following policies :

- Building and site plan designs shall ensure that the project energy efficiencies meet applicable California Title 24 Energy Efficiency Standards. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the applicant and reviewed and approved by the Town prior to the issuance of the first building permit. Any combination of the following design features may be used to fulfill this measure provided that the total increase in efficiency meets or exceeds Title 24 standards:
    - Buildings shall meet or exceed California Title 24 Energy Efficiency performance standards for water heating and space heating and cooling.
    - Increase in insulation such that heat transfer and thermal bridging is minimized.
    - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
    - Incorporate dual-paned or other energy efficient windows.
    - Incorporate energy efficient space heating and cooling equipment.
    - Incorporate the use of tankless water heaters in all residential units and community buildings.
    - Promote building design that will incorporate solar control in an effort to minimize direct sunlight upon windows. A combination of design features including roof eaves, recessed windows, “eyebrow” shades and shade trees shall be considered.
    - Interior and exterior energy efficient lighting which exceeds the California Title 24 Energy Efficiency performance standards shall be installed, as deemed acceptable by Town. Automatic devices to turn off lights when they are not needed shall be implemented.
    - To the extent that they are compatible with landscaping guidelines established by the Town, shade producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings shall be planted at the Project Site.
    - Paint and surface color palette for the Project shall emphasize light and off-white colors which will reflect heat away from the buildings.
    - Consideration shall be given to using LED lighting for all outdoor uses (i.e., buildings, pathways, landscaping, carports).

- Recycle and/or salvage non-hazardous construction and demolition waste and develop and implement a construction waste management plan quantifying the reduction in the waste stream.

Compliance with the latest edition of Title 24/CBC and CALGreen Code for energy and water conservation is required for all development projects. As stated previously, the CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the Town to meet the recommended targets. Through implementation of Title 24/CBC and CALGreen Code, the Proposed Project would not conflict with site and project specific GHG reduction goals administered by the State and the Town of Apple Valley. Impacts would be less than significant, and mitigation is not required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐

f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less than Significant Impact

Discussion of Effects: Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. The construction activities would involve the disposal and recycling of materials, trash, and debris. All materials required during construction would be kept in compliance with State and local regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the Hazardous Materials Section of the San Bernardino County Fire Protection District. As required, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project Site.

The Proposed Project is the construction and operation of a truck and trailer parking facility. Potential hazardous materials during Proposed Project operations would include chemical reagents, solvents, fuels, paints, and cleansers. No other hazardous materials are anticipated as no repair or maintenance of trucks would occur on-site, and trucks parked at the facility are not anticipated to have hazardous cargo. However, some trailers may include potentially hazardous items such as petroleum-based products (fuel and/or related products, pesticides, paint, etc.). Items would be in small, pre-packaged containers for retail purposes. In addition, since product quantities would be small (packaged for retail), no special hazardous materials placarding is required for transportation or on the containers. No significant quantities of hazardous materials would be stored or used on-site and post-construction activities would include standard maintenance (i.e., landscape upkeep, parking lot striping and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.)

The Project Applicant will be required to comply with the Town of Apple Valley Code of Ordinances, 9.70.020 - Performance Standards for any handling, transportation, or storage of hazardous materials. Compliance with the Town's requirements for any hazardous materials handling and Town Fire Marshal approval if required would ensure less than significant impacts occur.

With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials is considered to be less than significant by preventing release of hazardous materials to the extent feasible and/or requiring safety protocols be carried out in case of accidental release. No mitigation measures are required.

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact

Discussion of Effects: Phoenix Academy is the nearest school to the Project Site. It is located approximately 1.9 miles southwest of the Project Site. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts are identified or anticipated, and no mitigation measures are required.

d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact

Discussion of Effects: The Project Site was not found on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.[23] EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Less than Significant Impact

Discussion of Effects: The nearest airport to the Project Site is the Apple Valley Airport, which is located approximately 0.87 miles north of the Project Site. However, the Project Site is not located within any Airport Compatibility Zone.[24] Though being in the vicinity of the airport may result in aircraft noise for Proposed Project employees, the noise would be temporary, short-term, and minimal due to the size of the Airport. Furthermore, employees are not considered sensitive receptors. Therefore, less than significant impact is identified or anticipated, and no mitigation measures are required.

[23] California Department of Toxic Substances Control. EnviroStor. Accessed October 4, 2024.
[24] Terra Nova Planning & Research, Inc. Town of Apple Valley 2009 General Plan. Airport Influence Areas. Exhibit II-4. Accessed August 8, 2023.

f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact

Discussion of Effects: During construction, equipment and vehicles would be placed within the boundaries of the Project Site, and would therefore not interfere with the use of public road. During operations, access into the site would be via a 50-foot-wide driveway on Waalew Road. Secure access to the facility would then be via rolling gates at a proposed 52-SF guard shack. The Project Site is not adjacent to any interstates, which serve as major emergency response and evacuation routes for the Town.[25] The Proposed Project would provide three standard parking spaces outside the area gated for truck trailer storage. The number of truck and trailers parked at the site would not be allowed beyond the maximum capacity. Project vehicles would not be allowed to park off-site and interfere with the use of public roads, including during an emergency. The California Emergency Services Act requires the Town to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The Town's Emergency Operations Plan includes policies and procedures to be administered by the Town in the event of a disaster. During disasters, the Town of Apple Valley is required to coordinate emergency operations with the County of San Bernardino. Policies within the Town's General Plan and updates to the Town's Emergency Plan, as required by State law, would ensure the Proposed Project would not interfere with adopted policies and procedures. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Less than Significant Impact

Discussion of Effects: The Project Site is neither located in a very high nor high fire hazard severity zone.[26] The property is located in a relatively undeveloped area with scattered residential, commercial, and light industrial uses. The only proposed structure is the 52-SF guard shack and approximately 80 percent of the Project Site would be hardscape/gravel. Therefore, the Proposed Project is not anticipated to exacerbate wildfire risk. The Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

[25] Town of Apple Valley. Local Hazard Mitigation Plan. 2017 Plan Update.
[26] CalOES. MyHazards. https://myhazards.caloes.ca.gov/. Accessed October 4, 2024.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) **Violate any water quality standards or wastewater discharge requirements or otherwise substantially degrade surface or ground water quality?**

Less than Significant Impact

Discussion of Effects: The Proposed Project would disturb a 14.86-acre site and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction and to control erosion during the rainy season. As such, with implementation of these BMPs, the Proposed Project would comply with the requirements for the NPDES permit and would not violate any water quality standards during construction. As a result, impacts would be less than significant.

Groundwater was not encountered within any of exploratory borings as advanced to a maximum depth of approximately 15 feet below grade (see Appendix G). As concluded in the Percolation Rest report, historical groundwater is reported at a depth in excess of 100 feet below grade (see Appendix I). Excavations would not go deeper than 10 feet below project grade. Construction activities would not extend to depths that would reach the water table or impair or alter the direction or rate of flow of groundwater. There will be an infiltration basin on the east side of the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin is designed with 100% on-site retention during project operations. Stormwater infiltration systems are not allowed within 100 feet of any potable groundwater production well. No groundwater extraction would occur as part of the proposed project's implementation. As a result, impacts related to water quality would be less than significant.

The NPDES also requires a Water Quality Management Plan (WQMP), which is subject to review and approval by the Town. A Preliminary WQMP was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. (see Appendix K). Findings of the report are discussed herein. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Refer to Section 4 of Appendix K for project BMPs. The WQMP identifies an infiltration basin to capture and treat all storm flows generated on the Project Site to prevent degradation of surface and groundwater quality. Review and approval of the WQMP by the Town of Apple Valley is required and would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?**

Less than Significant Impact

The Project Site is within the water service area of Liberty Utilities. The Urban Water Management Plan (UWMP) from Liberty Utilities is referenced herein.

Liberty Utilities covers about 50 square miles and is located in the "High Desert" region of San Bernardino County.[27] Liberty Utilities is a retail water supplier that serves customers in the Town of Apple Valley as well as unincorporated areas of San Bernardino County. Liberty Utilities coordinated the preparation of its 2020 UWMP with the Golden State Water Company, Mojave Water Agency, State Water Resources Control Board-Division of Drinking Water, the Town of Apple Valley, the City of Victorville, and the County of San Bernardino. Liberty Utilities is within the Mojave Water Agency service area. Liberty Utilities is projected to have a population of 80,334 within its Apple Valley service area by 2045.[28] The UWMP projects that Liberty Utilities will be able to rely on the Mojave Basin Area for adequate water supply over the next 25 years under normal years, single dry years, and five consecutive year droughts.

The Project Site and surrounding area overlie the Mojave River groundwater basin.[29] Implementation of BMPs and the Proposed Project's infiltration basin would collect storm water runoff from the Project Site to be utilized as a resource to by infiltrating into the underlying groundwater basin. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

i) **Result in the substantial erosion or siltation on- or off-site;**

Less than Significant Impact

Discussion of Effects: Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP) for construction activities. The SWPPP must list BMPs to avoid and minimize soil erosion. Disturbed areas will be re-vegetated where possible. Adherence to project BMPs by the contractor would prevent substantial soil

[27] Stetson Engineers. Liberty Utilities – Apple Valley 2020 Urban Water Management Plan. June 2021.
[28] Stetson Engineers. Liberty Utilities – Apple Valley 2020 Urban Water Management Plan. June 2021.
[29] USGS. Mojave Groundwater Resources. https://ca.water.usgs.gov/mojave/mojave-water-data.html. Accessed April 22, 2025.

erosion or the loss of topsoil. An infiltration basin is proposed to capture the on-site runoff during operations. The infiltration basin provided is oversized to provide enough retention to mitigate flows from the 100-year storm event. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

ii) **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;**

Less than Significant Impact

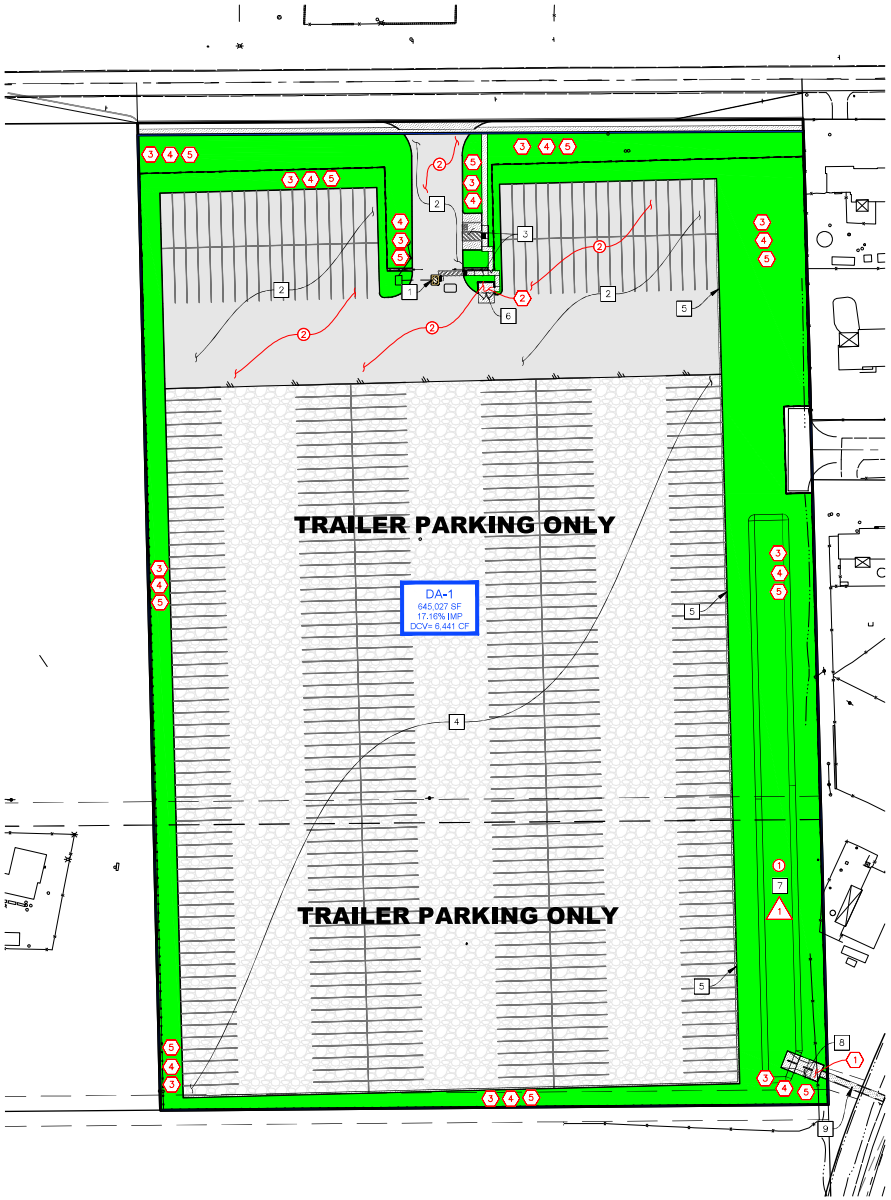
Discussion of Effects: The Proposed Project's construction would be restricted to the site and would not alter the course of any stream or channel or river that would lead to flooding on-or off-site.

As stated in the Preliminary WQMP, there would be approximately 534,000 SF of pervious surfaces comprising crushed miscellaneous base and landscaping, and approximately 111,000 SF of impervious surfaces added to the Project Site comprising the building, concrete, and asphalt surfaces. The final impervious percentage would be approximately 17% of the total Project Site area. The Project Site has one drainage area (DA-1) consisting of five drainage management areas (DMAs) (see Figure 6 – Preliminary WQMP). DA-1 has a design capture volume (DCV) of 6,441 cubic-feet (CF). There will be an infiltration basin on the east side of the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin retention volume is 6,441 CF, achieving 100% retention of the DA-1 DCV. A spillway and parkway culvert would direct any overflow to Navajo Road at the southeast corner of the Project Site. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

Less than Significant Impact

Discussion of Effects: The Proposed Project's construction would be restricted to the site and would not alter the course of any stream or channel or river that would contribute runoff water that exceeds the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of BMPs to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction and to control erosion during the rainy season.



NON-STRUCTURAL SOURCE CONTROL BMPS (FORM 4.1-1):

- EDUCATION OF PROPERTY OWNERS, TENANTS AND OCCUPANTS ON STORMWATER BMPS [N1] (CASQA SC-41)
- ACTIVITY RESTRICTIONS [N2]
- 1 BMP MAINTENANCE [N4]
- LOCAL WATER QUALITY ORDINANCES [N6]
- EMPLOYEE TRAINING [N12]
- 2 VACUUM SWEEPING OF PRIVATE STREETS AND PARKING LOTS [N15] (CASQA SC-43)
- COMPLY WITH ALL OTHER APPLICABLE NPDES PERMITS [N17]

STRUCTURAL SOURCE CONTROL BMPS (FORM 4.1-2):

1. PROVIDE STORM DRAIN SYSTEM STENCILLING AND SIGNAGE [S1] (CASQA SD-13)
2. DESIGN AND CONSTRUCT TRASH AND WASTE STORAGE AREAS TO REDUCE POLLUTION INTRODUCTION [S3] (CASQA SD-32)
3. USE EFFICIENT IRRIGATION SYSTEMS & LANDSCAPE DESIGN, WATER CONSERVATION, SMART CONTROLLERS, AND SOURCE CONTROL [S4] (CASQA SD-12)
4. FINISH GRADE OF LANDSCAPED AREAS AT A MINIMUM OF 1-2 INCHES BELOW TOP OF CURB, SIDEWALK, OR PAVEMENT
5. PROTECT SLOPES AND CHANNELS AND PROVIDE ENERGY DISSIPATION [S6] (CASQA SD-10)

PROPOSED TREATMENT CONTROL BMP'S:

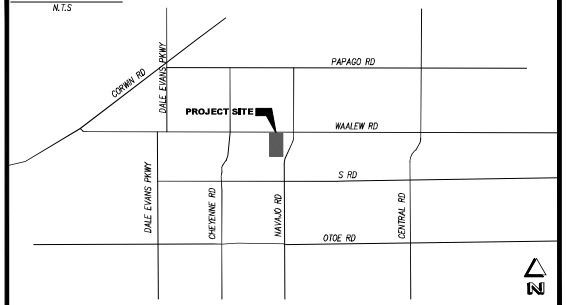
1. INFILTRATION BASIN (TC-11)

PROPOSED PROJECT IMPROVEMENTS:

1. GUARD SHACK
2. ASPHALT
3. CONCRETE
4. C.M.B.
5. CURB CUT
6. TRASH ENCLOSURE
7. INFILTRATION BASIN
8. SPILLWAY
9. PARKWAY DRAIN

VICINITY MAP

N.T.S



COUNTY OF SAN BERNARDINO

OWNER INFORMATION:

JARED HIMLE & TRENT HIMLE
236 W ORANGE SHOW RD STE 114
SAN BERNARDINO, CA 92408
TEL. (909) 528-6874

DA - 1 COVER INFORMATION:

COVER TYPE:	QTY.
DMA A - ROOF:	52 SF.
DMA B - CONCRETE:	8,022 SF.
DMA C - ASPHALT:	102,610 SF.
DMA D - LANDSCAPING:	143,295 SF.
DMA E - C.M.B.:	391,048 SF.
TOTAL:	645,027 S.F.
IMPERVIOUS:	110,684 S.F.
PERVIOUS:	534,343 S.F.

W.Q.M.P. NOTES:

1.) THIS WQMP EXHIBIT SHALL NOT BE USED FOR CONSTRUCTION. SEE APPROVED GRADING PLANS FOR CONSTRUCTIONS DETAILS AND CROSS-SECTIONS.

2.) STRUCTURAL BMPS MAY BE SUBSTITUTED FOR EQUIVALENT PRODUCTS WITH WRITTEN APPROVAL FROM THE ENGINEER OF RECORD, BASED ON AVAILABILITY AT TIME OF CONSTRUCTION.

3.) TREATMENT CONTROL BMPS MAY BE SUBSTITUTED FOR EQUIVALENT PRODUCTS WITH WRITTEN APPROVAL FROM THE ENGINEER OF RECORD.

LEGEND:

- W.Q.M.P DRAINAGE AREA*
- PROPERTY LIMITS
- FLOW LINE
- PROPOSED LANDSCAPING AREAS
- PROPOSED CONCRETE PAVING AREAS
- PROPOSED A/C PAVING AREAS
- PROPOSED STRUCTURES
- PROPOSED C.M.B.

PRELIMINARY W.Q.M.P.
APN: 0440-014-11
TOWN OF APPLE VALLEY, CA

BONADIMAN

PREPARED FOR: WEKA INC.					
DRAWN BY: K.B.O.	SCALE: 1" = 60'	SHEET: 1 OF 1			
CHECKED BY: J.T.S.	JOB NO: 235114				
DISREGARD PRINTS BEARING EARLIER REVISION DATES →	07-26-24				

PRELIMINARY WQMP

Waalew Rd. Truck and Trailer Facility

Town of Apple Valley, California

LILBURN CORPORATION

FIGURE 6

As stated previously, the Project Site has one drainage area (DA-1) with a DCV of 6,441 CF. There will be an infiltration basin on the east side of the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin retention volume is 6,441 CF, achieving 100% retention of the DA-1 DCV. The stormwater infiltration basin would treat runoff by removing pollutants and allowing it to seep into the ground. A spillway and parkway culvert would direct any overflow to Navajo Road at the southeast corner of the Project Site. Therefore, the Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

iv) Impede or redirect flood flows?

Less than Significant Impact

Discussion of Effects: The Proposed Project's construction would be restricted to the site. There are no streams, channels, or rivers that would carry flood flows on or near the Project Site (refer to Appendix K). As stated previously, the Project Site has one drainage area (DA-1) with a DCV of 6,441 CF. There will be an infiltration basin on the east side of the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin retention volume is 6,441 CF, achieving 100% retention of the DA-1 DCV. A spillway and parkway culvert would direct any overflow to Navajo Road at the southeast corner of the Project Site. Therefore, the Proposed Project would not impede or redirect flood flows. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

Less than Significant Impact

Discussion of Effects: Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is not located in the immediate vicinity of a known large body of water or water storage facility and therefore impacts from potential seiches are not anticipated. the Project site is located approximately 120 miles from the Pacific Ocean.

In addition, the Project Site is located in an area designated as Flood Zone X, which is classified as an area of minimal flood hazard.[30] As such, the Proposed Project would not risk the release of pollutants due to inundation. Therefore, impacts associated with seiche, tsunami, or flooding would be less than significant.

[30] FEMA. National Flood Hazard Layer viewer - https://www.fema.gov/ Accessed October 7, 2024.

e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Less than Significant Impact

Discussion of Effects: The Proposed Project would disturb 14.86 acres and is therefore subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. California's Sustainable Groundwater Management Act (SGMA) requires State-designated medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. The SGMA 2019 Basin Prioritization identified ninety-four basins and/or sub-basins as medium or high priority and are required to form GSAs and develop GSPs. These 94 basins, in combination with adjudicated areas which have existing governance and oversight in place, account for 98 percent of the pumping (20 million acre-feet), 83 percent of the population (25 million Californians), and 88 percent of all irrigated acres (6.7 million acres) within the state's groundwater basins.[31] The Project Site overlies the Upper Mojave River Valley which has a very low-priority groundwater basin partially due to the fact that it is adjudicated. In that regard, the Mojave Basin Area is actively managed by the Mojave Water Agency which serves as the Mojave Basin Area Watermaster for the adjudication.[32] Implementation of BMPs and the Proposed Project's infiltration basin would collect storm water runoff from the Project Site to be utilized as a resource as it would infiltrate into the underlying groundwater basin. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) **Physically divide an established community?**

No Impact

Discussion of Effects: The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility

[31] California Department of Water Resources. Basin Prioritization. https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization. Accessed October 24, 2024.

in an existing community or between a community and an outlying area. The Proposed Project does not include such linear features. The Proposed Project is development of a truck and trailer parking facility on currently vacant land. It would not physically divide an established community. No impacts are identified or anticipated, and no mitigation measures are required.

b) **Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

No Impact

Discussion of Effects: The Project Site is currently undeveloped. It is designated Planned Industrial (I-P) and has a zoning of Planned Industrial. The I-P land use designation allows high quality, non-polluting industrial land uses, either as free-standing uses or as part of master planned industrial parks. Uses permitted include warehousing, light manufacturing, research and development and administrative facilities. The I-P zoning district is intended to provide for light industrial uses, research and development, and multi-tenant industrial buildings, as well as certain supporting administrative and professional offices and commercial activities on a limited basis in an attractive and pleasant working environment. This district implements the Planned Industrial (I-P) designation of the General Plan. The Proposed Project is the development of a truck and trailer parking facility and would be subject to the development standards required for uses within the I-P zoning district. Subject to a CUP, the Proposed Project is an allowable use under the I-P zoning district. Therefore, the Proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?**

No Impact

Discussion of Effects: The Project Site is within Mineral Resources Zone 3a (MRZ-3a).[33] An MRZ-3 designation is an area containing known mineral occurrences of undetermined mineral resource significance where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. Neither the County nor the Town has designated the Project Site for mineral recovery. The Proposed Project would therefore have no impact on the availability of important mineral resources that would be of value to the region and the residents of the State. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact

Discussion of Effects: The Project Site is within MRZ-3a.[34] An MRZ-3 designation is an area containing known mineral occurrences of undetermined mineral resource significance where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. Neither the County nor the Town has designated the Project Site for mineral recovery. Mineral resources, such as aggregate products, are available in the region for construction of the Proposed Project. The Project Site is not delineated for mineral recovery on a local general plan, or other land use plan and therefore would have no impact on the availability of important mineral resources Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - Would the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or,	☐	☐	☐	☒

[33] Terra Nova Planning & Research, Inc. Town of Apple Valley 2009 General Plan. Exhibit III-8.

[34] Terra Nova Planning & Research, Inc. Town of Apple Valley 2009 General Plan. Exhibit III-8.

where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

a) **Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than Significant with Mitigation Incorporated.

Discussion of Effects:

A Noise Impact Analysis report (see Appendix L), dated January 2, 2025, was prepared for the Proposed Project by Ganddini Group, Inc. (Ganddini). The report is summarized herein.

Existing ambient noise measurements were taken at the following locations:

- STNM1: represents the existing noise environment of the residential land use and vacant land located to the north of the Project Site along the northern side of Waalew Road (21576 Waalew Road, Apple Valley). The noise meter was placed north of Waalew Road and east of the residential use.
- STNM2: represents the existing noise environment of the residential land uses located to the east and southeast of the Project Site (21709 Soboba Road, Apple Valley) as well as the existing single-family use on the west side of the Project Site. The noise meter was placed near the eastern project property line just west of the residential use.
- LTNM1: represents the existing noise environment of the Project Site, the residential uses to the east, and nighttime noise levels for the area. The noise meter was placed within the northeastern portion of the Project Site just west of the residential uses.

Measured short-term ambient noise levels ranged between 48.7 and 52.2 dBA Leq. Long-term hourly noise measurement ambient noise levels ranged from 45.6 to 56.5 dBA Leq. The dominant noise source in the project vicinity was vehicle traffic associated with Waalew Road and Navajo Road.

Project Construction

On-Site Equipment

Construction noise is regulated within Section 9.73.060 of the Town of Apple Valley Code of Ordinances. Accordingly, the project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM and 7:00 PM or at any time on weekends and holidays; and,

- Project construction noise exceeds the daytime (7:00 AM to 7:00 PM) mobile exterior noise level limit of 75 dBA Leq and the nighttime hours (7:00 PM to 7:00 AM) mobile exterior noise level limit 60 dBA Leq at residential properties.

Modeled construction noise levels reach up to 67 dBA Leq at the nearest existing residential property line (zoned for industrial land uses) to the north, 71.8 dBA Leq at the nearest existing residential property line to the east, and 71.8 dBA Leq at the nearest existing residential property line (zoned for industrial land uses) to the west of the Project Site.

Project construction is not anticipated to occur outside of the hours between 7:00 AM to 7:00 PM outlined within Section 9.73-060-F of the Town of Apple Valley Code of Ordinances. Based on the modeled construction noise levels, exterior noise levels are estimated to reach a maximum of 71.8 dBA at the nearest residential property line. Therefore, the Proposed Project would not exceed the Town-established daytime mobile construction noise threshold of 75 dBA Leq. However, the nighttime mobile construction noise threshold of 60 dBA Leq will potentially be exceeded at the residential uses to the north, east, and west of the Project Site if construction activities occur between 7:00 PM and 7:00 AM.

As required by the Town Development Code, the Proposed Project construction activities shall not occur outside of noise sensitive nighttime hours (7:00 PM to 7:00 AM). Compliance with the Development Coe would ensure the project does not exceed the nighttime mobile construction noise threshold of 60 dBA Leq.

Off-Site Vehicle Trips

According to the Federal Highway Administration (FHWA), traffic volumes would need to double in order to result in a barely perceptible increase in noise levels (3 dBA). Therefore, per the Town, a project traffic-induced noise increase of 3 dBA or greater may be considered to be significant.

Construction truck trips would occur throughout the construction period. Waalew Road currently handles between approximately 4,200 and 5,900 average daily vehicle trips in the vicinity of the Project Site. The greatest number of construction-related vehicle trips per day would be during grading at up to 20 worker vehicle trips per day. Given the Project Site's proximity to Highway 18 and Interstate 15 freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate highway and freeway ramps. Therefore, the addition of project construction vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes necessary to increase noise levels by 3 dBA. Off-site project-generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

Project Operational Noise

On-Site Noise Sources

Stationary noise source standards are established within Section 9.73.050 of the Town of Apple Valley Municipal Code. Accordingly, the project would result in a significant impact if:

- Project operational noise exceeds the Town-established stationary noise standards at the exterior of nearby properties as modified per ordinance (varying between 55 and 70 dBA Leq); or,
- Project operational noise exceeds the Town-established stationary noise standards at the interior of nearby sensitive receptors (45 dBA Leq daytime or 35 dBA Leq at nighttime for residential uses).

Exterior Noise Levels

As demonstrated in Table 12, peak project operation would not exceed the daytime exterior adjusted stationary noise standards. Further, the Proposed Project operational hours will be 7:00 AM until 5:00 PM and therefore will not violate nighttime noise standards. This impact is less than significant. No mitigation is required.

Interior Noise Levels

Exterior noise levels at residential zoned property lines due to project operation are expected to range between 47 and 50 dBA Leq (see Table 12). Typical residential construction provides approximately 20 dB of exterior to interior noise reduction with windows closed and approximately 15 dB of reduction with windows open. Project operational noise will not cause daytime interior noise levels to exceed the Town's interior noise standard of 45 dBA Leq at nearby residential land uses. Project operational hours are 7:00 AM to 5:00 PM. Therefore, nighttime interior noise standards will not be exceeded.

Table 12
Project Consistency with Stationary Noise Standards

Exterior Noise											
Receiver[1]	Daytime (7:00 AM to 10:00 PM) Peak Operation						Nighttime (6:00 AM to 7:00 AM) Peak Operation				
	Land Use Designation	Daytime Noise Standard	Measured Ambient Noise Level	Adjusted Daytime Standard	Modeled Operational Noise Level (dBA Leq)	Exceeds Daytime Standard?	Nighttime Noise Standard	Measured Ambient Noise Level	Adjusted Nighttime Standard	Modeled Operational Noise Level (dBA Leq)	Exceeds Nighttime Standard?
R1	Industrial	70	52	70	49	No	70	55	70	49	No
R2	Residential	50	49	50	48	No	40	55	55	48	No
R3	Residential	50	52	55	47	No	40	55	55	47	No
R4	Residential	50	52	55	50	No	40	55	55	50	No
R5	Industrial	70	49	60	59	No	70	55	55	59	Yes
Interior Noise											
Receiver[1]	Daytime (7:00 AM to 10:00 PM) Peak Operation						Nighttime (6:00 AM to 7:00 AM) Peak Operation				
	Land Use Designation	Daytime Noise Standard	Measured Ambient Noise Level	Adjusted Daytime Standard	Projected Interior Noise Level 6	Exceeds Daytime Standard?	Nighttime Noise Standard	Measured Ambient Noise Level	Adjusted Nighttime Standard	Projected Interior Noise Level	Exceeds Nighttime Standard?
R1	Industrial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
R2	Residential	45	49	n/a	28.0	No	35	49	n/a	28	No
R3	Residential	45	52	n/a	27.0	No	35	52	n/a	27	No
R4	Residential	45	52	n/a	30.0	No	35	52	n/a	30	No
R5	Industrial	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

1) As shown on Figure 6 of Appendix L.

Off-Site Noise Sources

It is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is readily perceptible. Therefore, based on the Town-established standard and considering relevant case law, the Proposed Project would result in a significant impact if the addition of project-generated vehicle trips on surrounding roadways causes noise levels to increase by 3 dB or more.

During operation, the Proposed Project is expected to generate approximately 666 average daily trips with 33 trips during the AM peak-hour and 43 trips during the PM peak-hour (non-passenger car equivalent [PCE]). Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Project: This scenario refers to existing year plus project traffic noise conditions.

Modeled existing traffic noise levels range between 66-72 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 67-74 dBA CNEL at the right-of-way of each study roadway segment. Therefore, the addition of project trips is not expected to change noise levels in excess of the applicable threshold at any of the study roadway segments. The project impact is less than significant; no mitigation is required.

b) **Result in generation of excessive groundborne vibration or groundborne noise levels?**

Less than Significant Impact

Discussion of Effects:

The Town of Apple Valley Code of Ordinances Section 9.73.060(G) prohibits the operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty (150) feet (46 meters) from the source if on a public space or public right-of-way. Furthermore, as stated in Section 9.73.020(A)(34), the Town identifies the vibration perception threshold as the minimum ground- or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz (Hz). This threshold refers to groundborne vibration annoyance related impacts, and the Town has not established numerical thresholds of significance concerning architectural damage related groundborne vibration impacts. Therefore, in the absence of Town-established architectural damage thresholds, groundborne vibration impacts are based on both the Town of Apple Valley Code of Ordinances and guidance from the Transportation and Construction Vibration Guidance Manual. Accordingly, the project would result in a significant impact if:

- Groundborne vibration levels generated by the project have the potential to cause architectural damage at nearby buildings by exceeding the following peak particle velocity (PPV):

- 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments
- 0.10 in/sec at fragile buildings
- 0.25 in/sec at historic and some old buildings
- 0.30 in/sec at older residential structures
- 0.50 in/sec at new residential structures and modern industrial/commercial buildings.

- Groundborne vibration levels generated by the project have the potential to cause severe annoyance to people living or working in nearby buildings at a PPV of 0.04 in/sec.

Use of a vibratory roller is expected to generate a PPV of 0.273 in per sec and use of a bulldozer is expected to generate a PPV of 0.116 in per sec at the closest offsite building, a residential structure located approximately 21 feet east of the Project Site. The Proposed Project would not exceed the architectural damage threshold of 0.3 PPV in/sec for older residential structures. Other equipment anticipated to be used during project construction would generate lower PPV. Therefore, groundborne vibration generated by project construction would not exceed the levels necessary to cause architectural damage.

Use of vibratory rollers and/or large bulldozers could theoretically exceed the threshold for annoyance due to vibration (PPV of 0.04 in/sec) at off-site residential sensitive uses) at the existing residential receptors to the east of the Project Site, and residents may be temporarily annoyed. However, perceptibility of construction vibration would be temporary and would only occur while vibratory equipment is utilized within 75 feet, for vibratory rollers, and 43 feet, for large bulldozers, of the existing residential structures. Furthermore, this impact would only occur during daytime hours and would be temporary. This impact would be less than significant. No mitigation is required.

The most substantial sources of groundborne vibration during post-construction project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet, which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction.

Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) **For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project are to excessive noise levels?**

No Impact

Discussion of Effects: The closest airport to the Project Site is the Apple Valley Airport, with airport runways located approximately 0.87 miles north of the Project Site. Per the Town of Apple Valley 2009 General Plan, the 60 dBA noise contour for the airport was identified as occurring within the airport's property, and noise levels on surrounding lands were not

significantly affected. The Town's General Plan also states that, in the future, the County intends to expand the airport's capabilities to better serve the industrial and commercial land uses, which will develop within the North Apple Valley Industrial Specific Plan. However, even with the expansion, future noise contours are expected to remain within the airport boundary, and noise impacts on surrounding land uses are expected to be less than significant. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with airports. No impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less than Significant Impact

Discussion of Effects: According to the Employment Development Department (EDD), the unemployment rate for the Town of Apple Valley as of August 2024, is 6.7%.[35] The Proposed Project would not require more than 3 employees that would most likely come from the local area. Based on the availability of a local work force, it is anticipated that the employment generated by the future tenant of the facility would be filled from the local area and would not result in population growth not already anticipated by the Town's General Plan. The Proposed Project would generate employment opportunities but is not expected to induce substantial growth in the Town or region beyond the growth forecasts detailed in the Town's General Plan or the Southern California Association of Governments (SCAG's) regional growth forecasts since the Proposed Project is consistent with the existing land use and zoning designations. Furthermore, the proposed facility would not result in the construction of new homes that would induce population growth. Therefore, the Proposed Project would not have a direct effect on population growth within the Town. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[35] Employment Development Department. labormarketinfo.edd.ca.gov/. Accessed October 8, 2024.

b) **Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact

Discussion of Effects: The Project Site is currently undeveloped and does not have any housing units. Therefore, implementation of the Proposed Project would neither displace existing housing nor require construction of replacement housing elsewhere. No impacts are identified or anticipated, and no mitigation measures are required.

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

Fire Protection

Less than Significant Impact

Discussion of Effects: The Apple Valley Fire Protection District (AVFPD) provides fire protection services to the Town of Apple Valley. The nearest fire station is Apple Valley Fire District Station 332 located at 18857 Outer Hwy 18, approximately 3.5 miles southwest of the Project Site. The proposed development would be conditioned to comply with the requirements of the Apple Valley Fire Protection District and for the payment of the Town's development impact fees pursuant to Chapter 9.71.055 of the Town of Apple Valley Municipal Code.[36] With approval of the Site Plan by the AVFPD and payment of fees for future facilities and infrastructure, the proposed truck and trailer parking facility would not create unusual fire protection needs or significant impacts. Therefore, payment of the Town's development impact fees would mitigate any potential impact on the Town's County Fire Department facilities. Impacts would be less than significant.

[36] Town of Apple Valley. Municipal Code. Chapter 9.71.055. Accessed October 8, 2024.

Police Protection

Less than Significant Impact

Discussion of Effects: Police protection services to the Town of Apple Valley are provided via contractual agreement with the San Bernardino County Sheriff's Department. The nearest sheriff's station is the Apple Valley Police Department, located at 14931 Dale Evans Parkway, approximately 2.3 miles southwest of the Project Site. The proposed development would be conditioned for the payment of the Town's development impact fees pursuant to Municipal Code Chapter 9.71.055.[37] Payment of the Town's development impact fees would mitigate any potential impact on Sheriff's Department facilities. As a truck and trailer parking facility, the proposed development is not expected to result in any unusual circumstances that may generate high demand for police protection services. Therefore, impacts would be less than significant, and no mitigation is required.

Schools

No Impact

Discussion of Effects: The Apple Valley Unified School District (AVUSD) provides public schools in the General Plan Planning Area, which includes the Project Site. Construction and operation of new school facilities would be funded through school impact fees assessed on new developments that occur within the school district. The Proposed Project is not anticipated to substantially increase population growth within the area, as the future employees would likely come from the local area (see XIV-a above) and would not generate new students. Therefore, no significant indirect increase in the local student population would occur, and there would be no impact on schools. No mitigation measures are required.

Parks/Recreational Facilities

Less than Significant Impact

Discussion of Effects: As a truck and trailer parking facility, the Proposed Project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the Town. Thus, the proposed development would not result in an increase in the demand for parks and recreational facilities. Additionally, Development Impact Fees for Parks and Recreation established by Government Code Sections 66000-66003 and Chapter 9.71.055 of the Town of Apple Valley Municipal Code would be collected prior to final map approval. Impacts would be less than significant, and no mitigation is required.

Other Public Facilities

Less than Significant Impact

Discussion of Effects: As a truck and trailer parking facility, the Proposed Project would not generate a substantial number of new jobs and is not anticipated to induce substantial

[37] Town of Apple Valley. Municipal Code. 9.71.055. Accessed October 8, 2024.

population growth in the Town. Thus, the proposed development would not result in an increase in the demand for other governmental services such as economic development and other community support services commonly provided by the Town. Impacts would be less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less than Significant Impact

Discussion of Effects: As a truck and trailer parking facility, the Proposed Project would not require more than 3 employees that most likely would come from the local area. Therefore, the Proposed Project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the Town. Thus, there would be no increase in the use of existing neighborhood or regional parks or other recreational facilities. Although the proposed facility would not increase the use of the existing neighborhood or regional parks or other recreational facilities, as a condition of project approval, the project applicant is required to pay established development impact fees to fully mitigate potential impacts on the Apple Valley Park and Recreation District (AVPRD), which provides park and recreation services for the Town of Apple Valley. With adherence to the required condition of approval, the Proposed Project would have less than significant impacts.

b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

Less than Significant Impact

The Proposed Project does not include the construction or expansion of any parks or recreational facilities. As described previously, the Proposed Project would not increase demand for parks or other recreational facilities and would not require the construction or expansion of any such facilities. Therefore, the Proposed Project would have less than significant impacts and no mitigation is required.

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

a) **Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Less than Significant Impact

Discussion of Effects:

The Town of Apple Valley General Plan Circulation Element addresses both the local transportation system within Town, and those segments of the local transportation system that interface with, and serve as extensions of, the regional roadway system connecting the Town of Apple Valley with the broader Victorville Valley region and other communities in Southern California. The Element also describes alternative means of transportation, such as bicycle, equestrian and pedestrian travel through Town. The Circulation Element provides maps to guide the orderly development of all aspects of the transportation system, as well as goals, policies and programs that correlate the Town's transportation system with the types, intensities and locations of land uses within the planning area.

The Proposed Project is consistent with the following applicable Circulation Element policies and programs:

Policy 1.A: The street system recommended in the Town's Circulation Map shall be strictly implemented.

Program 1.A.1: Street rights of way shall be provided as follows: 104 feet for Major Roadways

Program 1.A.2: The minimum lane width for all Town streets shall be designed at 12 feet.

Consistent: The Project Site is adjacent to Waalew Road, which is a major road. The Proposed Project would dedicate 12 feet to the right of way so that Project Site boundary is 52 feet to the centerline.

Policy 1.C: The minimum lane width for all Town streets shall be designed at 12 feet.

Program 1.C.2: Concurrent with construction, all new development proposals located adjacent to public roadways shall be required to install all improvements to their ultimate General Plan half-width.

Consistent: The Proposed Project would provide a 4-foot sidewalk and 8-inch curb and gutter along Waalew Road.

Policy 1.H: New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, and traffic signals.

Program 1.H.1: The Town shall require the payment of developer impact fees as appropriate.

Consistent: The Proposed Project shall contribute towards the Town of Apple Valley Development Impact Fee program (Municipal Code Chapter 3.28) and regional transportation development mitigation fee program (County of San Bernardino Measure I). The Development Impact Fee provides a funding mechanism for arterial streets, traffic signals, interchange improvements as well as emergency services. The purpose of such fees is to minimize, to the greatest extent practicable, the impact that new development has on the Town's public services and public facilities. The Project Applicant would pay their fair share of the costs of providing such public services and public facilities. Unless otherwise approved by the Town, all development projects are required to pay the Development Impact Fee as a condition of development.

Policy 1.I: Pedestrian access shall be preserved and enhanced.

Program 1.I.1: All development and redevelopment proposals shall include enhanced sidewalk, pedestrian walkway, lighting and landscaping designs and assure connections to existing and planned sidewalks and trails except in rural residential land use areas where pathways may be provided as an alternative to sidewalks.

Consistent: The Proposed Project would provide 4-foot sidewalks along the property frontage. The Proposed Project includes perimeter landscaping and on-site lighting.

Policy 1.J: The Town shall implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map in this Element.

Program 1.J.1: New development proposals shall be required to construct bicycle lanes consistent with this Element in conjunction with off-site improvements.

Consistent: Currently, there are no designated bicycle facilities in the project vicinity; however, a Class 1 bike lane is proposed for Waalew Road adjacent to the Project Site in the General Plan Circulation Element. As of the time of writing this Initial Study/Mitigated Negative Declaration, the Town is not requiring the Proposed Project to provide bicycle lanes. However, the Proposed Project would dedicate an additional 12-feet to the right-of-way to ensure 52 feet for the ultimate right-of-way. Therefore, if in the future bicycle lanes are proposed for Waalew Road, the Proposed Project would not be in conflict.

Policy 1.K: The Town shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 1.K.2: New development proposals shall be required to construct recreational trails consistent with this Element in conjunction with off-site improvements.

Consistent: The Project Site is not adjacent to any recreational trails, as shown on Town Recreational Trails Plan.[38] The nearest recreational trail is located to the south on S Road, approximately 0.25 miles south of the Project Site.

As summarized above, the Proposed Project would not conflict with the Circulation Element theme of the General Plan. Therefore, less than significant impacts are identified, and no mitigation measures are required.

b) **Would the project conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b)?**

Less than Significant Impact

Discussion of Effects: California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Agencies may currently opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020. The Town of Apple Valley adopted VMT Guidelines and thresholds of significance in December 2020.

The TIA (Appendix B) assessed the project VMT impact in accordance with the Town of Apple Valley Resolution No. 2021-08 ["VMT Resolution"] and the County of San Bernardino Transportation Impact Study Guidelines (July 2019) ["County TIA Guidelines"]. Whereas the Town's VMT Resolution establishes significance thresholds for non-screened projects, the County TIA Guidelines include screening criteria for certain projects that may be presumed to cause a less than significant impact without conducting a detailed VMT study based on recommendations from the OPR Technical Advisory. To qualify for VMT screening, the project need satisfy only one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
- Projects located within a low VMT area
- Project Type Screening

[38] Terra Nova Planning & Research, Inc. Town of Apple Valley 2009 General Plan. Exhibit II-9.

The project TAZ currently generates approximately 12.6 VMT per worker[39] (see Exhibit A of Appendix B for VMT Screening Tool Result), which is less than the Town-wide Future Buildout threshold (13.1 VMT per worker); therefore, based on recommendations from the OPR Technical Advisory the Proposed Project satisfies the screening criteria for projects located in a low VMT area and the project's VMT impact may be presumed to result in a less than significant impact. Also of consideration is that the facility would function as an overflow parking lot that would store trucks and trailers and would not have the daily vehicle turn over that typically occurs in an active truck-trailer yard. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less than Significant Impact

Discussion of Effects: Access into the Project Site would be via a proposed 50-foot-wide driveway on Waalew Road. Waalew Road adjacent to the Project Site is straight and the Proposed Project does not include monument signs along property frontage, thereby allowing sufficient sight clearance for safe egress of project vehicles. As concluded in the TIA and demonstrated in Table 13 below, vehicle queue lengths at the project driveway and adjacent intersection are forecast to not exceed the available storage lengths during the peak hours for the Year 2040 With Project conditions.[40] With the queue length of 75 feet (approximately one truck or three cars) and the storage capacity of 135 feet, the gates have sufficient storage to accommodate the forecast queue length. Installation of a traffic signal is not warranted at the project driveway based on the peak hour volume warrant. The Proposed Project would not create substantial hazards due to a site design feature or incompatible use. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Table 13
Site Access Queuing Analysis

Study Intersection	Approach	Lane	Storage Length (Feet)	Peak Hour 95th-Percentile Queue Length (Feet)		Adequate Storage Provided
				Year (2040) With Project		Year (2040) with Project
				AM	PM	
Navajo Road at Waalew Road	Eastbound	Shared	660	90	170	YES
Project Driveway at Waalew Road	Northbound Eastbound Westbound	Shared Shared Shared	85 1200 660	<20 <20 <20	<20 <20 <20	YES YES YES

[39] Site location can be verified with the web-based or map-based VMT Screening Tool. The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).
[40] Ganddini Group, Inc. Apple Valley Truck and Trailer Facility – Traffic Impact Analysis. October 14, 2024.

d) **Result in inadequate emergency access?**

Less than Significant Impact

Discussion of Effects: Access into the Project Site would be via a proposed 50-foot-wide driveway on Waalew Road. Secure access to the facility would then be via rolling gates at a proposed 52-square-foot guard shack. The driveway width would be sufficient for simultaneous ingress and egress of project vehicles. Furthermore, the parking facility would not be functioning as a parking lot for other nearby uses. The Project Site is not adjacent to any interstates, which serve as major emergency response and evacuation routes for the Town.[41] The number of truck and trailers parked at the site would not be allowed beyond the maximum capacity. Project vehicles would not be allowed to park off-site and interfere with the use of public roads, including during an emergency. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

[41] Town of Apple Valley. Local Hazard Mitigation Plan. 2017 Plan Update.

I. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**

Less than Significant Impact with Mitigation Incorporated

Discussion of Effect: As stated previously, the cultural records search did not identify any recorded resources within the property. However, nine resources are recorded within one mile of the Project Site, including four historic trash scatters, one historic trash dump, one historic dude ranch property, and one multicomponent site consisting of a historic trash scatter and a prehistoric lithic scatter.

The historic maps and aerial photographs show that while the surrounding area was developed with farmhouses and agricultural fields by 1934, the Project Site remained vacant until between 1959 and 1968. During this time, the northern portion of the property was developed with agricultural fields and dirt access roads cut through the property. By the early 2000s, however, this field was abandoned. Subsequent photographs and maps indicate the Project Site has remained vacant since the early 2000s.

The archaeological survey was an intensive reconnaissance consisting of a series of survey transects across the Project Site. The survey resulted in the identification of one circa 1940 power pole with associated power lines that bisect the property from east to west (Site Temp-1). Site Temp-1 is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (CRHR Criterion A), it is not associated with the lives of persons important in our past (CRHR Criterion B), it does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values (CRHR Criterion C), and it has not yielded, or may be likely to yield, information important in prehistory or history (CRHR Criterion D). Therefore, Site Temp-1 does not qualify as a "historically significant" resource under CEQA criteria.

No cultural materials were identified in association with the power pole. Additionally, no historic cultural materials were identified within the Project Site. The property is located outside the Town of Apple Valley's determined area of high cultural resource sensitivity, within an area previously identified as undetermined cultural resource sensitivity. The Phase I archaeological assessment has identified the Project Site as having "low cultural resource sensitivity." However, the potential exists that unidentified significant historic deposits may be present that are related to the earlier occupation of this location. Because of the potential to encounter buried cultural deposits, Mitigation Measure CUL-1 and CUL-2, as identified above, is required.

II. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in**

subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated

Discussion of Effect: On July 16, 2025, the Town of Apple Valley mailed notification pursuant to AB-52 to the following tribes:

- Yuhaaviatam of San Manuel Nation
- Twentynine Palms Band of Mission Indians
- Cabazon Band of Mission Indians
- Morongo Band of Mission Indians

In an email dated August 12, 2025, the Yuhaaviatam of San Manuel Nation (YSMN, also known as the San Manuel Band of Mission Indians) stated that the Project Site exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. The Tribe did not have any concerns with the project's implementation, as planned. As a result, YSMN requests that the following Mitigation Measures be added as conditions of approval:

Mitigation Measure TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

Mitigation Measure TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) **Require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?**

Less than Significant Impact

Discussion of Effects:

Water Service: The Project Site is located within the service area of Liberty Utilities. There is an existing water line along Waalew Road that the Proposed Project would connect to via a new lateral and customer meter. An extension of the main water line would not be required. The Proposed Project's connection can be adequately handled by the existing infrastructure.

Sewer Service: The Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. It will utilize an on-site septic system.

Drainage: As stated in Appendix K, the final impervious percentage would be approximately 17% of the Project Site. There will be an infiltration basin on the east side of the site, with drainage reaching the basin through curb cuts along the landscaped perimeter. The infiltration basin retention volume is designed with a capture rate of 6,441 CF, achieving 100% on-site retention of the DA-1 DCV. A spillway and parkway culvert would direct any overflow to Navajo Road at the southeast corner of the Project Site. Therefore, the Proposed

Project would not require or result in the construction of new or expanded off-site drainage facilities.

Electricity: Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project will receive electrical power through connection to Southern California Edison's existing power lines along the northern frontage of the Project Site. The demand for electrical service, 0.09741 GWh annually as stated previously, would be nominal and construction of new facilities would not be required.

Natural Gas Facilities: The only proposed structure is the 52-SF guard shack. The Proposed Project would not have a demand for natural gas.

Telecommunications: The demand for telecommunications services at the guard shack would be nominal and construction of telecommunications facilities would not be anticipated.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities that could cause significant environmental effects. Less than significant impacts are identified or are anticipated, and no mitigation measures are required.

b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

Less than Significant Impact

Discussion of Effects: Water supply to the Project Site would be provided by Liberty Utilities. Liberty Utilities covers about 50 square miles and is located in the "High Desert" region of San Bernardino County.[42] Liberty Utilities is a retail water supplier that serves customers in the Town of Apple Valley as well as unincorporated areas of San Bernardino County. Liberty Utilities coordinated the preparation of its 2020 UWMP with the Golden State Water Company, Mojave Water Agency, State Water Resources Control Board-Division of Drinking Water, the Town of Apple Valley, the City of Victorville, and the County of San Bernardino. Liberty Utilities is within the Mojave Water Agency service area. Liberty Utilities is projected to have a population of 80,334 by 2045. Liberty Utilities relies on groundwater produced from the Mojave Basin Area-Alto Subarea. Liberty Utilities' UWMP projects that Liberty Utilities will be able to rely on the Mojave Basin Area for adequate supply over the next 25 years under normal years, single dry years, and five consecutive year droughts.

The Project Site is designated Planned Industrial (I-P) and has a zoning of Planned Industrial. The I-P zoning district is intended to provide for light industrial uses, research and development, and multi-tenant industrial buildings. Subject to a CUP, the Proposed Project is an allowable use under the I-P zoning district. Development of the Project Site for a light industrial use would be accounted for in the UWMP's projected water demand. Furthermore, as the Proposed Project is a truck and trailer parking facility and water demand would be limited to that for one proposed bathroom in the guard shack and 148,130 SF of landscaping. In August 2024, the Applicant received a Will Serve Letter from Liberty Utilities

[42] Liberty Utilities. 2020 Urban Water Management Plan. https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F8131840348%2FFINAL%20Liberty%20Utilities%20-%20Apple%20Valley%202020%20UWMP.pdf. June 2021.

stating water supply service would be rendered upon compliance with Rule 15 of the California Public Utilities Commission (see Appendix M). Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less than Significant Impact

Discussion of Effects: The Proposed Project would not place any demand on a wastewater treatment plant but would utilize an on-site septic system. Since the Proposed Project would not connect to an existing wastewater treatment facility, no impacts are identified or anticipated, and no mitigation measures are required.

d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less than Significant Impact

Discussion of Effects: The Town contracts with Burrtec for solid waste collection and disposal services. Burrtec collects non-hazardous solid waste and hauls it to the Victorville Landfill, located at 18600 Stoddard Wells Road. The maximum permitted capacity is 93,400,000 cubic yards. It has a maximum permitted throughput of 3,000 tons per day.

The California Department of Resources Recycling and Recovery (CalRecycle) provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service. According to the CalRecycle's estimated solid waste generation rates for the industrial sector, the Proposed Project would generate at most, approximately 26.8 pounds of solid waste per day or approximately 0.013 tons per day based on 8.93 pounds per employee per day.[43]

Therefore, the Proposed Project solid waste generation contribution to this landfill would be nominal and would not exceed the daily permitted capacities of these facilities. Less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e) **Comply with federal, State, and local management reduction statutes and regulations related to solid waste?**

Less than Significant Impact

Discussion of Effects: The Proposed Project would be required to comply with the Town of Apple Valley Municipal Chapter 6.20.040 (Solid waste, recyclables, and organics collection, processing, and disposal).[44] Chapter 6.20 establishes requirements for recycling by

[43] CalRecycle. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed October 24, 2024.
[44] Town of Apple Valley. Municipal Code. Chapter 6.20.

specified development activities to facilitate the Town's compliance with state recycling mandates, remove architectural barriers to recycling and ensure the recycling of construction and demolition. The Project Applicant is required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939), AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), and any other applicable local, State, and federal solid waste management regulations. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact

Discussion of Effects: Access into the site would be via a 50-foot-wide driveway on Waalew Road. Secure access to the facility would then be via rolling gates at a proposed 52-square-foot guard shack. The Project Site is not adjacent to any interstates,

which serve as major emergency response and evacuation routes for the Town.[45] The number of truck and trailers parked at the site would not be allowed beyond the maximum capacity. Project vehicles would not be allowed to park off-site and interfere with the use of public roads, including during an emergency. The California Emergency Services Act requires the Town to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The Town's Emergency Operations Plan includes policies and procedures to be administered by the Town in the event of a disaster. During disasters, the Town of Apple Valley is required to coordinate emergency operations with the County of San Bernardino. Policies within the Town's General Plan and updates to the Town's Emergency Plan, as required by State law, would ensure the Proposed Project would not interfere with adopted policies and procedures. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Less than Significant Impact

Discussion of Effects: The Project Site is not located in a very high nor high fire hazard severity zone.[46] The Project Site and the surrounding area are relatively flat. The property is located in a relatively undeveloped area with scattered residential, commercial, and light industrial uses. The only proposed structure is the 52-SF guard shack and approximately 80 percent of the Project Site would be hardscape/gravel. Therefore, the Proposed Project is not anticipated to exacerbate wildfire risk. The Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?**

Less than Significant Impact

Discussion of Effects: The Proposed Project is development of a truck and trailer parking facility. The only proposed structure is the 52-SF guard shack and approximately 80 percent of the Project Site would be hardscape/gravel. The Proposed Project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment and as such will have no impact direct, indirectly or cumulatively. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

[45] Town of Apple Valley. Local Hazard Mitigation Plan. 2017 Plan Update.
[46] CalOES. MyHazards. https://myhazards.caloes.ca.gov/. Accessed October 4, 2024.

d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Less than Significant Impact

Discussion of Effects: As stated previously, the Project Site is located in an area of minimal flood hazard. Furthermore, it is not located within a High or Very High Fire Hazard Severity Zone. The property is located in a relatively flat area. The Project Site is not located adjacent to or near wildlands. Therefore, the Proposed Project would not expose persons or structures to post-fire slope instability or post-fire drainage. The risk of downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes is less than significant. No mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) **Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or**

animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated

Discussion of Effects: No burrowing owls were observed during the site visit. No portion of the Project Site showed any evidence of past or present burrowing owls activity. No feathers, whitewash, or castings were found, and no suitable burrow surrogate species are present on-site. However, the Project Site does contain marginally suitable habitat for this species. Therefore, Mitigation Measure BIO-1 is required to ensure the Proposed Project would not significantly affect this species. The Project Site and immediate surrounding area contain habitat suitable for nesting birds. As such, Mitigation Measure BIO-2 is required to minimize impacts to nesting birds.

The Phase I archaeological assessment for the Proposed Project was conducted in order to identify the presence of prehistoric and historic resources that might be impacted by the Proposed Project. The archaeological records research review indicates that although no cultural resources studies have been conducted that include any portion of the Project Site, a total of 27 studies have been conducted within a one-mile radius of the Project Site. These studies have resulted in the identification of a total of two prehistoric resources, six historic resources, and one multicomponent resource within the one-mile radius. None of these resources include any portion of the Project Site. The review of additional databases indicates the Project Site remained vacant through the twentieth century, with the exception of an agricultural field in the northern portion of the property and associated access roads that were created between 1958 and 1968 and maintained until the early 2000s.

The pedestrian survey resulted in the identification of one power pole and associated power lines that were constructed in or before 1940 (Site Temp-1). No historic cultural materials were identified in association with the power pole. Additionally, no prehistoric cultural materials were identified within the project boundaries. The Project Site has been evaluated as not eligible for the CRHR and is not considered a Historical Resource under CEQA criteria. In addition, the Project Site is located outside the area identified as “highly sensitive for both prehistoric and historic-period cultural resources” in the Town of Apple Valley General Plan. The Phase I archaeological assessment has resulted in the determination that the Project Site yields a low potential for the presence of buried cultural resources. Mitigation Measure CUL-1 would address potential impacts associated with unanticipated archaeological finds.

b) **Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less than Significant Impact

Discussion of Effects: In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact

analysis." The Proposed Project does not include a General Plan Amendment or zone change.

Greenhouse emissions and criterial pollutant emissions resulting from the Proposed Project would not exceed MDAQMD thresholds. Therefore, impacts are not cumulatively considerable. Development of the Proposed Project will be conditioned to comply with current MDAQMD rules and regulations to minimize impacts to air quality.

Therefore, a less than significant cumulative impact would occur with development of the Proposed Project, and no additional mitigation is required.

c) **Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant Impact

Discussion of Effects: There are no known geologic hazards that would pose a safety threat for the Proposed Project. The Project Site soils have a medium expansion potential. The Proposed Project is a truck and trailer parking facility with one proposed 52-SF guard shack. The Proposed Project is feasible given that the suggested requirements in the Soil Infiltration Tests report are implemented for installation of the proposed infiltration basin. Property paving and off-site improvements would be designed in accordance with the parameters presented in the Onsite and Offsite Paving Design report.

The required measures and features detailed in the Final WQMP to safeguard water quality would be incorporated into the Proposed Project. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. The WQMP identifies an infiltration basin to capture and treat all storm flows generated on the Project Site to prevent degradation of surface and groundwater quality.

As summarized in Section III – Air Quality, the 30.25-year, cumulative carcinogenic health risk to an individual born during the opening year of the Proposed Project and located in the project vicinity for the entire 30-year duration, is a maximum of 9.76 in a million. Therefore, as the maximum incremental cancer risk (MICR) does not exceed 10 in a million at the closest sensitive receptor locations in the project vicinity, no sensitive receptors would experience a significant impact due to the cancer risk from diesel emissions created by the Proposed Project. Moreover, the Proposed Project would result in a less than significant impact due to the non-cancer risk from diesel emissions created by the Proposed Project.

The Proposed Project would not have environmental effects that will cause substantial adverse effects on human beings. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

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