TOWN OF APPLE VALLEY
14955 Dale Evans Parkway
Apple Valley, California 92307
Phone: (760) 240-7000

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE FLINT WAREHOUSE PROJECT

Lead Agency: Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, California 92307
Phone: (760) 240-7000

Contact Person: Nicole Montano, Associate Planner
Email: nmontano@applevalley.org
Phone: (760) 240-7000 Ext. 7201

Project Title: Flint Warehouse Project

Town Project No.: Site Plan Review 2026-001, Tentative Parcel Map 21113

Project Location: The proposed Project consists of the development of approximately 76 acres of land within the Town of Apple Valley, San Bernardino County, California (Assessor's Parcel Nos. 0463-471-02, -03, -17, -18, -19 and -20; 0463-481-01, -02, -04, -06, -07, -08 and -09). The Project site is located on the north side of Cordova Road, immediately east of Flint Road. (See Exhibits 1 and 2 of the Initial Study)

Findings/Determination: The Town has reviewed and considered the proposed Flint Warehouse Project ("Project") and has determined that potentially significant impacts could result from the Project. Therefore, an Environmental Impact Report should be prepared. The Town has prepared the attached Initial Study and this Notice of Preparation.

NOP Comment Period: This 30-day public review period will commence on August 14, 2026, and end on September 14, 2026. An in person scoping meeting will be held on August 26, 2026, at 5:30 p.m. in the Council Chambers located at 14955 Dale Evans Parkway, Apple Valley, CA 92307 for responsible agencies, organizations, and interested parties to have an opportunity to provide comments on the possible environmental effects the Town should study in the Environmental Impact Report. Written comments on the NOP must be received at the Town within the public review period. You may email comments to Nicole Montano, Associate Planner, at the following address: nmontano@applevalley.org. Copies of the Notice of Preparation are available for review at the above address and at the Newton T. Bass Apple Valley Branch Library at 14901 Dale Evans Parkway, Apple Valley, CA 92307. The NOP and Initial Study may also be accessed electronically at the following website: **https://applevalley.org/ceqa-related-documents/**

A. Project Description

The Project proposes the construction of a single industrial warehouse building totaling to 1,076,874 ± square feet. Of this total, 1,050,222 ± square feet would consist of warehouse distribution space and 26,652± square feet would consist of office space. Office areas would be located at the four corners of the building. The building is proposed for general warehousing and will not include cold storage facilities. The warehouse facility would include internal circulation areas, loading docks, landscaping, utility infrastructure, and employee and visitor parking. Along the east, west, north, and south sides of the site a total of 1,151 parking spaces would be provided, of which 392 spaces are designated for truck parking and 759 spaces are designated for car parking. Loading dock facilities would be located along the eastern and western sides of the warehouse building to accommodate unloading operations. 24-hour operations would occur on site and the docking areas would be surrounded by a six-foot security fence.

The Project will require on-site and off-site improvements. Project development would require site grading and utility installation including, water, sewer, drainage and street lighting improvements. The site is currently undeveloped and has limited utilities. An existing 12-inch water line running east along Cordova Road and north through the site is proposed for removal. The Project proposes to redesign the water system to run along the site's eastern, western, and part of its southern boundary. Additionally, an onsite sewer line with three points of contact into the building is proposed on the eastern boundary of the site. All proposed utilities will require on-site improvements to connect to the site.

Two stormwater retention basins are proposed in the southern portion of the site to manage stormwater runoff. Engineered drainage features, including rip rap infrastructure, will be installed, particularly along the southeast portion of the site, to control stormwater flow velocity.

Adjoining streets including Flint Road along the western boundary and Cordova Road along the southern boundary would provide access to the site. Cordova Road would provide three driveway access points, two of which will be truck-only driveways, and one for passenger car access, while Flint Road will provide one driveway access point. The Project will have no connection to Quarry Road. Both Flint Road and Cordova Road are currently unpaved. The Project proposes ± 2,550 linear feet of asphalt concrete along Flint Road with a width of 26 feet, and ± 5,600 linear feet of asphalt concrete along Cordova Road with a width of 26 feet. Cordova Road will be improved along the Project frontage to Flint Road.

B. Environmental Setting and Surrounding Land Uses

The Project site is relatively flat, consisting of vacant and undeveloped land within the North Apple Valley Industrial Specific Plan's (NAVISP) area, and does not contain any paved surfaces, or permanent structures. The remnant foundations of a previously occurring business are located at the northwest corner of the site. Vegetation on site consists primarily of scattered low desert shrubs. The site has not been previously graded for development. Surrounding roadways are partially improved and will need further improvements including paving, as described above.

The site is designated Industrial-General (I-G) under the NAVISP. The I-G designation allows for intense industrial uses, including manufacturing, storage, outdoor warehousing, wholesale distribution, and related industrial activities. Surrounding properties are currently vacant or designated for industrial development under the NAVISP.

The Project's surrounding area consists of vacant, undisturbed, and unoccupied land. Under the NAVISP, immediate areas to the north, east, south, and west consist of Specific Plan Industrial (I-SP) land use designations for clean manufacturing and warehouse uses. The following section describes the existing development and identifies proposed uses.

West: There is vacant and undeveloped land designated I-SP to the west of the Project site. A warehouse project of approximately 1,368,480 square feet has been approved by the Town for this site. Dale Evans Parkway, the west boundary of the NAVISP and an essential access route, is located approximately 1.5 miles west of the Project. The I-15 freeway occurs approximately 3.5 miles west of site.

North: There is vacant and undeveloped land designated I-SP to the north of the Project site. East of Central Road the Apple Valley Speedway, a motor sports track, is approximately 0.5 miles northeast of the site.

South: There is vacant and undeveloped land designated I-SP to the south of the Project site. The Victor Valley College Regional Public Safety Training Center, which provides training for Emergency Medical Services (EMS), Fire science and Firefighting, and Administration of Justice, is located approximately 0.85 miles south of the site. The Apple Valley Airport designated Airport Industrial (I-A) under the NAVISP, is located approximately 2.5 miles away from the site with the airport runway terminating immediately south of Burbank Street.

East: There is vacant and undeveloped land designated I-SP to the east of the Project site. The Cemex Black Mountain Quarry, a limestone mining operation and cement production facility, is located approximately 2.8 miles east of the site.

C. Areas of Potential Environmental Concern

The Initial Study provides detailed explanations of the areas of concern associated with the Project. The Initial Study determined that the Project could have significant impacts relating to air emissions, biological resources, cultural resources, greenhouse gas emission, hydrology, transportation, tribal cultural resources and utilities. It also determined that potentially significant impacts were associated with mandatory findings of significance. Please see the attached Initial Study for detailed descriptions of anticipated impacts for all environmental issue areas.

TOWN OF APPLE VALLEY
14955 Dale Evans Parkway
Apple Valley, California 92307
Phone: (760)240-7000
Fax: (760)247-3885

ENVIRONMENTAL INITIAL STUDY

Project Title:	Flint Warehouse Project
Town Project No.:	Site Plan Review No. 2026-001 Tentative Parcel Map No. 21113
Lead Agency Name and Address:	Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, California 92307 Phone: (760) 240-7000, Fax: (760) 247-3885
Project Sponsor's Name and Address:	Cordova Lecangs LLC 728 W. Rider Street Perris, CA 92571
Contact Person And Phone Number:	Nicole Montano Phone: (760) 240-7000
Project Location:	Northeast corner of Flint Road and Central Road Apple Valley, CA 92307; bounded by Flint Road to the west, Abanaki Road to the east, Quary Road to the north, and Cordova Road to the south. APN:
Project Area:	76 ± acres
Existing Zoning Designation:	North Apple Valley Industrial Specific Plan, Industrial General (I-G)
Existing General Plan Designation:	Specific Plan (SP)

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PROJECT DESCRIPTION

The proposed Project consists of the development of approximately 76 acres of land within the Town of Apple Valley, San Bernardino County, California (Assessor's Parcel Nos. 0463-471-02, -03, -17, -18, -19 and -20; 0463-481-01, -02, -04, -06, -07, -08 and -09). The Project site is located on the north side of Cordova Road, immediately east of Flint Road. Neither road is currently paved at this location. The Project proposes the construction of a single industrial warehouse building totaling to 1,076,874 ± square feet. Of this total, 1,050,222 ± square feet would consist of warehouse distribution space and 26,652± square feet would consist of office space. Office areas would be located at the four corners of the building. The building is proposed for general warehousing and will not include cold storage facilities. The warehouse facility would include internal circulation areas, loading docks, landscaping, utility infrastructure, and employee and visitor parking. Along the east, west, north, and south sides of the site a total of 1,151 parking spaces would be provided, of which 392 spaces are designated for truck parking and 759 spaces are designated for car parking. Loading dock facilities would be located along the eastern and western sides of the warehouse building to accommodate unloading operations. 24-hour operations would occur on site and the docking areas would be surrounded by a six-foot security fence.

The Project will require on-site and off-site improvements. Project development would require site grading and utility installation including, water, sewer, drainage and street lighting improvements. The site is currently undeveloped and has limited utilities. An existing 12-inch water line running east along Cordova Road and north through the site is proposed for removal. The Project proposes to redesign the water system to run along the site's eastern, western, and part of its southern boundary. Additionally, an onsite sewer line with three points of contact into the building is proposed on the eastern boundary of the site. All proposed utilities will require on-site improvements to connect to the site.

Two stormwater retention basins are proposed in the southern portion of the site to manage stormwater runoff. Engineered drainage features, including rip rap infrastructure, will be installed, particularly along the southeast portion of the site, to control stormwater flow velocity.

Off-site roadway improvements would include roadway paving and installation of curb and gutter improvements. Adjoining streets including Flint Road along the western boundary and Cordova Road along the southern boundary would provide access to the site. Cordova Road would provide three driveway access points, two of which will be truck-only driveways, and one for passenger car access, while Flint Road will provide one driveway access point. The Project will have no connection to Quarry Road. Both Flint Road and Cordova Road are currently unpaved. The Project proposes ± 2,550 linear feet of asphalt concrete along Flint Road with a width of 26 feet, and ± 5,600 linear feet of asphalt concrete along Cordova Road with a width of 26 feet. Cordova Road will be improved along the Project frontage to Flint Road. Should the Quarry at Pawnee Warehouse Project (SPR 2022-008) to the west of the site not complete project development, the proposed Project may be required to extend improvements west until connection to the nearest improved segment. Because these improvements were previously analyzed in the project's EIR (SCH # 2023090009), and their impacts fully addressed, the current Project will not include analysis of off-site improvements to Cordova Road beyond the site boundary.

Project applications will consist of a Site Plan Review to consider the site plan, architecture and landscaping for the Project, and a Tentative Parcel Map to merge the existing multiple parcels into one parcel for the development of the Project.

Current Conditions
The Project site is relatively flat, consisting of vacant and undeveloped land within the North Apple Valley Industrial Specific Plan's (NAVISP) area, and does not contain any paved surfaces, or permanent structures. The remnant foundations of a previously occurring business are located at the northwest corner of the site. Vegetation on site consists primarily of scattered low desert shrubs. The site has not been previously graded for development. Surrounding roadways are partially improved and will need further improvements including paving, as described above.

The site is designated Industrial-General (I-G) under the NAVISP. The I-G designation allows for intense industrial uses, including manufacturing, storage, outdoor warehousing, wholesale distribution, and related industrial activities. Surrounding properties are currently vacant or designated for industrial development under the NAVISP.

Project Location and Limits
The Project site is located within the 6,221 acre NAVISP area, in the northern portion of the Town of Apple Valley in San Bernardino County.[1] The approximately 76-acre site is situated immediately south of Quarry Road, east of Flint Road, north of Cordova, and west of Abanaki Road. Central Road is approximately 0.14 miles east of the site, and is designated a Major Divided Arterial, providing access to the southern portion of the Town and Highway 18. Access to Quarry Road is not allowed due to private ownership, and no Project access is proposed.

The surrounding area consists of primarily industrial designated and vacant lands, some of which have been approved for future development.

Surrounding Land Uses
The Project's surrounding area consists of vacant, undisturbed, and unoccupied land. Under the NAVISP, immediate areas to the north, east, south, and west consist of Specific Plan Industrial (I-SP) land use designations for clean manufacturing and warehouse uses. The following section describes the existing development and identifies proposed uses.

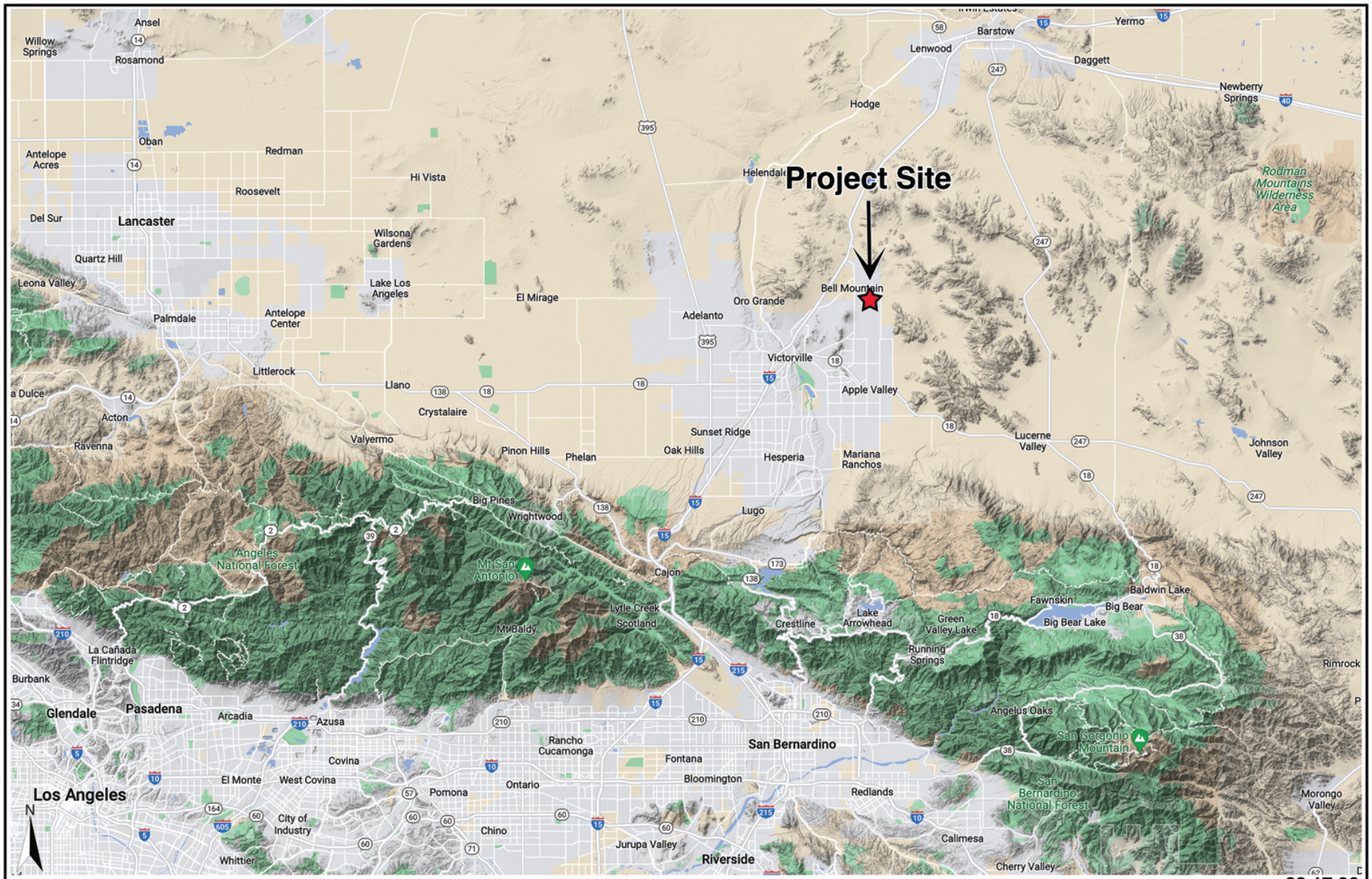
West: There is vacant and undeveloped land designated I-SP to the west of the Project site. A warehouse project of approximately 1,368,480 square feet has been approved by the Town for this site. Dale Evans Parkway, the west boundary of the NAVISP and an essential access route, is located approximately 1.5 miles west of the Project. The I-15 freeway occurs approximately 3.5 miles west of site.

North: There is vacant and undeveloped land designated I-SP to the north of the Project site. East of Central Road the Apple Valley Speedway, a motor sports track, is approximately 0.5 miles northeast of the site.

[1] Town of Apple Valley North Apple Valley Industrial Specific Plan, adopted 2017

South: There is vacant and undeveloped land designated I-SP to the south of the Project site. The Victor Valley College Regional Public Safety Training Center, which provides training for Emergency Medical Services (EMS), Fire science and Firefighting, and Administration of Justice, is located approximately 0.85 miles south of the site. The Apple Valley Airport designated Airport Industrial (I-A) under the NAVISP, is located approximately 2.5 miles away from the site with the airport runway terminating immediately south of Burbank Street.

East: There is vacant and undeveloped land designated I-SP to the east of the Project site. The Cemex Black Mountain Quarry, a limestone mining operation and cement production facility, is located approximately 2.8 miles east of the site.



Source: Google Maps, 03.2026

03.17.26

TERRA NOVA®
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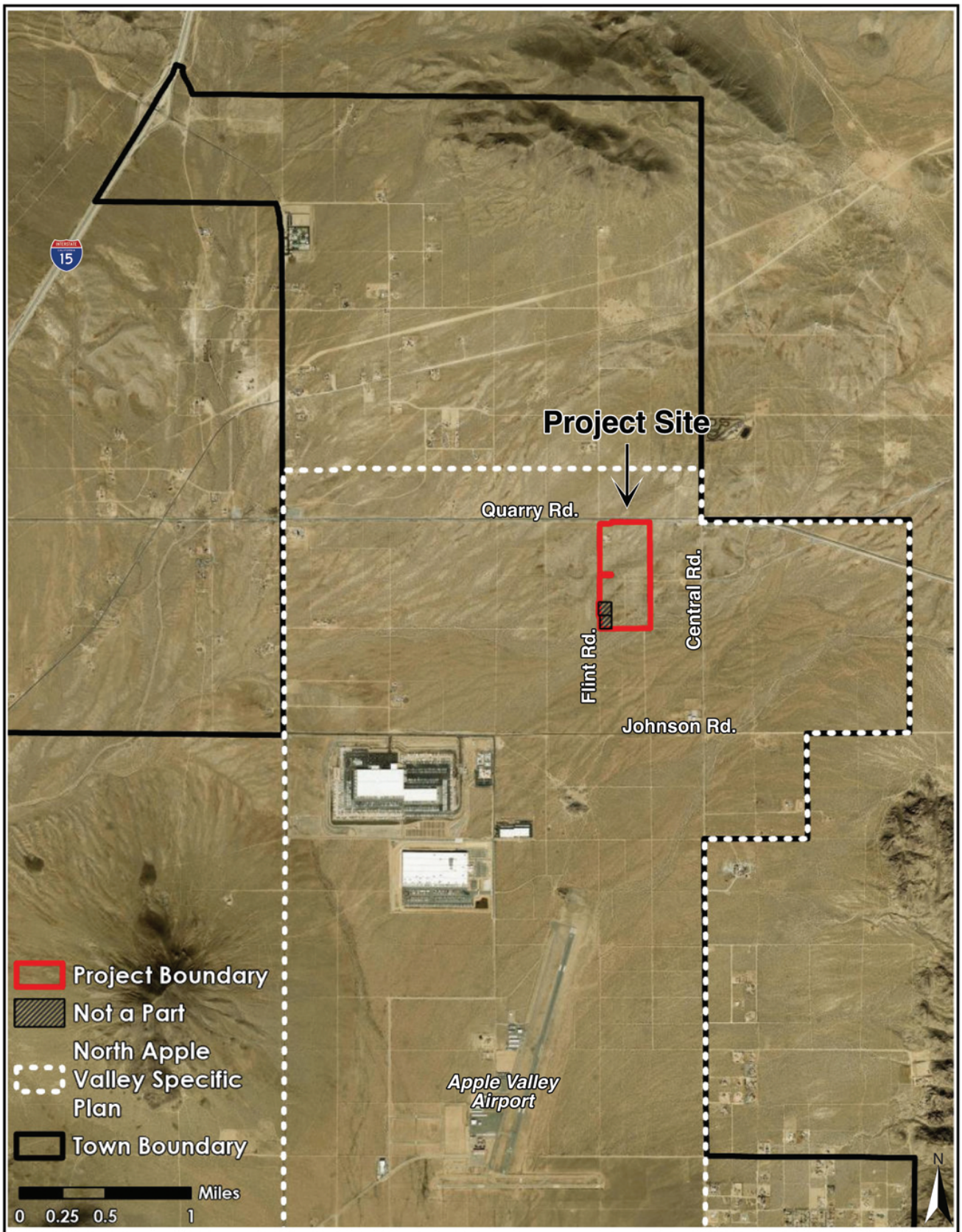
Regional Location Map
Flint Warehouse Project
Apple Valley, California

Exhibit
1



Source: ESRI, 03.2026; Town of Apple Valley Zoning Map, last amended 11.28.2022

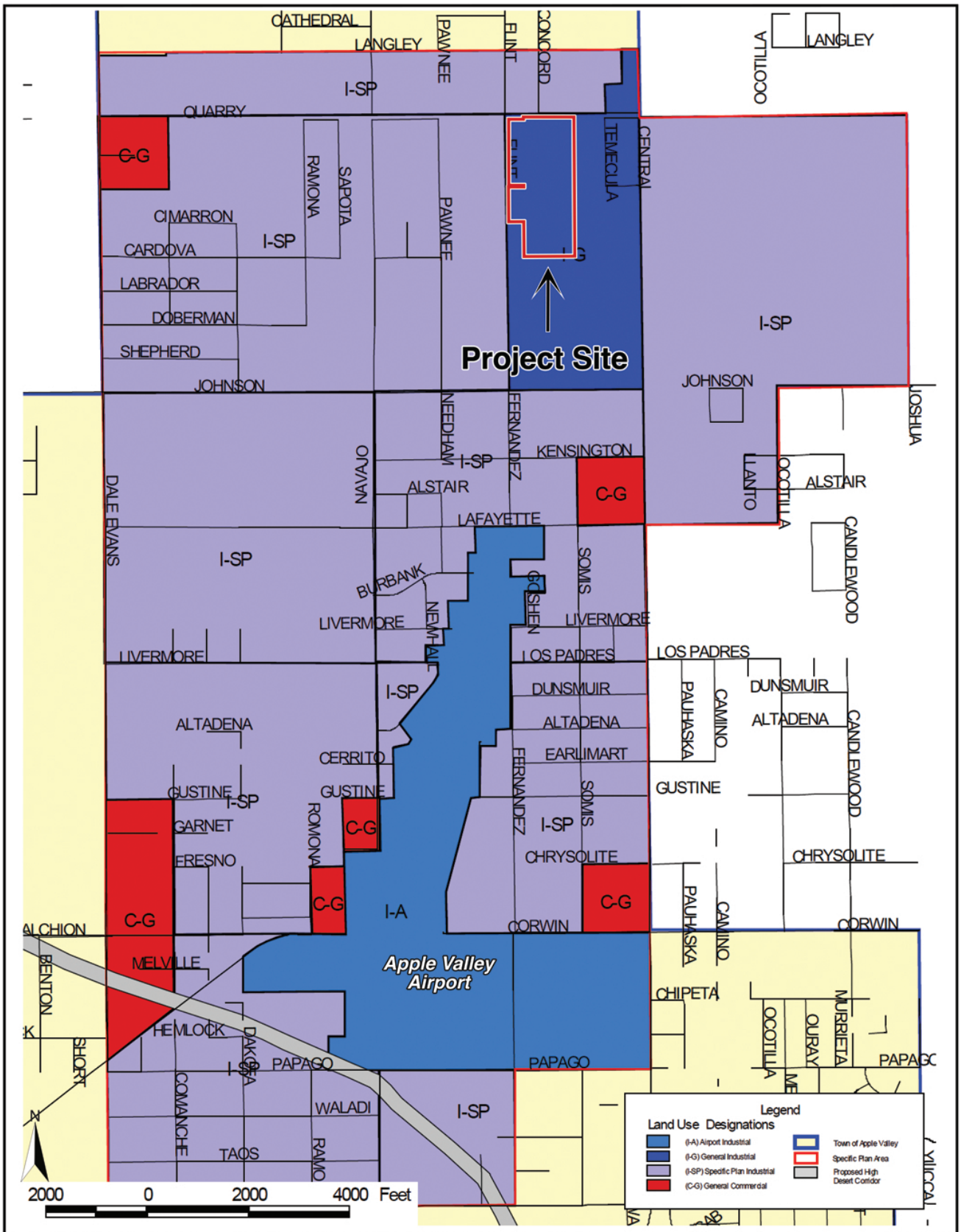
03.19.26

TERRA NOVA®
PLANNING & RESEARCH, INC.

Project Vicinity Map
Flint Warehouse Project
Apple Valley, California

Exhibit

2



Source: North Apple Valley Industrial Specific Plan, Exhibit II-2 Land Use Plan, 10.2006

03.19.26

TERRA NOVA®
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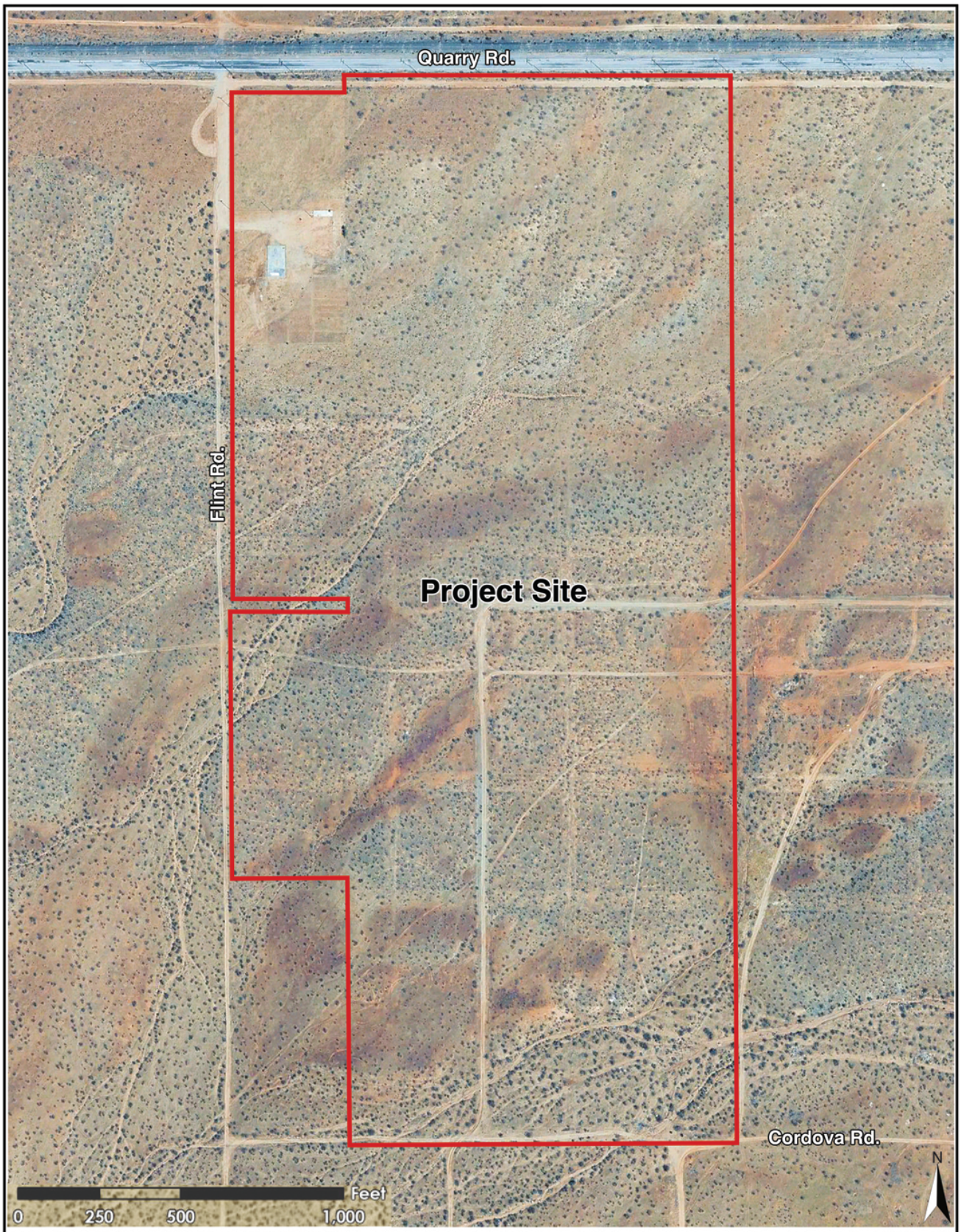
Specific Plan Land Use Map
Flint Warehouse Project
Apple Valley, California

Exhibit
3



Source: Google Earth Imagery dated 03.14.2025.

07.31.26

TERRA NOVA®
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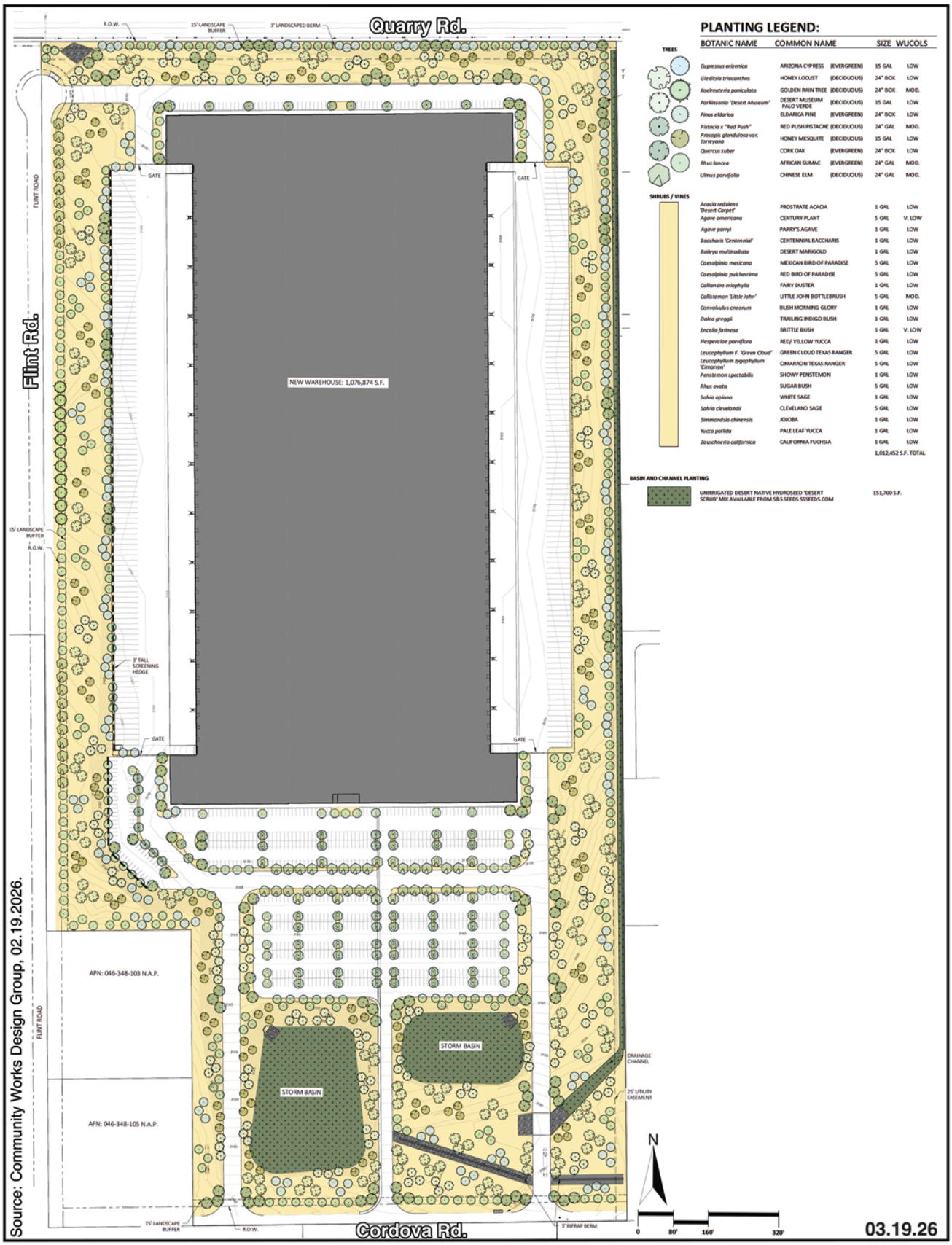
Project Site Aerial Image
Flint Warehouse Project
Apple Valley, California

Exhibit

4



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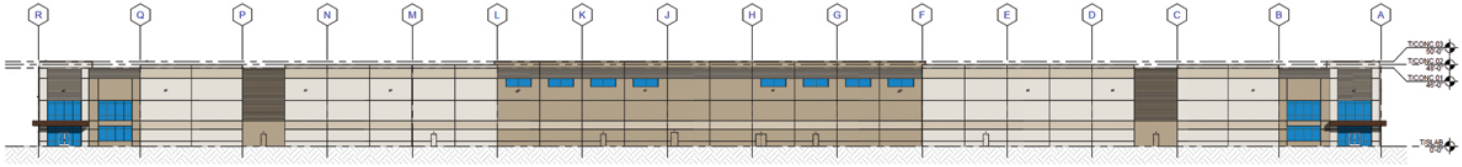
Conceptual Landscape Plan
Flint Warehouse Project
Apple Valley, California

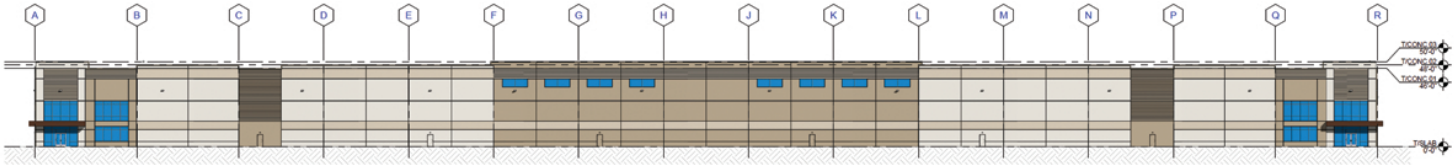
Exhibit

5



4 A210 SOUTH BUILDING ELEVATION - PAINTED
SCALE: 1" = 30'-0"

3 A210 WEST BUILDING ELEVATION - PAINTED
SCALE: 1" = 30'-0"



2 A210 NORTH BUILDING ELEVATION - PAINTED
SCALE: 1" = 30'-0"

1 A210 EAST BUILDING ELEVATION - PAINTED
SCALE: 1" = 30'-0"

Source: Arco, 02.25.2026

03.19.26

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Building Elevations
Flint Warehouse Project
Apple Valley, California

Exhibit
6

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	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	☐	Wildfires	☒	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this 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.

Nicole Montano	8/7/2026 Date:

1. AESTHETICS – Except as provided in Public Resource Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: Apple Valley General Plan 2009; Town of Apple Valley, North Apple Valley Industrial Specific Plan 2017; Apple Valley Development Code, as amended; California State Scenic Highway System Map and List, Caltrans; Google Earth Pro.

Background

The Town of Apple Valley lies in the Mojave Desert Region within San Bernardino County. Much of the Town's topography is typical of desert landscape with features including alluvial slopes, scattered knolls, and low-lying mountains, with a general slope downward from south to north. Distant views of the San Bernardino and San Gabriel Mountains provide a scenic backdrop for Apple Valley. The most prominent scenic vistas within the area include Bell Mountain and the Fairview Mountains to the north, and the Ord Mountains to the south. Elevations in the area range from approximately 2,700 feet above sea level near the Mojave River, with higher elevations near mountain ranges of up to approximately 3,897 feet above sea level. The Mojave River floodplain serves as a riparian corridor with terraces and bluffs and provides a scenic contrast along the Town's western boundary.

The Project site is located in the northern portion of the Town, east of Flint Road, south of Quarry Road, west of Central Road, and north of Cordova Road. The site lies on relatively flat terrain and encompasses panoramic views from the valley floor, mountain ranges, and nearby knolls. Views from the north, west, south, and east are not impacted as no development is currently present. Views from the I-15 corridor towards the Project site are affected by a concrete barrier along the interstate, and views north from Highway 18 are fully affected by intervening residential development.

Discussion of Impacts

a) **Less than Significant Impact**. The Project site is located in the northern portion of Apple Valley and lies on relatively flat terrain with a slight 2%[2] gradient sloping north to south. The site is located in a designated Industrial-General (I-G) land use under the NAVISP and complies with this designation. Most of the surrounding area is also under this land use designation, and remains largely undeveloped, allowing views of surrounding scenic vistas. The subject property is not visible for I-15 or Highway 18 travelers.

[2] Google Earth Pro, Imagery date March 14, 2025.

Nearby scenic vistas include Bell Mountain approximately two miles southwest from the site and the Fairview Mountains approximately one mile southeast from the site. The Project will adhere to the building standards stated in the NAVISP and have a maximum building height of 50 feet. The Project's front entrance along Cordova Road will be located at a significant distance from the road to reduce obstructed views, with a front setback of approximately 1,000 feet. Along Quarry Road, the rear setback would be approximately 225 feet. The side setbacks would be 295 feet along Flint Road and 260 feet the along Abanaki Road. These setbacks would reduce the aesthetic impacts. Below is a discussion of the Project's surrounding views:

- North: Views north of the Project site consist of mountain ranges from Turtle Mountain and vacant, undeveloped land with dispersed vegetation. Views from Quarry Road would not be impacted but views from Cordova Road could be somewhat obstructed at Project buildout.
- South: Views south of the Project site consist of distant mountain ranges including Bell Mountain views southwest and views of the Fairview Mountains southeast. Views of distant mountains ranges from Cordova Road would not be impacted, but views from Quarry road could be obstructed at Project buildout. Views of the Bell Mountain and the Fairview Mountains would not be obstructed by the Project.
- West: Views west of the Project site consist of distant mountain ranges including Bell Mountain. Views of distant mountain ranges from Central Road could be obstructed at Project buildout, while views from Flint Road would not be impacted.
- East: Views east of the Project site consist of mountain ranges including the Fairview Mountains. At Project buildout, views of the middle and upper elevations of the mountain ranges will remain visible from Flint Road. Views from Central Road will be unobstructed.

Further evaluation in the upcoming EIR will determine the extent of the Project-related impacts to scenic vistas.

b) **No impact.** The Project site is located on currently vacant and undeveloped land. Vegetation on-site consists of dispersed low desert shrubs. The Mojave River floodplain is considered a scenic resource for the Town as it provides a riparian corridor and scenic contrast along the Town's western border. The Project site is located approximately 9.4 miles east of the Mojave River and therefore will not damage any associated scenic resources. Additionally, the site does not contain any trees, historic structures, or rocky slopes of outcroppings. The site is located approximately two miles from Bell Mountain, one mile from the Fairview Mountains, and 13 miles from the Ord Mountains.

The I-15 freeway, occurring approximately 3.5 miles west of the site, is not designated as a scenic highway. However, per the Apple Valley General Plan EIR (2009), State Highway 18 is designated as an "Eligible State Scenic Highway" and encompasses several historic building and sites, including residential and commercial buildings dating to the 1940's, which contribute to the Town's character. The Project site is located approximately 7.4 miles north of Highway 18. Due to the Project's distance and the residential development occurring in between the site and highway, no impacts associated to state scenic highways will occur.

The Project site and vicinity do not encompass significant tree, rock outcroppings, or historic buildings, nor is the site within close proximity of a designated state scenic highway. Therefore, no Project associated impacts to trees, rock outcroppings, and historic buildings within a state scenic highway are expected to occur, and this issue will not require further discussion in the EIR.

c) **Less than Significant Impact.** The Project area consists of vacant and undeveloped land. Under the NAVISP the land use designation for the Project site is General Industrial (I-G) and the surrounding area's land use is designated as Specific Plan Industrial (I-SP), which allow for larger manufacturing and warehouse uses. Residential development occurs approximately 2.8 miles south of the Project site outside the NAVISP boundaries.

The existing visual character within the Project area consists of desert terrain, with dispersed shrub vegetation. Residential housing is not located within the Project area, and low levels of development currently exist. The Project will be consistent with the NAVISP design standards including landscape design to provide a pleasant visual contrast.

The Project's conceptual landscape plan proposes trees and shrubs consistent with the NAVISP's listed plants for landscaping. Landscaping is proposed to surround the entire site boundaries as well as the storm water basins and areas within the parking lot. The Town will further evaluate building and design features. The Project is consistent with the designated land use and is expected to adhere to NAVISP design standards. Further potential impacts will be analyzed in the upcoming EIR.

d) **Less than Significant Impact**. Currently, no development near the site area is present, limiting lighting sources. The 76± acre Project will consist of a single 1,076,874 square foot building with a maximum height of 50 feet, can potentially create a significant new source of substantial light or glare. Planned lighting sources for the Project will include parking and storage area lighting, building and site security lighting, landscape lighting, and access point lighting. The Project will be required to adhere to the Town and NAVISP standards for preservation of the night sky. All illumination and harsh lighting on the Project site would be shielded to reduce impacts on surrounding properties. These Town standards will be further evaluated in the Project EIR.

2. 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. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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, forestland (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 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 forest land to non-forest use?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; Town of Apple Valley, North Apple Valley Industrial Specific Plan 2017; California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 2026.

Background

The Town of Apple Valley contains four areas totaling to approximately 130 acres of Farmland of Statewide Importance as identified by the State[3]. A vast majority of the Town's lands consist of Urban and Buit Up Land as well as Grazing Lands, with no designated lands for forestry or timberland. The Town zones areas within the southern boundary of the Town as Residential Agriculture (R-A), which allows for rural and suburban areas with permitted agricultural and ranching activities. These R-A lands are located approximately 10 miles southwest from the Project site. Much of the Town's agricultural activities have declined due to limited supply of irrigation water and increase in urbanization.

Discussion of Impacts

a-e) No Impact. The Project site is zoned as Specific Plan (SP) and is located within a General Industrial (I-G) land use per the NAVISP**.** The NAVISP boundaries consist primarily of Grazing Land with limited Urban and Built-Up Land. Land surrounding the Project site is also designated for industrial land uses on all sides and is also part of the NAVISP. There are no forest lands within the Planning Area nor is there Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as designated by the California Department of Conservation's Farmland Mapping and Monitoring Program. The Project site and surrounding areas are not under a Williamson Act contract.

[3] Town of Apple Valley General Plan Environmental Impact Report 2009

The proposed Project will have no impact on any designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor will it affect agricultural, forestry, or timberland resources. No additional analysis is required to evaluate potential impacts. Impacts associated to agricultural and forestry resources will not be further evaluated in the upcoming EIR.

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: MDAQMD Rule Book; MDAQMD CEQA and Federal Conformity Guidelines February 2020 ; Apple Valley General Plan 2009, EPA Greenbook Designated Nonattainment Areas for All Criteria Pollutants, revised February 28, 2026; MDAQMD Attainment Status Table; Google Earth Pro.

Background

The Town of Apple Valley is located within the Western Mojave Desert region of the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The MDAQMD is responsible for monitoring and regulating air quality within the High Desert region of San Bernardino County and the Palo Verde Valley in Riverside County.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) identify six primary criteria pollutants of concern at the federal and state levels: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), lead (Pb), and particulate matter (PM) including coarse particles less than or equal to 10 micrometers in diameter (PM10) and fine particles less than or equal to 2.5 micrometers in diameter (PM2.5).

The MDAB is currently classified a non-attainment zone for state ozone (O3) and particulate matter (PM10 and PM2.5) standards. Under federal classification, the Project site is located within the Western Mojave Desert area, which is classified as Severe nonattainment for ozone and Moderate nonattainment for PM10. The Western Mojave Desert is classified in attainment for federal PM2.5 standards. The remaining criteria pollutants including carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb) are in attainment for both state and federal standards.

Discussion of Impacts

a) **Less than Significant Impact.** The Project site is located within the Western Mojave Desert Region of the MDAB and is under jurisdiction of the MDAQMD. The Project will be subject to all applicable air quality management plans including goals and policies of the Apple Valley General Plan, the 2022 Western Mojave Desert 70 ppb 8-Hour Ozone State Implementation Plan (SIP), and the Mojave Desert Planning Area (MDPA) PM10 Attainment Plan (1995). These plans identify emission reduction strategies and control measures to meet federal and state air quality standards.

The Project is consistent with the NAVISP's land use designation and would be required to comply with applicable MDAQMD rules and regulations including the MDAQMD Rule Book that establishes policies and measures, including Rule 403 (Fugitive Dust). These regulations will ensure that construction and operational emissions adhere to the regional attainment goals.

The Project will conform to the applicable air quality management plans and will not obstruct implementation of any established management plans. As the air quality impacts have not been fully evaluated, the EIR will analyze whether any Project components could prevent the Project from attaining compliance with air quality management plans. An air quality analysis will be prepared to evaluate potential impacts on local and regional air quality. The air quality evaluation will be further discussed in the upcoming EIR.

b) Potentially Significant Impact. The Project is located within the MDAB which is classified as being in nonattainment for ozone (O3) and particulate matter (PM10) under state and federal standards, and nonattainment for state PM2.5 standards.

Ozone is formed from precursor emission of nitrogen oxides (NOx) and reactive organic gases (ROG/VOCs) derived from mobile sources and heavy construction equipment. Particulate matter (PM10) emissions can occur during construction activity including grading, excavation, and vehicle transportation.

The Project proposes the development of a 1,076,874 ± square foot warehouse building on a 76-acre site. Construction activities would result in temporary emissions of ozone precursors and particulate matter, while operational activities would mainly consist of mobile source emissions. Due to the basin's nonattainment status for ozone and particulate matter, new emission sources could significantly contribute to the increase of these criteria pollutants.

As previously stated, the Project would be required to comply with the applicable MDAQMD rules and regulations including Rule 403 (Fugitive dust), mandating construction operations to use best available control measures to reduce dust emissions.

Emission modeling for the Project is not yet complete; therefore, it is not currently known whether the Project's construction and operational emissions would exceed regional significance thresholds or result in cumulatively considerable increase for nonattainment pollutants. An air quality analysis will be prepared to evaluate the Project related emissions and their significance with the MDAQMD significance thresholds. The air quality evaluation and any potential air quality related impacts will be analyzed in detail in the upcoming EIR.

c) Less than Significant Impact. Sensitive receptors are populations who are particularly susceptible to air quality impacts, including children, elderly, people with respiratory diseases, and athletes. The typical land uses considered sensitive receptors include schools, hospitals, daycares, nursing homes, parks, residential facilities, and athletic facilities. The MDAQMD CEQA and Federal Conformity Guidelines establish screening distances for projects located near sensitive receptors. These include industrial projects and distribution centers (40 or more trucks per day) within 1,000 feet, major transportation projects (50,000 or more vehicles per day) within 1,000 feet, dry cleaners using perchloroethylene within 500 feet, and gasoline dispensing facilities within 300 feet.

The proposed Project is located within the NAVISP area and is designated General Industrial (I-G). Surrounding areas are designated as Specific Plan Industrial (I-SP) and remain vacant and undeveloped. The NAVISP does not designate residential land uses within the Project area. The Project proposes

development of a distribution warehouse, consistent with the designated land use. There are no sensitive receptors within 1,000 feet of the Project site. While there are no residential zones listed in the NAVISP, scattered houses are located within NAVISP boundaries, including the area to the west of the Project site. The nearest sensitive receptors include two housing units approximately 1.45 miles (7,672 feet) west of the site on Cordova Road. As the Project adheres to its designated land use and is at a significant distance from the nearest sensitive receptors, the Project is unlikely to expose sensitive receptors to substantial pollutant concerns. However, as part of the air quality analysis that will be prepared for the EIR, these conditions will be analyzed to assure that impacts remain less than significant.

d) **No Impact**. The proposed Project involves development of a distribution warehouse facility. Construction activities could generate minor odors, but these emissions would be temporary and would disperse rapidly below detectable levels with increasing distance from the site. Operational activities typical of warehouse operations are not usually significant odor generators because the storage of products for distribution does not generate odors. While the warehouse may potentially produce some odors, these odors are not expected to be substantial. No impacts from odors are expected, and this issue will not be addressed further in the EIR.

4. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☐	☐	☒	☐

Sources: Apple Valley General Plan 2009; Notice of Preparation of Environmental Impact Report (EIR) for the Apple Valley MSHCP/NCCP, Town of Apple Valley, April 2021.

Background

The Town of Apple Valley is located in the southwestern region of the Mojave Desert. The Town encompasses elevations ranging from 2,000 to 5,000 feet above sea level. The climate is typical of high desert climate, featuring hot and arid summers, cold winters, and low annual precipitation. Mountain slopes experience cooler temperatures with increasing elevation, providing diverse climatic conditions that support biodiversity. The high desert weather patterns and varying elevation levels help support various organisms. Additionally, the presence of the Mojave River corridor located along the Town's western boundary provides essential riparian habitat for numerous species.

A range of common and special status species occur in the Town, as described below.

<u>Vegetation</u>

Typical vegetation in Town consists of Creosote Bush Scrub, Salt Bush Scrub, Mojave Mixed Woody Scrub, Joshua Tree Woodlands, and Montane Woodlands. The vast majority of the Town's vegetation is composed of Creosote Bush Scrub communities (Creosote Bush, Burrobush, Golden Cholla, Pencil Cholla, Beavertail, Cheesebush, Cooper's Boxthorn, and Rabbitbush). These vegetation communities have been largely altered by anthropogenic factors including livestock grazing activities and illegal waste disposal.

Insect and Reptile Species
Typical wildlife species consist of those adapted to disturbed habitats and urbanized environments. Common vertebrate species include the California Harvester, Crater-nest Argentine Ants, Creosote Bush Grasshopper, Orb Weaver Spiders, Honeybees, Bumblebees, Wasps, and Darkling and Broad-necked Beetles. Typical common reptiles include the Western Whiptail, Zebra-tailed, Western Fence and Side-blotched Lizards, Desert Iguana, Western Patch-nosed, Spotted Leaf-nosed, Glossy, and Gopher Snakes, Coachwhip, Sidewinder, and Mojave Rattlesnakes

Amphibian Species
The Mojave River corridor located along the Town's western boundary, serves as a fundamental habitat for various amphibian species including the Western and Red-spotted Toads, Pacific Tree Frog, and the Bullfrog. The River is located approximately 9.4 miles southwest of the Project site, and its ecosystem will not be impacted by the Project.

Bird Species
A large quantity of bird species has been documented within the Town. A few of these species include the Common Raven, House Finch, House Sparrow, Western Meadowlark, Cactus Wren, Common Roadrunner, Loggerhead Shrike, and the Northern Mockingbird.

Mammal Species
Typical mammal species consist of the Black-tailed Jack Rabbit, Desert Cottontail, Spotted and Striped Skunks, Ringtail Raccoon, White-tailed Antelope and California Ground Squirrels, Botta's Pocket Gopher, Kangaroo Rats, Pocket and Deer Mice, Coyote, and Kit Fox

Special Status Species
Special status species are organisms listed, proposed, or candidates for listing as threatened or endangered species by federal, State, or local agencies. Within the Town, special status species with potential to occur are:

- plant species including Booth's Evening Primrose, Desert Cymopterus, Southern Skullcap, and Joshua Tree;
- bird species including the Great Horned, Barn, and Burrowing Owls, Southwestern Willow, Brown-crested and Vermillion Flycatchers, and Prairie Falcon.
- reptiles including the Coast Horned Lizard, Arroyo Toad, Western Pond Turtle, and Desert Tortoise; and
- mammals including the Hoary and Pale Big-eared Bats, Mojave Ground Squirrel, Mojave River Vole, and Pallid San Diego Pocket Mouse.

Existing Site Conditions
The Project site remains vacant and undisturbed, with moderate levels of dispersed shrub vegetation. The surrounding lands to the north, south, east, and west also remain open and undeveloped. Quarry Road and an existing single railroad track occur to the north. Dirt roads occur to the west, south, and partially on the east portion of the Project site.

Discussion of Impacts

a) Potentially Significant Impact. The Project site consists of vacant and undisturbed land with moderate levels of shrub vegetation. The adjacent areas of the site, also encompass the same conditions. At this time, the extent of the proposed Project's impact on sensitive species and their habitats is unknown. The Town of Apple Valley is currently in the process of developing a Multiple Species Habitat Conservation Plan in cooperation with federal and state agencies, and no current plan is in effect. The Project evaluation will depend on current federal and state species regulations. As site conditions have not yet been evaluated, the possibility of Project-related impacts to sensitive species and their habitats exists. A site-specific biological resources assessment will be prepared and utilized to evaluate the Project's impacts in the EIR.

b&c) Potentially Significant Impact. According to aerial imagery and the U.S Fish and Natural Wildlife Resources National Wetlands Inventory (NWI), the Project site contains multiple drainage channels classified as riverine, particularly along the Project site's southern boundary. The Project proposes the construction of a warehouse building where development will consist of earthwork activities including excavation, filling, and grading, which could have substantial impacts to the drainage channels crossing the site. The drainages shown on the map may not be accurate and fully encompass the site's current conditions, given the nature of ephemeral desert washes which tend to shift as storms occur. A site-specific jurisdictional delineation report will be prepared to evaluate the extent of state and federal jurisdiction of wetlands and associated riparian habitat. All Project related impacts to protected wetlands and riparian habitat as well as potential mitigation measures will be discussed in the upcoming EIR.

d) Potentially Significant Impact. As previously stated, the extent of Project related impacts to wildlife species and their habitat is not yet fully evaluated. The Mojave River is identified as a major wildlife corridor within the Town, providing essential connectivity for plant and animal species. The Project site is located approximately 9.4 miles east of the Mojave River. Due to this distance, the Project development is not expected to substantially interfere with the established wildlife corridor.

The Project's site and surrounding vicinity consist of undisturbed open land with shrub vegetation. The on-site vegetation may be able to provide favorable habitat conditions for species and has the potential to be of use for wildlife nursery sites. The open area is currently highly accessible to wildlife species, and the potential of the Project interfering with the movement of native resident or migratory wildlife species as well as impeding the use of native wildlife nursery sites remains unclear. The Project would be required to comply with federal and State regulations to prevent harm of wildlife species. Therefore, the Project will prepare a site-specific biological resources assessment, and all potential impacts as well as any required mitigation measures will be evaluated in the EIR.

e&f) Less Than Significant Impact. The Town of Apple Valley has drafted a Multiple Species Habitat Conservation Plan/ Natural Community Conservation Plan (MSHCP/NCCP). The plan has entered the CEQA process but is not currently in effect. Once approved, the Plan will serve to streamline the permitting process of the Town. The Project will not interfere with the West Mojave Habitat Conservation Plan which protects state and federally listed species and their habitats on federal lands, nor will the Project interfere with established goals and policies in the Apple Valley General Plan which aim to protect the integrity of plant and wildlife species.

As the Project development impacts have not been evaluated, the potential to impact sensitive species and habitat in the area exists, but adherence to established plans and policies will reduce impacts to less than significant levels. The extent of the Project impacts will be evaluated and discussed in the EIR.

5. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 interred outside of dedicated cemeteries?	☐	☐	☒	☐

Source: Apple Valley General Plan 2009, Apple Valley General Plan Environmental Impact Report 2009.

Background

The Town of Apple Valley is situated near the estimated boundary between traditional lands of the Vanyume and Serrano peoples. These Native American groups relied on hunting, gathering, fishing, and a trade network associated with the Mojave River, which served as a primary water source and provided substantial resources.

Archaeological records described in the General Plan show at least 48 cultural resource sites have been identified within the Town's planning area. Of these, 16 are prehistoric archaeological sites and 32 are historic-period sites. Several additional pending prehistoric sites and isolated artifacts have also been identified. Many of these resources are associated with Native American habitation areas located near the Mojave River.

Development within Apple Valley began in the mid-1800s, consisting of ranching activities, followed by agricultural expansion in the late nineteenth and early twentieth centuries, and later residential and commercial development after World War II.

The Apple Valley General Plan Environmental Impact Report (EIR) includes a Cultural Resources Sensitivity Map (Exhibit III-4) which identifies areas considered sensitive for prehistoric and historic period cultural resources within the Town. The map indicates that areas located near the Mojave River corridor are sensitive for prehistoric and historic period cultural resources and may contain buried archaeological deposits. The northern portion of the Town, where the Project site is located, is identified as sensitive for prehistoric archeological resources. Historic period resources are identified to be occurring along the southern and central portions of the Town along the Highway 18 corridor. However, only one third of the Town has been systematically surveyed for cultural resources, and additional unidentified resources may be present.

Pursuant to Section 15064.5 of the CEQA Guidelines a historical resource includes a resource that is listed in or determined eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or identified as significant through a historical resources survey conducted in accordance with the Public Resources Code. A resource can also be determined to be of historical significance by the lead agency if substantial evidence is provided. Section 15064.5(a)(3)(D) of the CEQA Guidelines considers a resource may be historically significant if it has yielded or may be likely to yield information important to understanding prehistory or history.

Discussion of Impacts

a) **Less Than Significant Impact**. The Project site is located on currently undeveloped land in the northern portion of the Town of Apple Valley. There are no structures or remnants of structures on the site. As previously stated, historic period resources occur primarily along the southern and central portions of the Town along the Highway 18 corridor. The northern portion of the Town is identified as sensitive for prehistoric archaeological resources. The Project site has not yet been formally evaluated for the presence of historical resources. Therefore, a historical resources survey will be conducted to identify potential historical resources within the site and Project area. An evaluation of the survey and any potential impacts to historical resources will be discussed in the EIR.

b) **Potentially Significant Impact.** The northern portion of the Town, where the Project site is located, is identified as sensitive for prehistoric archeological resources. However, the Project site has not been formally evaluated for the presence of archeological resources. The Project development will consist of ground disturbing activities including grading and excavation, which would potentially disturb unknown archaeological resources. A cultural resource survey and report will be prepared to analyze potential impacts. All results and evaluation will be discussed in the EIR.

c) **Less Than Significant Impact**. The Project site is located on undeveloped land and is not known to contain a formal cemetery or burial location. However, human remains could be located outside of formal cemeteries, and the possibility cannot be fully ruled out. As the Project will entail ground disturbing activities, a potential encounter with unknown human remains exists. State law regulates the identification of all human remains. If human remains are discovered during the construction period, all work in the area would be halted until evaluated by the San Bernardino County Coroner. If remains are determined to be of Native American origin, the appropriate Native American representatives would be notified, and all applicable procedures would be followed. Standard mitigation measures addressing the treatment of human remains will be further evaluated and discussed in the EIR to ensure impacts will remain less than significant.

6. ENERGY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Source: Apple Valley General Plan 2009; Apple Valley Choice Energy, Company Profile, https://avchoiceenergy.com, Accessed February 2026.

Background

Primary energy sources include non-renewable fossil fuels (oil, coal, and natural gas), nuclear power, and renewable energy. These primary sources are often converted into electricity, allowing for widespread use in infrastructure.

The Town of Apple Valley receives electrical service from partnership between Apple Valley Choice Energy (AVCE) and Southern California Edison (SCE). AVCE was implemented in 2017 and serves as the Town's local electrical power provider, providing energy from a mix of renewable and non-renewable sources (fossil fuels). SCE is responsible for the delivery of electrical power, line maintenance, and billing. AVCE provides multiple programs and initiatives focused on energy efficiency and renewable energy adoption and offers a minimum renewable energy content of 35% for customers with an alternative selection available of 100% renewable energy content.[4]

The Town's natural gas is supplied by Southwest Gas Corporation (SWG) facilities and transported through a network of distribution pipelines with varying sizes and pressure capabilities. Multiple SWG facility corridors are in Town; however, natural gas is not currently available in all areas. Availability is dependent of existing infrastructure and service may not be provided to areas without established extensions, undeveloped sites, or extremely rural locations. The Project is unlikely to require natural gas service, as warehouse uses typically do not require it.

California Title 24 mandates the incorporation of solar photovoltaics and battery storage systems into almost all new development, including warehouse facilities, to algin with the state's goal of decarbonization.

Discussion of Impacts

a) **Less Than Significant Impact.** The Project site is within the service boundaries of the AVCE, SCE, and SWG. Currently, the extent of Project energy generation is undetermined, as is the environmental impact due to wasteful, inefficient, or unnecessary consumption. The 2025 California Energy Code (Title 24, Part 6) became effective on January 1st, 2026, and regulates state building energy efficiency requirements for all development. The Project will incorporate sustainable building design and sustainable landscaping to reduce energy consumption and environmental impacts. The upcoming EIR will quantify the projected energy demand of the proposed Project and evaluate the potential environmental effects.

[4] Apple Valley Choice Energy, Company Profile, https://avchoiceenergy.com, Accessed February 2026

b) Less Than Significant Impact. The proposed Project must adhere to state and local plans for renewable energy and energy efficiency, including the California Energy Code. As previously described, all new development, including the Project, must install photovoltaic systems and battery storage systems, in order to reduce electricity generation and adhere to state goals. Obstruction of established plans is not expected to occur. Further evaluation of the Project's compliance with State and local plans for renewable energy or energy efficiency will be discussed in the upcoming EIR.

7. **GEOLOGY AND SOILS** -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; Apple Valley Local Hazard Mitigation Plan, 2017 Plan Update, United States Department of Agricultures, National Resources Conservation Service, Web Soil Survey, accessed February 2026; California Department of Conservation, California Earthquake Hazards Zone Application, updated November 21, 2024.

Background

The Project site is located within the northern portion of the Town of Apple Valley in the Mojave Desert region of San Bernardino county. The Town lies near the boundary of the Transverse Ranges and the Mojave Desert geomorphic provinces. The southern portion of the Town is associated with the Transverse Ranges, while the majority of the Town, including the northern portion, is situated within the Mojave Desert geomorphic province. Apple Valley is bounded by the Turtle Mountains to the north, the Fairview and Granite Mountains to the East, and the Ord Mountains to the south.

The Town is characterized by relatively level to gently sloping terrain and is situated on alluvial fans with elevations ranging from approximately 2,700 feet to 3,400 feet. Major geologic features include the Mojave River floodplain along the western portion of the Town, Bell Mountain, and Catholic Hill.

While no Alquist-Priolo Earthquake Fault Zones are mapped within the Town limits, several active faults are located within areas of the Town's Sphere of Influence, including the North Frontal Fault, the Helendale Fault, and the San Andreas Fault, which contribute to regional seismic activity and geological hazards. According to the Town General Plan's Geotechnical Element, the North Frontal Fault is considered the fault with the greatest potential to produce the strongest ground shaking within the planning area. The west segment of this fault is located less than 0.5 mile from the Town limits and is capable of generating a 7.2 magnitude earthquake.

The Town is underlain by several geologic materials including artificial fill, very young to young alluvium, older alluvium fan deposits, sedimentary rock, and crystalline rock. Alluvial deposits composed of unconsolidated to moderately consolidated silt and sand (Qyf) make up the majority of the geological material underlying the Town, while bedrock primarily underlies surrounding hills and mountain areas.

The Town's primary soils include sandy and loamy soil types. The Helendale-Bryman loamy sands soil series is the predominant soil type and occurs on gently sloping terrain and older alluvial fans. Soils within the Town are primarily coarse grained and well drained, with slow runoff, moderate permeability, and have low expansion potential. However, the sediment composition can contribute to geologic hazards such as collapsible soils, subsidence, soil expansion, and wind-blown sand.

According to the United States Department of Agriculture's (USDA) Web Soil Survey, the Project site soils consist primarily of sandy loams. Further evaluation of the Project site's soil types will be needed to evaluate associated impacts. The below descriptions are derived from USDA official series descriptions.

- Mirage-Joshua Complex (149): The Mirage series consists of well drained soils that were formed from mixed alluvium mainly from granitic sources. They are located on old terraces with well-developed erosion pavement. The Joshua series consists of moderately deep well drained soils that formed in material derived from mixed sources.
- Nebona-Cuddeback Complex (151): The Nebona series consists of shallow well drained soils that formed in mixed alluvium and are located on terraces. The Cuddeback series consists of moderately deep well drained soils that formed in alluvium from mixed sources and are located on old terraces and alluvial fans.
- Cajon-Arizo Complex (118): The Cajon and the Arizo series consist of very deep to somewhat overtrained soils formed in sandy alluvium from mainly granitic rocks. This series is located on alluvial fans and river terraces.

Discussion of Impacts

a, i) No Impact. The Town of Apple Valley lies within proximity of three active faults including the North Frontal Fault, the Helendale Fault, and the San Andreas Fault. However, no Alquist-Priolo Earthquake Fault Zones are mapped in the Town of Apple Valley nor the NAVISP area where the Project site lies. The North Frontal Fault, roughly located 13.4 miles southeast of the Project site, is the Town's primary seismic risk. Its west segment could generate a 7.2 magnitude earthquake, producing peak horizontal ground accelerations of up to 1.1 in the Project vicinity. While the fault is capable of producing a major earthquake event, it is not expected to cause ground surface rupture on-site because ground surface rupture occurs on a fault and the fault is 13.4 miles away. As the Project is not situated within an Alquist-Priolo Zone, no impact is expected to occur, and further discussion is not required in the EIR.

a, ii) Less Than Significant Impact With Mitigation. The Town of Apple Valley is within proximity of multiple active faults, with the closest being the Helendale (South Lockhart) and North Frontal (West) faults. As previously described, the North Frontal Fault is capable of generating a 7.2 magnitude earthquake resulting in peak ground accelerations of up to 1.2g in the Project vicinity, while the Helendale Fault is capable of generating a 7.3 magnitude earthquake resulting in peak ground accelerations of up to 0.75g. As the Project site would be exposed to substantial ground shaking, further evaluation is required to determine the extent of risks associated with seismic ground shaking. Project-specific geotechnical analysis will be performed to evaluate risks and provide adequate building design to reduce impacts. Additionally, the Project will be required to adhere to the Building Code in effect at the time of construction. Building design and an evaluation of potential impacts from earthquake events will be further discussed in the EIR.

a, iii) Less Than Significant Impact. Liquefaction, landsliding, and lateral spreading are the primary forms of ground failure. Liquefaction occurs when water saturated soils temporarily lose strength and behave as viscous fluids in response to ground shaking events greater than 0.2g. The Town's underlying alluvium is coarsely granular and well drained. The water table in Town is generally deeper than 50 feet, however, the Mojave River Floodplain contains water saturated sediment within 50 feet of the surface. The NAVISP area, where the Project lies, consists primarily of granular soils with groundwater depths of approximately 105 feet below the surface to 155 feet below the surface. The Project site is located approximately 9.4 miles east of the Mojave River and will not be impacted by a high-water table area. A ground surface rupture is not expected to occur as the site is not situated within an Alquist-Priolo Fault zone, nor is groundwater expected to impact construction related activities, making susceptibility to liquefaction less than significant.

Lateral spreading is caused by liquefaction during earthquake events, where the ground moves horizontally down gentle slopes or toward open space such as riverbanks. As discussed above, the NAVISP area is considered low for liquefaction risk. The Project site soils consist of sandy loams which are well drained and usually avoid water saturation. Additionally, the site is not located within proximity to surface water features that could contribute to soil saturation. As the Project site is considered to have a low risk of liquefaction, the potential for lateral spreading is not significant.

Landslides are primarily caused by the force of gravity pulling geologic material down a slope. Slope failure can be driven by the slope's height and steepness, weakness of underlying material, and increased pore water pressure. Areas within the Town that are identified with potential slope instability include mountain areas and the Mojave River area, however these areas are not associated with large landslide potential. The Town's bedrock is not associated with landslide susceptibility; however, areas of high topographic relief could be impacted by seismic induced rockfalls and rockslides. The NAVISP area consists of gently sloping terrain with sandy, silty, and gravelly soils, making the slope instability risk not significant. The Project site lies on relatively flat terrain and is located at significant distance from mountain areas and the Mojave River. The site lies approximately two miles from Bell Mountain, one mile from the Fairview Mountains, 13 miles from the Ord Mountains, and 9.4 miles for the Mojave River. As the Project is not situated on a steep slope nor within a landslide hazard area, landslide impacts are not expected.

Furthermore, the Apple Valley General Plan (Exhibit IV-2) identifies the Project site is not within an area associated with liquefaction susceptibility, nor within an area for landslide susceptibility. A geotechnical study will be prepared to further evaluate seismic hazards and results will be discussed in the upcoming EIR.

a, iv) No Impact. Landslide hazards are associated with mountain foothills. The Project site lies on relatively flat terrain with a slight sloping gradient north to south. The nearest mountains include Bell Mountain, the Fairview Mountains, and the Ord Mountains. The site is located approximately two miles from Bell

Mountain, one mile from the Fairview Mountains, and 13 miles from the Ord Mountains. As previously described, the Apple Valley General Plan (Exhibit IV-2), indicates the Project site is not within an area of landslide susceptibility. As the Project is not within an area of landslide susceptibility, no impacts are expected to occur, and no further discussion is required in the EIR.

b) **Less Than Significant Impact With Mitigation.** The Town of Apple Valley is susceptible to erosion due to its topography, soil and rock types, and climate. The Project development will consist of significant levels of ground disturbance including grading and fill on the 76-acre site. As indicated by the USDA Web Soil Survey, the Project site soils consist primarily of sandy loams, which have high susceptibility to wind erosion. The Project will be required to comply with the fugitive dust control (Rule 403) during all construction activities to reduce impacts. The site will also be subject to erosion due to rainfall. The Town implements a number of programs to protect surface soils from erosion, which will be studied in the EIR to determine whether they will be sufficient to control erosion caused by water. Further evaluation of the soil erosion potential and possible mitigation measures will be discussed in the EIR.

c) **Less Than Significant Impact.** Per the Apple Valley General Plan, studies have indicated no occurrence of ground subsidence within the Town. As previously stated, the Project site is not within an area of liquefaction or landslide susceptibility. However, the Project is required to adhere to building and seismic code requirement to reduce any potential impacts. The Project-specific geotechnical analysis will evaluate the site's risk of collapsible soils, the results will be evaluated in the EIR.

d) **Less Than Significant Impact.** As indicated by the USDA Web Soil Survey, the Project site consists of sandy loams, with low expansion potential. The geotechnical study being prepared will further analyze the sites soils and evaluate potential impact. All results on the Project site soils will be discussed and evaluated in the EIR.

e) **No Impact**. Currently, the Project site and surrounding area is undeveloped. The Project proposes an onsite sewer line on the eastern boundary of the site, with three points of contact into the building. The Project would connect to the existing regional sewer system and would not rely on septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to septic or alternative wastewater disposal systems is expected, and no further discussion is required in the EIR.

f) **No Impact**. The Project site is vacant and does not contain unique geological features, nor is site currently known to contain unique paleontological resources. According to the Apple Valley General Plan, the site is underlain by young alluvial fan deposits (typically Holocene in age), which are generally considered to have low paleontological sensitivity. No paleontological resources have been identified in the NAVISP, and none have occurred in the Town. As described in the General Plan EIR, and shown in Exhibit III-5 of that document, the site and surrounding lands are in an area of Low Senstivity for these resources, because the young Holocene soils under the Project site are not conducive to paleontological resources. No impact will occur, and no further discussion is required in the EIR.

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

Sources: Apple Valley General Plan 2009; Apple Valley Climate Action Plan, 2019 Update; MDAQMD CEQA and Federal Conformity Guidelines.

Background

The Town of Apple Valley has experienced gradual changes in air quality over the past decades, which are largely attributed to increased development, population growth, and higher levels of vehicle travel. Air pollution is largely influenced by the combustion of fossil fuels and greenhouse gases (GHGs). GHGs are atmospheric gases that trap heat within the Earth's atmosphere and contribute to climate change. The primary GHGs include carbon dioxide (CO2), methane (CH4), nitrous oxide (NO2), and fluorinated gases. These gases occur from natural processes as well as from human activities such as fossil fuel usage for transportation, electricity, industrial processes, and heating.

Carbon dioxide is the most abundant GHG and plays a significant role in climate change due to the large volumes emitted and its long atmospheric lifetime. GHG emissions do not currently have established threshold levels making it harder to quantify the contribution of project developments to climate change.

California has established statewide policies and regulations to address GHG emissions. Assembly Bill 32 mandated a statewide GHG emission reduction to 1990 levels by 2020. Senate Bill 32 was an extension of AB 32, mandating a new goal of GHG emission reduction to 40 percent below 1990 levels by 2030. The California Air Resources Board (CARB) is the responsible agency for implementing these standards.

Aside from statewide regulations, the Town of Apple Valley adopted a Climate Action Plan (CAP) in 2010, to establish GHG emission reduction targets and measures. The CAP was updated in 2019, and the update was formally adopted in 2021. The CAP established a baseline year of 2005, where local emissions were estimated at approximately 748,912 metric tons of carbon dioxide equivalent (MTCO2e). Reduction targets were established at 15% below baseline emission levels (636,575 MTCO2e) by 2020, 40% below baseline emission levels (449,347 MTCO2e) by 2030, and 80% below baseline emission levels (149,782 MTCO2e) by 2050. A 2019 GHG inventory identified the Town's emissions had been reduced to approximately 597,681 MTCO2e, showing a reduction of approximately 151,231 MTCO2e compared to the 2005 baseline. This reduction showed the Town had surpassed the 2020 reduction target and is on its way to meet the 2030 reduction goal.

<u>GHG Thresholds</u>

The Mojave Desert Air Quality Management District (MDAQMD) has established a significance threshold for GHG emissions. Per MDAQMD CEQA Guidelines, a threshold of 100,000 short tons of carbon dioxide equivalent (CO2e) per year or 548,000 pounds per day is established. Projects exceeding these thresholds may result in a significant impact.

Discussion of Impacts

a) **Potentially Significant Impact**. The proposed Project consists of the development of a large industrial warehouse facility that would generate additional vehicle trips, from worker transportation, truck deliveries, and distribution activities. The Project would entail construction of approximately 1,076,874 square feet of warehouse and office space on 76 acres. According to CARB, transportation emissions are the largest source of GHG emissions in California, accounting for approximately 40% of the state emissions.[5] As the site is currently vacant and undeveloped, the Project development would increase transportation activity, potentially contributing to local and regional GHG emissions. Additionally, construction activities would also generate GHG emissions from equipment use, material transportation, and worker trips. An Air Quality and Greenhouse Gas Emission analysis will be prepared to quantify the Project's greenhouse gas emissions using the latest available version of the CalEEMod model. The upcoming EIR will discuss the results of this analysis for the Project's construction and operational phases and will identify any measures required to reduce GHG emissions.

b) **Potentially Significant Impact**. The Project would result in the development of an industrial warehouse facility capable of generating increased GHG emissions during construction activities and operational uses. As the Project would introduce new development on a currently vacant site, it has the potential to generate GHG emissions that would conflict with applicable state and local plans and policies. As previously described, the governing regulations include AB 32, SB 32, and the Town of Apple Valley CAP which serve to reduce GHG emissions. An Air Quality and Greenhouse Gas Emissions analysis using CalEEMod will be prepared to quantify the Project's emissions. The results of this analysis and the Project's adherence with applicable GHG regulations and policies and any potential mitigation measures, will be further discussed in the EIR.

[5] California Air Resources Board, 2000-2023 GHG Inventory 2025 Edition, https://ww2.arb.ca.gov/ghg-inventory-data.

9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; California Department of Toxic Substances Control, EnviroStor Database, accessed March 2026; Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan, March 1995; Apple Valley Local Hazard Mitigation Plan, 2017 Plan Update; Town of Apple Valley Emergency Operations Plan 2014; California Department of Forestry and Fire Protection, Fire Hazard Severity Zone Viewer, accessed March 2026.

Background

Hazardous materials are substances that may pose a significant hazard to human health or safety due to their quantity, concentration, or physical and chemical properties. Examples of these materials include fuels, solvents, pesticides, paints, batteries, and additional chemical substances, and are commonly used in industrial, medical, commercial, and transportation activities. These materials require proper handling to avoid environmental impact.

Hazardous materials within the Town of Apple Valley are associated with a limited number of "small quantity generators" (SQGs) consisting of gasoline service stations, medical facilities, and waste haulers. According to the Environmental Protection Agency (EPA), SQGs generate over 100 kilograms but less than 1,000 kilograms of hazardous waste per month. The Town of Apple Valley does not currently have any facilities classified as large quantity generators of hazardous waste. All of these facilities are monitored and must comply with hazardous materials management regulations (Title 22 California Code of Regulations). Among the SQGs, underground storage tanks located at service stations, maintenance yards, and airports pose the most significant risk. A search for Leaking Underground Fuel Tank (LUFT) cleanup sites identified 15 fuel release incidents within the Town. To

reduce associated risks, the EPA requires underground storage tanks to be upgraded or replaced with tanks that have double walled construction.

Within the Town, hazardous materials may be transported through three major transportation corridors including the Atchison Topeka & Santa Fe Railroad, Interstate 15, and State Route 18. Any accidental spills or mishandling could expose residents and the environment to hazardous materials. Within incorporated Town limits, the Town is the responsible party for hazardous material cleanup along highways, while the California Highway Patrol is responsible for cleanup within unincorporated limits

A search conducted on May 10, 2008 of the U.S EPA Envirofacts Data Warehouse for the Town did not identify any Federal Superfund sites, State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites permitted Sites, or Corrective Action Sites within the Town

Discussion of Impacts.

a) **Less Than Significant Impact.** The Project proposes the development of a single industrial warehouse building totaling to 1,076,874 square feet. During the Project's construction phase, hazardous material including diesel fuel and potentially flammable substances will be used to power heavy construction equipment. Additional hazardous materials could include paints, solvents, adhesives, or concrete additives, all of which would require proper onsite storage, handling, and disposal. Contractors will be responsible for identifying material storage areas and implementing best management practices to reduce any potential impacts and properly address any minor spills.

   During the operational phase, hazardous materials typical of a warehouse facility would be stored and utilized in quantities that do not pose a hazardous risk, adhering to all applicable Federal, State, and local laws in effect at the time. The Project is consistent with the designated land use under the NAVISP, and industrial operations for this area are planned. The Project does not propose hazardous material storage or distribution. An analysis of the Project's transport, use, and disposal of hazardous material during the construction and operation phases will be included in the upcoming EIR to ensure impacts are less than significant.

b) **Less Than Significant Impact.** As discussed above, the proposed Project will not contain hazardous material levels sufficient enough to pose a public or environmental hazard. Accidental spills or releases could occur; however, materials would be used in relatively small quantities and will be adequately managed in accordance with the applicable Federal, State, and local laws. Contractors will be required to comply with proper handling, storage, and spill prevention plans to reduce potential impacts. The Project's construction and operational phases are not expected to create a significant public or environmental hazard involving the release of hazardous materials due to the amount of material handling; however, a further evaluation of risks will be included in the upcoming EIR.

c) **No Impact.** There are no schools located within one-quarter mile of the Project site. The schools within Apple Valley lie south of the Project site and are primarily located along the central portion of the Town. The Sycamore Rocks Elementary School is located approximately 4 miles southeast of the Project site. The Project is not expected release hazardous emissions during operation and no impacts related to hazardous materials or substances will occur near a school. As the Project is not within one-quarter mile of an existing or proposed school, no impacts are expected to occur, and no further discussion is required in the EIR.

d) **No Impact**. Government Code Section 65962.5 (Cortese List) requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and contaminated sites using data from

state agencies including the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). The Project is not identified as a hazardous materials site pursuant to Government Code Section 65962.5. Based on a review DTSC EnviroStar database, the Project site is not listed on a hazardous waste site, and no nearby cleanup sites are currently identified within the NAVISP vicinity. As a result, the Project would not create a significant hazard to the public or environment and no further discussion is required in the EIR.

e) **No Impact.** The Apple Valley Airport lies within the NAVISP area and is located at 21284 Corwin Road, between Lafayette Street on the north and Papago Road on the south. The airport is 1.5 miles south of the Project site at the north end of the runway. The airport's adjacent lands are zoned for airport, industrial, and commercial uses.

Noise levels are usually measured in decibels (dB) which quantify sound pressure. In order to measure noise exposure for planning purposes, the Community Noise Equivalent Level (CNEL) scale is used. CNEL represents the average A- weighted noise level over a 24-hour period, while taking in account that noise during evening and night hours is more disruptive. According to the Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan, the airport's 65 dBA CNEL contour is located in close proximity to the runway, while the 60 dBA CNEL contour, representing a slightly lower noise level is located approximately 100 feet outside the 65 dBA. The Project site is located approximately one mile outside of the 60 dBA and 65 dBA CNEL contours. The Project adheres to the designated Industrial-General (I-G) land use under the NAVISP and is compatible with the airport environment as the Project would not involve the addition of residential sensitive receptors. Due to the Project distance from the airport's higher noise contours, it is not expected to result in a safety hazard or excessive noise levels for the warehouse workers or for the surrounding area. No impact will occur, and no further discussion is required in the EIR.

f) **No Impact.** The Town of Apple Valley adopted an Emergency Operations Plan (EOP) in 2014, to provide guiding procedures and role designations for the Town in the event of emergency situations and disasters. The plan follows the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) to ensure coordinated response activities. The EOP identifies the Apple Valley Police Department to be the lead agency in charge of evacuation operations.

The Project site is located within the northern portion of Apple Valley within the NAVISP planning area. The site lies north of Cordova Road, south of Quarry Road, east of Flint Road, and west of Abanaki Road. Two vehicular access points would be located along Cordova Road and Flint Road. These roadways provide connectivity to the local roadway network including Central Road and Johnson Road which ultimately connect to regional transportation corridors such as I-15 and Highway 18 which could be used during emergency evacuation scenarios. The Project will provide frontage improvements, including paving along portions of both Cordova Road and Flint Road, which would not affect established transportation patterns.

Construction activities could temporarily increase traffic due to worker trips, equipment deliveries, or material transportation. However, all construction activities would be required to comply with Town regulations to ensure the Project does not affect roadway operations. Therefore, the Project is not expected to impair or physically interfere with the implementation of an adopted emergency response plan or emergency evacuation plan, and no further discussion of this issue is required in the EIR.

g) **No Impact.** The California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone map indicates the Project site is not located within or near a Very High Fire Hazard Severity Zone and is instead located within a Moderate Fire Hazard Severity Zone within a Local Responsibility Area (LRA). The Project site consists of vacant desert land that is relatively flat and contains scattered desert

vegetation. The site does not contain steep slopes or densely vegetated areas that would contribute to increased wildfire hazards. Surrounding lands are also located within the NAVISP planning area, are designated for industrial use, and remain currently vacant, with planned industrial development to the west. The Project would be required to comply with the applicable regulations including the Town's Municipal Code and the California Fire Code. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact is anticipated, and no further discussion of this issue is required in the EIR.

10. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 polluted runoff?	☒	☐	☐	☐
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?	☐	☐	☒	☐

Source: Apple Valley General Plan 2009; Apple Valley General Plan Environmental Impact Report 2009; North Apple Valley Industrial Specific Plan Environmental Impact Report 2006; Liberty Utilities – Apple Valley 2020 Urban Water Management Plan Final Draft, June 2021; Federal Emergency Management Agency, National Flood Hazard Layer Viewer, accessed May 2026

Background

Domestic Water

The Project site overlies the Mojave River Groundwater Basin within the Alto Subarea. The Mojave Water Agency (MWA) is the agency responsible for regional water resource management including long-term surface and groundwater reliability, imported water recharge, and regional basin management. The majority of the Town's domestic water is served by Liberty Utilities Corporation, previously known as Apple Valley Ranchos Water Company, whose only water source is groundwater drawn by wells located along the Mojave River. Groundwater in the Alto Subarea is naturally recharged by snowmelt and stormwater runoff from the San Bernardino Mountains to the south of the Town, as well as through infiltration from the Mojave River. Additional groundwater recharge is accomplished through imported water by the State Water Project (SWP) managed by the MWA and used for basin groundwater replenishment. The Mojave River Groundwater Basin has been in overdraft conditions. Therefore, groundwater production in each subarea requires management and allocation.

Flood Control Facilities and Designations

The average annual rainfall within Apple Valley is low, approximately 7.5 inches per year, but short duration and high intensity storm events are capable of producing localized flooding.[6] Several shallow ephemeral washes occur within the NAVISP area, some of which convey stormwater off-site and into the Mojave River, however no springs, ponds, lakes, wetlands, or surface water features are identified to occur within the NAVISP area. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the NAVISP area is located within Flood Zone D, indicating the Project site is outside the mapped 100-year and 500-year flood zones. The nearest mapped 100-year flood zone is located approximately one-half mile from the NAVISP planning area at the Apple Valley Dry Lake. The majority of the flood-prone areas occur four miles southwest of the NAVISP planning area at the Mojave River.

The Apple Valley Master Plan for Drainage identifies regional drainage facilities, including the N-series channels in the northern portion of the Town. The plan requires usage of natural channels, improved earthen channels, and riprap lined channels, with new development required to provide on-site retention. The Town's regional flood control infrastructure is managed by the San Bernardino County Flood Control District, while the Town manages local drainage.

Existing Conditions

The Project site is located within the northern portion of the Apple Valley watershed, where runoff drains into the Apple Valley Dry Lake. The watershed's surrounding mountain ranges include the Ord Mountains to the south, the Granite and Fairview Mountains to the east, Black Mountain to the north, and Bell Mountain and Catholic Hill to the west.

The Project site is located within the NAVISP planning area, where the terrain is relatively flat and flows drain northeast to southeast across gently sloping terrain. Slopes are gradual and are typically around one percent or less. Elevations across the NAVISP area range from approximately 3,200 feet above mean sea level near Quarry Road and Central Road to approximately 2,918 to 2,930 feet above mean sea level near Waalew Road.

Discussion of Impacts

a) **Less Than Significant Impact**. The proposed Project's development would involve construction, including site grading and excavation of approximately 76 acres of undeveloped and undisturbed land. Construction activities have the potential to generate sediment, debris, and pollutants that could potentially be transported through stormwater runoff if not adequately managed. However, the Project would be required to adhere to applicable federal, state, and local water quality regulations, including the National Pollutant Discharge Elimination System (NPDES) Construction General Permit under the Clean Water Act (CWA). Adherence to these regulations would require the Project developer to prepare a Storm Water Pollution Prevention Plan to address potential sources or storm water contamination and identify best management practices (BMPs) to control erosion, sedimentation, and pollution discharge during construction activities. Additionally, the Project would incorporate stormwater infrastructure including two on-site stormwater retention basins and riprap drainage facilities, in order to control stormwater flows and runoff (see Exhibit X below). With implementation of applicable regulations as well as the project design features, the proposed Project is not expected to violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality. Further impacts will be evaluated and discussed in the EIR.

[6] Town of Apple Valley Environmental Impact Report 2009

b) **Less Than Significant Impact**. As previously discussed, the Project site overlies the Mojave River Groundwater Basin within the Alto Subarea. The proposed Project would involve the development of an industrial warehouse where water demand would primarily consist of employee uses and limited landscape irrigation. The total number of employees is not currently known and will be further evaluated in the EIR. The Project's landscape would adhere to conservation requirements and include drought tolerant plant species established within the NAVISP, minimizing irrigation demand. The Project is anticipated to generate a typical water demand of warehouse uses and not exceed supply; however, a Water Supply Assessment (WSA) will be prepared to evaluate the Project's expected water demand. Based on the Project's use and water demand sources, the Project is not expected to substantially decrease groundwater supply or interfere with groundwater recharge and impacts are expected to be less than significant. Further discussion of the WSA results and the potential project related impacts will be included in the EIR.

c, i) **Less Than Significant With Mitigation.** As previously discussed, the Project would involve ground disturbance that could temporarily expose soils to erosion and increase the potential of sediment transport off-site. The Project site is currently undisturbed and consists of vacant desert land. Development would provide new impervious surfaces that could potentially alter surface drainage conditions if stormwater is not adequately managed. The Project design includes two on-site stormwater retention basins and rip rap infrastructure to control runoff and reduce erosion potential. The SWPPP would provide BMPs to reduce erosion and sediment transport during construction. Implementation of these measures, compliance with Town standards, and the Project's design features would reduce potential erosion related impacts. A further discussion on these impacts and any potential mitigation measures will be provided in the EIR.

c, ii) **Potentially Significant.** According to FEMA Flood Insurance Rate Maps, the Project site is located outside of a mapped 100-year flood hazard area. The Project site is located within the Mojave Desert region and receives relatively low annual rainfall between 4 to 6 inches, however occasional high-intensity storm events can generate runoff. A hydrology report will be prepared to determine post-development runoff conditions and determine whether mitigation measures or drainage improvements are necessary beyond those included in the Project design. The results will be further discussed and evaluated in the EIR.

c, iii) **Potentially Significant Impact.** The Town of Apple Valley Master Plan for Drainage identifies drainage facilities within the NAVISP planning area including the N-series channels that transport stormwater runoff through the northern portion of the Town and ultimately into the Apple Valley Dry Lake located approximately 4.8 miles south of the Project site. The Project design includes two on-site stormwater retention basins and rip rap infrastructure intended to capture stormwater runoff. A further evaluation and discussion of whether the Project's design can adequately capture and store runoff without exceeding the capacity of local and regional facilities will be further evaluated in the EIR.

c, iv) **Potentially Significant Impact**. The Project site is located on relatively flat terrain within the NAVISP planning area, where surface flows generally drain across gently sloping terrain toward Apple Valley Dry Lake. The Project development could alter existing drainage patterns and could potentially impede or redirect flood flows across the site. The extent of which the development may affect existing flood flow patterns has not yet been fully evaluated. The potential impacts will be further analyzed in the hydrology study and evaluated in the EIR

d) **No Impact.** According to FEMA Flood Insurance Rate Maps, the Project site is located within Flood Zone D, an area of undetermined flood hazard, and is located outside of 100-year and 500-year flood hazard zones. The site is located on desert terrain and is not in the vicinity of any large bodies of water, above ground water reservoirs, or within any tsunami zones. Additionally, no dams or levees lie within the

NAVISP area where the Project site is located. The Cedar Springs Dam and the Mojave Forks Dam are located within the southwest portion of the Town along the west fork of the Mojave River and are approximately 17 miles southwest from the Project site. Inundation from the dams is expected to be contained within the Mojave Riverbed. As the Project site is not located within areas subject to inundation from flooding, tsunami, or seiche zones, the Project would not result in the release of pollutants due to project inundation. No impact is expected to occur and no further discussion on this topic is required in the EIR.

e) Less Than Significant Impact. The Project site is located within the Mojave River Groundwater Basin managed by the MWA. The site is within the jurisdiction of the Lahontan Regional Water Quality Control Board. As discussed above, the Project's construction activities would be required to comply with the NPDES General Construction Permit, requiring preparation and implementation of a SWPPP and use of BMPs to control erosion, sediment, and pollutants during construction. The Project would be required to comply with all applicable regulations and policies related to water quality and groundwater management. However, the water demand impacts in the Project's operational phase have not yet been evaluated. While the Project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, the EIR will further analyze and discuss potential impacts.

Exhibit 7
Conceptual Grading Plan

11. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Sources: Apple Valley General Plan 2009; North Apple Valley Industrial Specific Plan Environmental Impact Report 2006; Apple Valley Development Code, Town of Apple Valley Zoning Map 2023

Background

The Project site is located within the northern portion of the Town of Apple Valley within the NAVISP planning area. The NAVISP encompasses approximately 4,937 acres of land and is intended to guide future industrial and commercial development within its boundaries. The NAVISP is bounded by Dale Evans Parkway to the west, Quarry Road to the North, Central Road to the east, and Waalew Road to the south.

Land use designations within the NAVISP area include industrial and commercial uses including Airport Industrial (I-A), General Industrial (I-G), Specific Plan Industrial (I-SP), and General Commercial (C-G). The Project site falls within the I-G land use designation which allows for more intense warehousing and manufacturing uses.

Within the NAVISP Planning Area

The NAVISP planning area consists of largely undeveloped desert land with scattered vegetation and limited disturbance. Limited portions of the area include scattered single family residential housing and smaller businesses, however, much of the land remains vacant and designated for future industrial development consistent with the NAVISP. The lands to the north, east, south, and west, immediately adjacent to the Project site remain vacant. Lands to the west and south of the Project site fall within NAVISP boundaries and are designated I-SP. These lands remain currently vacant and undisturbed, with planned development located west of the site.

Outside of the NAVISP Planning Area

- West: Lands are designated Community Reserve which allow for a mix of residential, commercial, and industrial development. According to the Town of Apple Valley Zoning Map, lands located west outside the NAVISP boundary, immediately adjacent to Dale Evans Parkway are zoned Low Density Residential (R-LD), Multi-Family Residential (R-M), and Open Space Conservation (OS-C).

- East: Lands within Town limits are designated and zoned Estate Residential. Beyond Central Road, lands fall outside of Town limits and are within unincorporated San Bernardino County, with designations including Rural Living, Regional Industrial, Community Industrial, and Resource Conservation. The active CEMEX Black Mountain Quarry lies within these boundaries.

- North: Lands beyond Quarry Road are designated and zoned low density residential.

- South: The majority of the lands south of the NAVISP consist of single-family housing with varying densities.

Discussion of Impacts

a) **No Impact.** The proposed Project consists of the development of an industrial warehouse facility and would not result in the division of an established community or neighborhood. The site lies within the NAVISP planning area and is surrounded by vacant and undisturbed lands, with no established development to the north, south, east, or west. The Project site is designated General Industrial (I-G) and is consistent with the established land use. The NAVISP does not designate residential land uses within the planning area, however, scattered housing is located within the area. The nearest residential development consists of two housing units approximately 1.45 miles west of the site on Cordova Road. Due to the Project's consistency with the land use designation under the NAVISP, and the distance to the nearest residential unit, the Project will not impact or divide an established neighborhood or community. No impacts will occur and no further discussion on this topic is required in the EIR.

b) **Less Than Significant Impact**. The proposed Project adheres to the approved NAVISP land use designation and zoning, which helps implement the Town's General Plan goals of developing a strong economy and increased job security through expansion of industrial and commercial sectors. The Project is consistent with the intended industrial uses allowed within the I-G designation which plans for more intense industrial and warehousing uses. The Project would be required to adhere to the applicable policies and regulations including the Town's Municipal Code and development standards. Furthermore, the Project is expected to have a less than significant impact to public health and safety as discussed in the above Hazards and Hazardous Materials Section. While the Project is expected to have a less than significant impact with adherence to land use designation, policies and regulations, a further analysis of the Project's compliance will be discussed in the EIR.

12. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; California Department of Conservation, SMARA Mineral Land Classification

Background

Approximately 452.5 acres within the Town of Apple Valley are designated appropriate for mineral resources. A vast majority of the mineral resources are located along the Mojave River area or along the western boundary of the Town and consist of concrete aggregate and limestone materials. Aggregate Resource Areas (ARA) are identified to be available for concrete aggregate mining and occur along the Mojave River.

The currently active mining operations in proximity to the Town include the Cemex Black Mountain Quarry and the TXI Riverside Cement facility. The Cemex Black Mountain Quarry lies outside of the Town's boundaries, within unincorporated San Bernardino Country, and is located east of the Project site along Quarry Road. Cemex owns Quarry Road and the adjacent railroad within the Town's northern boundary for its Black Mountain Quarry operations, which provide aggregate materials for construction and concrete production. The TXI Riverside Cement facility operates and mines limestone within the Oro Grande quarry, with a permit through 2034.

The California Geological Survey (CGS) has established Mineral Resource Zones (MRZ) under the Surface Mining and Reclamation Act of 1975. The Project site lies within MRZ-3a, defined as an area containing known mineral deposits of undetermined significance.

Discussion of Impacts

a,b) No Impact. The Apple Valley General Plan (Exhibit III-8) identifies the Project site to be located within a designated MRZ-3a, indicating an area of undermined mineral resource significance. The closest areas identified to consist of significant mineral resources and designated MRZ-2a are the Cemex Black Mountain Quarry located approximately 3 miles west of the site and Piercy Quarry located approximately 5 miles southwest of the site. While further exploration within the Project area could result in a reclassification, currently, the area does not contain known mineral resources, and it is not classified an area of importance for mineral resources. As the Project development would not result in the loss of availability of a known mineral resource of value, no impact is expected to occur, and no further discussion is required in the EIR.

13. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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, 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?	☐	☐	☐	☒

Source: Apple Valley General Plan 2009; Apple Valley Development Code; Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan, March 1995.

Background

Noise levels are usually measured in decibels (dB) which quantify sound pressure. As the human ear does not perceive all sound frequencies equally, the A-weighted scale is used to approximate the frequency in human hearing. Per the California Department of Transportation (Caltrans), typical environmental noise levels range from approximately 30 dBA in a quiet rural nighttime environment to about 50 dBA in a quiet urban daytime setting. Noise levels from heavy traffic, commercial areas, or mechanical equipment range between 65 to 90 dBA. Aircraft noise can exceed 100 dBA.[7]

In order to measure noise exposure for planning purposes, the Community Noise Equivalent Level (CNEL) scale is used. CNEL represents the average A- weighted noise level over a 24-hour period, while taking into account that noise during evening and night hours is more disruptive. An increased dBA weight or "penalty" is applied to noise occurring during these sensitive time periods.

Sensitive receptors are groups of people who are most impacted by noise exposure and require more stringent protection. These receptors include but are not limited to hospitals, schools, libraries, residential areas, daycare centers, and retirement homes.

Town Noise Standards and Regulations

The Town of Apple Valley regulates community noise through the Noise Element of the Apple Valley General Plan and the Noise Control Ordinance (Development Code Section 9.73). These regulations serve to provide a safe environment for the community and protect from excessive noise levels.

[7] California Department of Transportation, Traffic Noise Analysis Protocol, adopted April 2020

The Noise Control Ordinance establishes maximum allowable exterior noise levels for different land uses for both daytime and nighttime hours. Daytime hours are defined as 7:00 a.m. to 10:00 p.m., while nighttime hours are defined as 10:00 p.m. and 7:00 a.m. This ordinance regulates noise generated from truck deliveries, HVAC equipment, loading docks, speaker systems, trash compactors, and manufacturing equipment. Industrial land uses may experience noise levels any time of day up to 70-75 dBA depending on the intensity of industrial activity. Noise from construction activities are allowed during daytime hours but restricted during nighttime hours to reduce disturbance noise. [8]

Existing Noise

The Town of Apple Valley is generally characterized by a quiet noise environment, with the existing noise primarily sourced from motor vehicle traffic along regional roadways and local circulation routes. Major transportation corridors include Highway 18, Bear Valley Road, Dale Evans Parkway, and I-15. To a lesser extent, additional noise sources include aircraft operations at the Apple Valley Airport, railway activity associated with quarry operations, construction activities, and industrial and commercial facilities. Noise sources from industrial and commercial activities are associated with truck loading and unloading activities, HVAC systems, and mechanical equipment.

Noise-sensitive receptors within the Town include residential communities, schools, hospitals, daycares, retirement homes, and other land uses where the occupants are more sensitive to noise disturbance. There are few sensitive receptors within the planning area where the Project site lies. The Project site's nearest sensitive receptors include two residential housing units approximately 1.45 miles west of the site on Cordova Road.

Noise Environment Within the NAVISP Area

The Project site is located within the NAVISP planning area, with land use designations primarily for industrial and commercial development. There is currently limited existing development within the planning area, with vacant land north, east, south, and west of the site, limiting noise generated from industrial mechanical equipment. The ambient noise environment is typical of rural desert conditions with noise primarily sourced from vehicular traffic.

According to the Apple Valley General Plan (Exhibit IV-5 and Table IV-3), noise monitoring conducted within the NAVISP planning area where the Project site lies is typified by Noise Monitoring Location #8, which was located approximately 50 feet south from the center line of Quarry Road, east of Dakota Road. This monitoring location recorded CNEL values of approximately 62.6 dBA, with the primary noise source consisting of traffic noise from Quarry Road.

The Apple Valley Airport is located within the NAVISP planning area. However, the Project site is located one mile outside of the identified airport noise contour lines including the 60 dBA and 65 dBA contours. Therefore, aircraft noise activities are not expected to substantially affect ambient noise levels within the Project site. Additional noise sources within the planning area include the rail line serving the Cemex Black Mountain Quarry, located adjacent to Quarry Road, approximately 100 feet north from the Project site. Rail activity is limited to approximately two to four times per week and generates short duration noise events.

Discussion of Impacts

a) **Less Than Significant Impact.** The proposed Project consists of the construction and operation of an approximately 1,076,874 square foot warehouse facility within the NAVISP planning area. Construction of the Project would involve ground disturbing activities and the operation of heavy construction equipment. These activities would generate a temporary increase in noise levels within the Project vicinity. Typical construction equipment would consist of graders, loaders, compactors, and paving equipment which can

[8] Town of Apple Valley Municipal Code Chapter 9.73 Noise Control

generate noise levels ranging from 68 dBA to 100 dBA at a distance of 50 feet.[9] All construction related noise would occur during the permitted daytime construction hours in accordance with the Town of Apple Valley Development Code (Section 9.73).

Operational noise from the Project would result primarily from truck traffic, loading and unloading activities at dock areas, vehicle circulation within the site, and HVAC systems. These noise sources are typical of industrial operations. The Project site, located within the NAVISP planning area, adheres to the designated land use of industrial development and is consistent with the planned development.

Although the NAVISP planning area does not designate land use for residential development, limiting the amount of sensitive receptors, scattered housing is present within the planning area. The nearest sensitive receptors to the site within NAVISP boundaries include two housing units located approximately 1.45 miles west of the site on Cordova Road. Outside of the NAVISP planning area, the nearest residential housing within Town limits is east of Central Road and south of Corwin Road, with designated zoning of Estate Residential (R-E) and Equestrian Residential (R-EQ).[10] This area is located approximately 2.6 miles southeast of the site, and the Project's operation is not expected to disturb the areas established noise levels.

While the Project is located within a vacant area planned for industrial related activities, the Project's noise levels from construction and operational activities has not been fully evaluated. Project related noise impacts will be further evaluated and discussed in the upcoming EIR.

b) Less Than Significant Impact. Groundborne vibration and noise are typically associated with heavy construction activities or transportation sources such as railways. Construction of the proposed Project would require the use of heavy equipment such as graders, loaders, compactors, and paving equipment, which may generate temporary groundborne vibration. A rail line serving the Cemex Black Mountain Quarry is located adjacent to Quarry Road approximately 100 feet north from the Project site. As previously discussed, rail line operations occur between two to four times per week and generate short duration vibration and noise when operating through the area.

The nearest sensitive receptors consist of two residential housing units located approximately 1.45 miles west of the site on Cordova Road. Due to construction activities being temporary, the Project is not expected to generate excessive groundborne vibration or groundborne noise levels that would affect nearby sensitive receptors. However, further analysis will determine the extent of Project related groundborne vibration, which will be further evaluated and discussed in the EIR.

c) No Impact. As previously described, the Apple Valley Airport is within the NAVISP planning area. The Project site is located approximately one mile outside the airport noise contour lines as defined by the Town of Apple Valley Airport Comprehensive Land Use Compatibility Plan, including the 60 dBA and 65 dBA contours. Due to the Project being located outside the airport noise contour areas, airport operations are not expected to expose the workers within the Project to excessive aircraft noise levels. The Project would not result in impacts related to airport noise exposure and no further discussion is required in the EIR

[9] Apple Valley General Plan Environmental Impact Report 2009
[10] Town of Apple Valley Zoning Map 2023, https://data.applevalley.org/datasets/zoning/about

14. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; California Department of Finance Table E-5: City/County Population and Housing Estimates, May 2025; Southern California Association of Governments 2020-2045 Regional Transportation Plan.

Background

The Town of Apple Valley has experienced steady population growth over the past decades. According to the California Department of Finance, the Town had an estimated population of 67,5007 residents in 2006, representing an increase of approximately 24.5 percent compared to the 2000 U.S. Census population. The Southern California Association of Governments' (SCAG) most recent growth forecasts indicate Apple Valley's population would have a gradual increase. Apple Valley's population in 2019 was of 75,600 residents, with projections of 82,500 residents by 2035, and 92,200 residents by 2050. [11] More recently, the California Department of Finance indicated the Town of Apple Valley had an estimated population of 75,262 residents with an average household size of 2.85 in 2025. As identified by the 2020 Census, employment opportunities in Town are distributed along multiple industries. The largest employment sectors include educational, health and social services, retail trade, and construction. [12] According to the Employment Development Department (EDD) Monthly Labor Force data for December 2025, Apple Valley reported a labor force of 29,800 with 27,900 employed, encompassing an unemployment rate of 6.3 percent.[13]

The Project site is located within the NAVISP planning area which is designated for industrial and commercial development. Residential land uses are located outside of NAVISP boundaries primarily south of Waalew Road and east of Central Road, with limited scattered housing within the planning area

Discussion of Impacts

a) **Less Than Significant Impact.** The proposed Project consists of the development of an industrial warehouse facility within the NAVISP planning area which is designated for industrial and commercial development. The Project site is designated for industrial uses under the NAVISP, and development would be consistent with this land use designation. Implementation of the Project would generate employment opportunities for warehouse and distribution operations, consistent with Town's General Plan goals of creating a broad-based economy and local increased job opportunities with productive industries. Additionally, the Project would not include residential development and would not result in the construction of new housing. The Project would utilize existing roadways and utility infrastructure serving the surrounding area. As the Project is consistent with its designated land use under the NAVISP which has been approved and accounted for in the Apple Valley General Plan, it would not induce substantial

[11] Southern California Association of Governments, Final Connect SoCal 2024 Demographics and Growth Forecast Technical Report, Table 13
[12] United States Census 2020
[13] Employment Development Department, Labor Market Information Division, http://www.labormarketinfo.edd.ca.gov

unplanned population growth in the area. Impacts are expected to be less than significant however the upcoming EIR will further analyze anticipated population growth based on the Project's employment, which are currently not known A discussion of the findings will be included in the EIR.

b) **No Impact.** The Project site is currently vacant and does not contain existing residential housing units. There is scattered housing within the NAVISP planning area where the Project site lies, however, the nearest housing units are located approximately 1.45 miles west of the site on Cordova Road. The Project development would not require housing to be removed or relocated elsewhere. Therefore, no impacts related to the displacement of people or housing would occur, and no further discussion on this topic is required in the EIR.

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

Source: Apple Valley General Plan 2009; San Bernardino County Sherrif's Department Website, accessed March 2026; Apple Valley Fire Protection District Website, accessed March 2026; Apple Valley Unified School District Website, accessed March 2026;

Background

Fire Protection

Fire protections services within the Town are provided by the independent Apple Valley Fire Protection District (AVFPD) which covers a total of 206 square miles in the High Desert area. AVFPD has a total of five fire stations staffed 24-hours per day seven days a week, which includes Station 331, 332, 334, 336, and 337. These stations all provide paramedic services. Additionally, AVFPD leases Station 335 to the California Department of Forestry and Fire Protection (CalFire) as a staffed facility, and Station 333 to American Medical Response (AMR), serving for ambulance services. [14] These fire stations provide an average response time of six minutes.[15] AVFPD staffs 51 full time employees and 3 part-time and reserve personnel, including one fire chief, three battalion chiefs, 15 captains, and 15 Firefighters. The Bureau of Land Management (BLM) oversees the Apple Valley Fire Station on 18809 Central Road, located southeast of the Project site. This fire station would provide additional fire services to the Project site.

All new Projects are subject to review by the Apple Valley Fire Marshal. AVFPD maintains a mutual aid agreement with Victorville San Bernardino County Fire Department, allowing for additional support to the Town in an emergency fire or accident event.

Police Protection

The Town of Apple Valley's police services are provided by the San Bernardino Country Sherrif's Department under an established contract. The Apple Valley Police Department is located at 14931 Dale Evans Parkway,

[14] Apple Valley Fire Protection District, About Us, https://avfpd.org/about-us/, accessed March 2026.
[15] Apple Valley Fire Protection District, Emergency Medical Services, https://avfpd.org, accessed March 2026.

approximately six miles southwest from the Project site. As of 2026, the Apple Valley Police Department consists of a total of 51 officers and 13 general employees.[16]

Schools

The Apple Valley Unified School District (AVUSD) provides public educational services for the Town of Apple Valley, serving over 13,000 students from preschool through twelfth grade. AVUSD currently operates five elementary schools, five K-8th grade schools, two high schools, and offers independent study and online learning opportunities.[17] Sycamore Rocks Elementary school is public school with closest proximity to the Project site, located approximately four miles southeast of the site.

Private education services are provided through Apple Valley Child Care Center, Apple Valley Private School Learning Center, Apple Valley Village School, High Desert Haven, St. Timothy's Episcopal School, St. Mary's Regional Catholic School, and Mojave Christian School.

Higher education is provided through the University of Redlands college courses offered at the Academy for Academic Excellence as well as through Victor Valley College located outside of the Town boundaries.

Parks

The Town of Apple Valley has allocated approximately 438.8 acres of land for parkland uses, encompassing both established and planned development.[18] The Town currently lists a total of 11 parks including the Civic Center Park, Corwin Park, Horseman's Center, James A. Woody Park, Lenny Brewster Park, Lion's Park, Mendel Park, Norm Schmidt Park, Captain Joseph McConnell Jr. U.S.A.F Park, Sycamore Rocks Park, and Thunderbird Park.[19] The Sycamore Rocks Park is within closest proximity of the Project site, located approximately four miles southeast of the site.

Other Public Services

Additional public services include the Apple Valley Newton T. Bass Branch Library located on 14901 Dale Evans Parkway, approximately 6.15 miles southwest of the Project site. This library is part of the San Bernardino County Library system network and provides numerous educational, recreational, and cultural resources in both physical and digital formats.

St. Mary's Medical Center located at 18310 Highway 18 along the western portion of the town, is the main hospital serving the Town. This hospital contains a total of 213 beds and is designated a Level IV trauma center.[20] Level IV is considered to contain limited initial care, providing evaluation and stabilization of patient prior to transfer to a higher-level facility.[21] St. Mary's Medical Center is located approximately 6.7 miles southwest of the Project site.

16 San Bernardino County Sheriff's Department, Apple Valley Patrol Station, https://wp.sbcounty.gov/sheriff/patrol-stations/apple-valley/, accessed March 2026.
17 Apple Valley Unified School District, School Directory, accessed March 2026.
18 Town of Apple Valley General Plan 2009
19 Town of Apple Valley, Parks and Facilities, https://applevalley.org/parks-and-recreation/parks/, accessed March 2026.
20 San Bernardino County, Inland Counties Emergency Medical Agency, https://icema.sbcounty.gov/for-providers/hospitals/trauma-centers/, accessed March 2026.
21 Trauma Center Association of America, https://www.traumacenters.org/page/TraumaCenterLevels, accessed March 2026.

Discussion of Impacts

a,i) Less Than Significant Impact. The Project site would be served by the Apple Valley Fire Protection District (AVFPD). As previously discussed, the AVFPD encompasses a total of seven fire stations, of which five are staffed 24-hours per day seven days a week. The nearest fire station to the Project site is Fire Station 333 at 20604 Highway 18, located approximately 6.3 miles southwest of the site, however, this station is leased to AMR and is staffed by private ambulance personnel rather than district firefighters. The nearest station staffed by full time AVFPD personnel is Station 332 located approximately 6.6 miles southwest of the Project site. Additional fire services are provided by a seasonal fire station under jurisdiction of the BLM. This station lies outside of the Town's planning area and is located east of Central Road approximately 2.2 miles southeast of the site, serving exclusively for wildfire protection.[22]According to the Apple Valley General Plan EIR, AVFD aims for a staffing ratio of approximately 1 full-time fire personnel per 1,500 persons. The population within Apple Valley was estimated to be of 75,262 residents in 2025 which complies with this goal as a total of 51 full-time fire personnel would be needed for Towns population.[23]

The Project site will include two vehicular access points along Flint Road on the west side of the site, and two along Cordova Road on the south side of the Project site. Fire personnel will be able to access the site through these identified access points in an emergency. While the Project site is not expected to create a significant fire service demand, the Town maintains a mutual aid agreement with the Victorville San Bernardino County Fire Department. In the event the local Fire Station 333 could not respond, additional support would be provided through this established agreement.

The AVFPD is a special district funded mostly by property taxes (58.4%) and special taxes (33.1%).[24] The Project will be required to pay taxes every year to help offset the fire protection services demand. Additionally, the Project developer will be responsible for paying a developer impact fee, which will be allocated to service and infrastructure improvements. The AVFPD will review the Project site plans and planned operations to ensure compliance with the applicable fire code standards and regulations in effect at the time. Additionally, an emergency response plan will be prepared, with regular inspection from the AVFPD to ensure Project facilities maintain the established standards of fire safety. An evaluation of the Project's compliance with fire protection standards is not yet complete, and the requirement for enhanced fire protection measures have not been determined. While impacts are expected to be less than significant with adherence to established policies and payment of the required development fee, a further analysis will be discussed in the EIR.

a,ii) Less than Significant Impact. The Project will consist of the development of an industrial warehouse. The Project design includes security measures such as a six-foot security fence surrounding docking areas along the western and eastern site boundaries. Warehouse facilities do not typically create a substantial need for police protective services, as 24-hour operations occur on site. A potential source for theft could consist of the materials on-site during the Project's construction phase. The Apple Valley Police Department is located approximately six miles southwest from the Project site and would be responsible for police service to the site. The Project is not expected to generate a substantial demand for police services due to its designated use, design, and compliance with developer impact fees, therefore impacts are expected to be less than significant, and will be analyzed in the EIR

22 North Apple Valley Industrial Specific Plan 2017
23 California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, May 2025.
24 Apple Valley Fire Protection District Fiscal Year 2025-26 Adopted Annual Budget

a,iii) Less Than Significant Impact. The nearest public school to the Project site is the Sycamore Rocks Elementary school located approximately four miles southeast of the site. The Project will be required to pay a school district developer fee to offset the potential impacts from increased demand for school facilities. A further analysis will calculate the projected number of new students that the Project could induce. A discussion evaluating compliance with the AVUSD's capacity will be included in the upcoming EIR.

a,iv) Less Than Significant Impact. The Project site does not consist of residential development, and significant population growth is not expected. The Project's development of an industrial warehouse would increase the Town's job opportunities, but the number of workers is not yet known. While potential employees could relocate to the Town, the amount is not expected to be significant. However, the possibility of increased demand for park facilities remains. A further analysis will quantify the potential increase for park facility demand, and the evaluation of results will be discussed in the EIR.

a,v) Less Than Significant Impact. The Project site will not directly impact additional public facilities including the Apple Valley Newton T. Bass Library located approximately 6.15 miles southwest of the Project site, nor the St. Mary's Medical Center approximately 6.7 miles southwest of the Project Site. As discussed above, the Project consists of a warehouse facility and is not expected to generate a significant population increase as would be expected from residential developments. However, the Project could potentially induce relocation to Town for employment purposes, resulting in an undetermined population increase. The demand for public facilities and potential impact will be further evaluated and discussed in the upcoming EIR.

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

Source: Apple Valley General Plan 2009, Google Earth, Town of Apple Valley, Parks and Recreation, https://applevalley.org/parks-and-recreation/, accessed March 2026.

Background

The Town of Apple Valley provides parks and recreational services through the Apple Valley Park and Recreation District. According to the 2013 Apple Valley Parks and Recreation Master Plan, the Town encompasses a total of approximately 369.8 acres of developed and undeveloped parkland. The Town's parks are intended to provide a variety of recreational opportunities and have different classifications. Mini parks are generally used by nearby residential areas, providing small scale recreational amenities including shaded areas, tables, and playgrounds. Neighborhood parks are located within walking or biking distance of residential areas and include active and passive recreational amenities. Community parks are capable of serving a wider population and contain larger scaled facilities and community centers. Special use parks provide specialized recreational activities including equestrian uses.

While the Town's General Plan park inventory provides a planning framework, the parks have been recently updated. Based on the General Plan, the Town's Parks & Facilities website, and aerial imagery, the listed parks below represent an updated park list for the Town.

- Corwin Park - Mini Park
- Lions Park - Mini Park
- Mendel Park - Mini Park
- Norm Schmidt Park - Mini Park
- Sycamore Rocks Park - Neighborhood Park
- Thunderbird Park - Neighborhood Park
- Captain Joseph McConnell Jr. U.S.A.F Park - Neighborhood Park
- Lenny Brewster Sports Center - Community Park
- Civic Center Park - Community Park
- James A. Woody Community Center - Community Park
- Horsemen's Center Park - Special Use Park

The Town's zoning map currently designates the Apple Valley Country Club as Open Space Recreation (OS-R), allowing for recreational uses such as golf courses and additional recreation amenities.

Beyond park recreation resources, the Town maintains a bicycle system consisting of bicycle paths, equestrian trails, and multi-use recreational trails, providing connectivity for neighborhoods, schools, and open space areas. Outdoor recreational opportunities are provided by the Mojave River corridor and Apple Valley Dry Lake. Regional recreation opportunities include the Mojave Narrows Regional Park, the Desert Conservation Area, the San Bernardino National Forest, Rodman Mountain and Grapevine Canyon, Deep Creek Hot Springs, and the Stoddard Valley Open Area. The Parks and Recreation Department provide a variety of recreational activities including aquatics, dance, arts, sports, golf lessons, and fitness classes at a set price at facilities located at the Civic Center.

Discussion of Impacts

a) **Less Than Significant Impact.** The proposed Project consists of the development of an industrial warehouse facility within the NAVISP planning area. The NAVISP area does not contain any of the Town's listed parks which are located south of the area. The nearest park to the Project site is the Sycamore Rocks Park located approximately four miles southeast of the site. The Project does not propose any residential development and is not expected to result in significant population growth that would increase the demand for parks or other recreational facilities. The Project would provide new employment opportunities; however, it is not expected that employees would significantly use recreational facilities within proximity to their place of work. Additionally, the Project will be required to pay a parkland fee of $0.0062 per square foot to accommodate for potential population growth.[25] The Project is not expected to have a significant impact on recreational resources nor is it expected to accelerate the deterioration of any facility, however, the Project's demand for recreational facilities will be further evaluated in the EIR.

b) **No Impact.** As discussed above, the Project consists of an industrial development within the NAVISP area and does not propose any construction of additional facilities. The Project does not include a residential component and would therefore not increase the population level to the extent of requiring recreational expansion. No impact is expected to occur, and no further discussion is required in the EIR.

[25] Town of Apple Valley, FY 2023-24 Municipal Fee Schedule

17. TRANSPORTATION – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☒	☐	☐	☐
c) 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?	☐	☐	☒	☐

Sources: Apple Valley General Plan 2009, U.S Department of Transportation, Evolving Use of Level of Service Metrics in Transportation Analysis

Background

The Town of Apple Valley's Circulation Element describes that regional access is provided primarily by I-15 which serves as a major north to south transportation corridor through the Victor Valley. East to west travel within the Town is facilitated though Highway 18, Bear Valley Road, and Yucca Loma Road/Green Tree Boulevard. Local roadways provide connectivity to surrounding communities including Victorville and Hesperia. The Town's circulation is composed of multiple roadway classifications including major divided parkways (ROW 142'), major divided arterials (ROW 128'), major roads (10' ROW), secondary roads (ROW 88'), collectors (60'-66' ROW), local industrial/commercial streets (ROW 66'), and local streets (ROW 60'), all of which are designed to accommodate the appropriate traffic volume. North of Waalew Road, limited paved roads exist. The network system largely provides connectivity for the southern portion of the Town, while the roadways within the northern portion remain limited and mainly serve residential and industrial purposes.

Major roadways within the NAVISP planning area include Dale Evans Parkway, Central Road, Corwin Road, Johnson Road, Waalew Road, and I-15. Many roads within this area are currently unpaved, including the Project site's adjacent roads, and will receive improvements as projects continue to develop. The NAVISP area is served by designated truck routes to facilitate freight movement, while reducing conflict with residential area. Existing local truck routes occur on the southern portion of Dale Evans Parkway, and on Stoddard Wells Road south of Johnson Road. Designated truck routes in Town include extensions of these roads with the addition of Navajo Road, Bass Hill Road, Thunderbird Road, Kiowa Road, and Yucca Loma Road.

The Town encompasses both on- and off-street bicycle and pedestrian infrastructure. The availability of sidewalk networks varies, with more infrastructure located within major corridors and discontinuous pathways occurring within lower density residential communities. According to the 2025 Apple Valley Final Circulation Element Update (Figure 5) there are currently no existing bike lanes within the NAVISP planning area. The proposed bike facilities within the NAVISP planning area are as listed below:

- Off-Street (Class I): Dale Evans Parkway, Waalew Road, east of Corwin Road, east of Dale Evans Parkway connected to Central Road within the northern portion of the planning area
- Bike Lane (Class II): Central Road, Lafayette Road, within Apple Valley Airport boundary

Public transit services are provided by the Victor Valley Transit Authority (VVTA), providing regional connectivity to surrounding high desert communities. Within Town limits, VVTA offers a total of six fixed transit routes with an additional transit route for service to the Providence St. Mary Medical Cetner, Barstow, and Victorville. Multiple

bus stops are located southwest of the Project site, south of Johnson Road. The nearest bus stop to the Project site is at Navajo Road and Johnson Road, located approximately one mile southwest of the site.

Level of Service (LOS) is a qualitative metric used to describe traffic conditions and congestion levels. LOS evaluates delay, speed, and roadway capacity while scoring on an A to F scale, where LOS A represents free flowing conditions and LOS F represents a breakdown flow with stop-and-go conditions[26]. The Town's General Plan policies establish LOS D as acceptable.

CEQA Guidelines section 15064.3(b) evaluates transportation impacts using VMT as the primary metric for evaluating transportation impact but allows VMT methodology to be at the discretion of the lead agency. The Town of Apple Valley utilizes the San Bernardino Transportation Analysis Model (SBTAM+) to estimate VMT.

Discussion of Impacts

a) **Potentially Significant Impact**. The Project consists of an industrial warehouse development within the NAVISP planning area, which is expected to generate substantial traffic during its operational phase. Industrial warehouse facilities typically generate truck and employee vehicle trips which could potentially impact local and regional roadways. As previously stated, the northern section of the Town's circulation is affected by unpaved roads, including Flint Road and Cordova Road adjacent to the site. The Project will be required to provide roadway improvements, including paving of the adjacent roads which will help improve circulation within the Project vicinity. The extent of the Project's impacts to Town policies, plans, and established ordinances have not yet been evaluated. A Project-specific traffic impact report is being prepared which will evaluate vehicle trip generation, intersection operations, and consistency with the applicable circulation polices including Project compliance with the Town's LOS D standard. The EIR will discuss the results of the traffic report and determine the Project's compliance with the Town's adopted transportation plans and policies, including any potential necessary mitigation measures needed to reduce potential impacts.

b) **Potentially Significant Impact**. CEQA Guidelines Section 15064.3 requires transportation impacts to be evaluated using VMT methodology rather than roadway LOS. The Project is expected to increase the local and regional traffic due to worker transportation and operational transportation associated with industrial operations. The Project's compliance with CEQA Guidelines section 15064.3 (b) has not been evaluated, as VMT have not been calculated. A VMT analysis will be prepared to evaluate the Project's VMT generation. A discussion of the Project's VMT generation will determine whether the Project would result in a significant transportation impact for the VMT framework and the analysis will be included in the EIR.

c) **Less Than Significant Impact**. The Project will include two access points along Flint Road west of the Project site, and along Cordova Road south of the site, which will accommodate both passenger vehicles and trucks. An industrial project located west of the site on Cordova Road has been approved, however, if the adjacent project does not complete project development, the proposed Project may be required to extend improvements west until connection to the nearest improved segment. All roadway improvements would be constructed in adherence to the applicable safety standards and are not expected to introduce roadway features that would increase hazards due to geometric design. Required traffic signals have not yet been identified but will be analyzed in the Project-specific traffic impact report. While the Project's roadway improvements are not expected to cause a hazardous risk due to geometric design features or incompatible uses, a further analysis will be provided in the EIR.

[26] U.S Department of Transportation, Evolving Use of Level of Service Metrics in Transportation Analysis

d) Less than Significant Impact. As previously discussed, the Project site will include two access points along Flint Road and Cordova Road which will provide access in and out of the site and comply with the applicable fire and safety requirements. The Project will be required to provide roadway improvements including paving, which are expected to improve emergency access pathways. A further analysis on the Project's emergency related impacts will be further discussed in the EIR.

18. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section5020.1(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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Source: Apple Valley General Plan 2009.

Background

The Town of Apple Valley is located within the Mojave Desert Region of San Bernardino County. The Mojave Desert region's prehistory is commonly divided into several cultural periods. Earlier findings identified a sequence including the Lake Mojave Period (10,000- 5000 B.C.), Pinto Period (5000- 2000 B.C.), Gypsum Period (2000 B.C.- A.D. 500), Saratoga Springs Period (500- A.D.1200), and Protohistoric Period (A.D. 1200- to European contact). However, more recent research has refined this chronology and identifies five time periods including the Lake Mojave (ca. 8000-5500 B.C), Pinto (ca. 5500-2500 B.C), Newberry (ca.1500 B.C- A.D.500 A.D.), Saratoga (ca. A.D. 500-1200), and Tecopa (ca. A.D. 1200-1770s).[27]

The Town is situated near the boundary of the Vanyume and Serrano peoples' territories. The Vanyume occupied portions of the Mojave River corridor and surrounding desert regions, relying primarily on hunting and gathering practices. The Vanyume population experienced a rapid decline between approximately 1820 and 1834, when many Native American groups in Southern California were relocated to Spanish missions. Around 1900, the Vanyume had largely been displaced, resulting in limited information regarding their cultural practices.

The Serrano people occupied areas surrounding the San Bernardino Mountains and portions of the southern Mojave Desert including regions extending from the Victor Valley eastward to Twentynine Palms. Spanish influence expanded after a mission was established on the southern edge of the Serrano territory in 1819, and by 1834 many Serrano from the San Bernardino Mountains and surrounding area had been relocated to nearby missions.

In the present day, Serrano descendants are associated with the Yuhaaviatam of San Manuel Nation and the Morongo Band of Mission Indians. The Yuhaaviatam of San Manuel Nation occupies the San Manuel Indian Reservation, located north of the cities of Highland and San Bernardino, encompassing approximately 1,100 acres

[27] Pacific Coast Archeological Society, Desert Chronologies and the Archaic Period in the Coachella Valley, Mojave Desert

of land.[28] The Morongo Band of Mission Indians occupies the Morongo Indian Reservation in Riverside County and encompasses a total of 40,000 acres of land.[29] Although the Morongo Reservation is located outside San Bernardino County, it includes Serrano descendants whose territory extended to portions of both Riverside and San Bernardino counties.

Tribal cultural resources associated with these groups may include culturally significant locations, traditional use areas, sacred sites, cultural landscapes, travel routes, and archaeological remains, all of which hold cultural significance to the Native American tribes. Several resources have been determined eligible for listing on the National Register of Historic Places, and others have been designated as California Historical Landmarks or local Historical Points of Interest.

Discussion of Impacts

a, i) **Potentially Significant Impact**. As described above in Section V (Cultural Resources), areas of prehistoric and historic resource sensitivity occur along the Town's west boundary along the Mojave River. The northern portion of the Town is identified to be of prehistoric resource sensitivity. According to the Town of Apple Valley's General Plan (Tables III-11, III-12) a total of 48 archaeological and historical sites have been identified of which 16 are pre-historic, including prehistoric habitation areas, rock art panels, trails, and historic-period structures, located along or within one mile of the Mojave River. Based on this information, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources have been identified within the Project site. However, not all areas within the Town have been surveyed, including the Project site.

Assembly Bill 52 (AB 52) requires local agencies to consult with Native American tribes during the environmental review process, in order to address potential Project related impacts to cultural resources. AB 52 Tribal Consultations will be conducted to include the local tribes in the Project review and address any of their concerns. The potential Project related impacts to tribal cultural resources will be determined in conjunction with the local tribes, and a summary of the report as well as any necessary mitigation measures will be included in the EIR.

a, ii) **Potentially Significant Impact**. The Project would involve ground disturbing construction activities on currently undeveloped land. It is not currently known whether tribal cultural resources occur within the boundaries or adjacent to the site. A cultural/tribal resource investigation will be conducted and consultation with the affiliated tribes will occur. The EIR will evaluate potential impacts to cultural resources and identify any mitigation measures if needed, to avoid or reduce potential impacts.

[28] Yuhaaviatam of San Manuel Nation, About Us, https://sanmanuel-nsn.gov/culture/about-YSMN, accessed, March 2026.
[29] Morongo A Sovereign Nation, About Us, https://morongonation.org/about-us/, accessed March 2026.

19. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
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 projects projected demand in addition to the providers 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 statues and regulations related to solid waste?	☐	☐	☒	☐

Source: Apple Valley General Plan 2009; Liberty Utilities – Apple Valley 2020 Urban Water Management Plan Final Draft, June 2021; Liberty Utilities Annual Water Quality Report 2024; Victor Valley Wastewater Reclamation Authority, https://www.vvwraca.gov/departments, accessed March 2026, CalRecycle, Victorville Sanitary Landfill, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652, accessed March 2026.

Background

Domestic Water

As discussed in Section X (Hydrology and Water Quality) the Project site is located within the Mojave River Groundwater Basin, Alto Subarea, which is the primary source of potable water for the Town of Apple Valley. Regional groundwater resources are managed by the Mojave Water Agency (MWA) which oversees the basin management including groundwater reliability and imported water recharge. The majority of the water service within Town limits is provided by Liberty Utilities Corporation, which operates groundwater wells located along the Mojave River, and distributes water for the residents, commercial, and industrial sectors. Groundwater within the Alto Subarea is recharged through stormwater runoff and snowmelt from the San Bernardino Mountains, as well as from infiltration along the Mojave River. Additional groundwater recharge for the basin is provided from State Water Project supplies under jurisdiction of the MWA. According to the 2024 Annual Water Quality Report, Liberty Utilities produced a total of 9,685 acre-feet of potable water for more than 21,000 customers.[30]

[30] Liberty Utilities Annual Water Quality Report 2024

Wastewater
The wastewater collection service is owned and managed by the Town's Wastewater Division, where the wastewater generated is transferred to the Victor Valley Wastewater Reclamation Authority (VVWRA) treatment facility located in the City of Victorville. VVWRA treats a total of 12 million gallons of wastewater per day with a capability of treating up to 18 million gallons per day.[31] The treated water is returned to the Mojave River for aquifer replenishment and used in cooling towers near the Victorville Power Plant. VVWRA encompasses two subregional water recycling facilities including one in Apple Valley. The Apple Valley Subregional Water Recycling facility is located at Brewster Park in Apple Valley and can generate a total of one million gallons of recycled water per day for irrigation purposes in Brewster Park, Civic Center Park, and the Apple Valley Golf Course, while solids continue to the VVWRA plant in Victorville for treatment.[32]

Electricity
Electrical service in Town is provided through joint partnership between Southern California Edison (SCE) and Apple Valley Choice Energy (AVCE). AVCE is the municipal provider, while SCE delivers all electricity, maintains the electrical grid, and is responsible for billing. AVCE offers a minimum renewable energy content of 35% for customers with an alternative selection available of 100% renewable energy content.[33] According to the 2019 Apple Valley Climate Action Plan (CAP) Update, the Town's total electrical consumption was approximately 329,848,695 kilowatt-hour (kWh) in 2019. Currently, powerlines are located north and east of the Project site along Quarry Road and Cordova Road.

Natural Gas
The Town's natural gas is provided by the Southwest Gas Corporation (SWG), through a system of distribution pipelines located within public rights-of-way. According to the 2019 Apple Valley CAP Update, the Town's natural gas usage was approximately 15,526,732 therms in 2019.

Telecommunication
Verizon provides fiber-optic services while Spectrum Charter and Frontier provide cable and fiber optic services.

Solid Waste
The Town contracts with AVCO Disposal (Burrtec) to provide waste management services. AVCO collects solid waste from Apple Valley and transfers it to the Victorville landfill located at 17080 Stoddard Wells Road. The Victorville landfill has a maximum capacity of 93,400,000, cubic yards, with a remaining capacity of 79,400,000 cubic yards.[34]

Discussion of Impacts

a) **Less than Significant with Mitigation.** The proposed Project would involve the development of an approximately 76-acre site within the NAVISP planning area, which remains largely undeveloped. Development of the Project would require connection to existing water, sewer, electrical, natural gas, and telecommunication infrastructure currently serving the Town. The Project proposes to redesign the water system to run along the site's eastern, western, and part of its southern boundary. Additionally, an onsite sewer line with three points of contact into the building is proposed on the eastern boundary of the site. All

[31] Victor Valley Wastewater Reclamation Authority, VVWRA Board of Commissioners, https://www.vvwraca.gov/governance/commissioners, accessed March 2026.
[32] Victor Valley Wastewater Reclamation Authority, Recycled Water Program, https://www.vvwraca.gov/public-outreach/recycled-water-program, accessed March 2026.
[33] Apple Valley Choice Energy, Company Profile, https://avchoiceenergy.com, Accessed February 2026
[34] CalRecycle, Victorville Sanitary Landfill, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1870?siteID=2652, accessed March 2026.

proposed utilities will require on-site improvements to connect to the site. Electrical power lines are located along Quarry Road north of the site, and along Central Road, east of the side, which could potentially serve the Project. The Project design will include two on-site stormwater retention in the southern portion of the site to manage stormwater runoff, with additional engineered drainage features, including rip rap infrastructure primarily located along the southeast portion of the site. The EIR will evaluate the location and capacity of existing utilities, determine the Project's utility demands, and determine whether expansion or relocation of utility infrastructure is necessary.

b) **Potentially Significant Impact**. The Project would require potable water service, which is supplied primarily from groundwater resources within the Mojave Groundwater Basin. While regional planning documents, inducing the Liberty Utilities Urban Water Management Plan, evaluate long term water supply and demand, the Project's water demand has not yet been quantified. Due to the scale of the industrial development, a Water Supply Assessment (WSA) will be prepared to evaluate the Project's anticipated demand and long-term water availability. All results will be further discussed in the EIR.

c) **Less Than Significant Impact**. The daily treatment capacity of the VVWRA is 12 million gallons of wastewater per day with capability of treating up to 18 million gallons per day.[35] While impacts are not expected to be significant, the Project's potential wastewater generation has not yet been evaluated, and a further analysis comparing the Project's wastewater generation to the VVWRA's treatment capacity will be provided in the EIR.

d, e) **Less Than Significant Impact.** As previously discussed, the Town contracts with AVCO (Burrtec) for solid waste collection. The proposed Project would generate solid waste during the construction and operational phases. The amount of waste generated by the Project has not yet been quantified. The EIR will evaluate the Project's generated waste volume, compare the amount to the Victorville Landfill's remaining capacity of 79,400,000 cubic yards, and determine compliance with the applicable federal, state, and local sold waste regulations. All impacts will be discussed in the EIR.

[35] Victor Valley Wastewater Reclamation Authority, VVWRA Board of Commissioners, https://www.vvwraca.gov/governance/commissioners, accessed March 2026.

20. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒

Sources: Apple Valley General Plan 2009; California Department of Forestry and Fire Protection Fire Hazard Severity Zone Viewer, accessed March 2026; Town of Apple Valley Local Hazard Mitigation Plan, 2017 Update; Town of Apple Valley Emergency Operations Plan 2014.

Background

Within California, most wildfires occur between April and October due to the dry weather and low rainfall, and are expected to increase due to climate change. The California Department of Forestry and Fire Protection (CALFire) ranks fire hazards of wildland areas in the state using four main criteria: fuels, weather, assets at risk, and level of service. The majority of Apple Valley is in a Local Responsibility Area (LRA). There are no State Responsibility Areas (SRA) or Very High Fire Hazard Severity Zones (VHFHSZ) in the Town. The Apple Valley Fire Protection District (AVFPD) provides fire protection services to the Town and maintains a mutual aid agreement with Victorville, San Bernardino County Fire Department, and the Bureau of Land Management.

Discussion of Impacts

a-d) **No Impact.** The Project site is located within a Moderate Fire Hazard Severity Zone within a Local Responsibility Area (LRA). There are no SRAs or VHFHSZ within the Project vicinity. The nearest High FHSZ is located approximately 0.7-mile northwest from the site. The site lies on relatively flat desert terrain with scattered vegetation. The site does not contain steep slopes or densely vegetated areas that would contribute to increased wildfire hazards, nor would it expose people or structures as the site as surrounding areas remain vacant. The Project will not require installation of infrastructure that would exacerbate fire risk, and all development would be required to comply with applicable fire protection standards, including the California Fire Code.

The Town maintains a Local Hazard Mitigation Plan that provides guidance in extraordinary emergency situations such as wildfires. The Project will comply with the Local Hazard Mitigation Plan (2017) as well as the Town's Emergency Operation Plan (2014). Additionally, the AVFPD would ensure the Project site

plan is compliant with the Town's established emergency evacuation plans. As the Project does not lie within or adjacent to a VHFHSZ, does not encompass on-site conditions that would exacerbate wildfire risk or spread, and will be required to comply with established plans and regulations, impacts related to wildfire risk are not expected to occur, and no further discussion of this issue is required in the EIR.

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

a) Potentially Significant Impact.

Biological Resources
The Project site is located within the southwestern region of the Mojave Desert and remains vacant and undisturbed. The Town of Apple Valley has drafted a Multiple Species Habitat Conservation Plan/ Natural Community Conservation Plan (MSHCP/NCCP), which has entered the CEQA process but is not currently in effect.

A site-specific biological resources assessment will be prepared and analyzed to determine the potential impacts to desert tortoise, burrowing owls, nesting birds, and any other special status species. A discussion of the assessment and any mitigation measures necessary to reduce impacts to less than significant levels will be provided in the EIR.

Cultural Resources
The Project site is located within an identified area of archaeological sensitivity. The site has not yet been evaluated for cultural resources. A cultural resources analysis will be conducted to evaluate the potential resources and all findings as well as any necessary mitigation measures will be provided in the EIR.

b) Potentially Significant Impact. The Project is consistent with the designated land use under the NAVISP and adheres to the Town's goals of a strong economy and an increased job market. The NAVISP has been approved, and the buildout is accounted for within the Town of Apple Valley General Plan. However, the Project would expand development, and when considered with other projects planned in the area, could result in significant cumulative impacts. The EIR will evaluate the Project's cumulative impacts in relation to additional projects within the area and General Plan build out.

c) **Potentially Significant Impact**. As described in this Initial Study, the EIR will further analyze all potential impacts on humans including those that related to air quality, hazards, and transportation. The significance of these impacts and any required mitigation measures will be evaluated and discussed in the EIR.

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