

**TOWN OF APPLE VALLEY**

**MITIGATED NEGATIVE DECLARATION/INITIAL STUDY**

Project Title:	Proposed Widening of Stoddard Wells Road
Case No.	N/A
Assessor's Parcel No.	None
Lead Agency Name and Address:	Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA 92307
Project Location:	Widening of Stoddard Wells Road between Interstate 15 to the west and Johnson Road to the east; Apple Valley, CA
Project Sponsor's Name and Address:	Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA 92307
General Plan Designation(s):	N/A
Zoning:	N/A
Contact Person:	Daniel Alcayaga, AICP – Planning Manager
Date Prepared	May 18, 2021

**1. Description of the Project**

The project involves increasing the paved width of Stoddard Wells Road roadway to 26 feet and reestablish the shoulder width to 12 feet on either side from Interstate 15 to Johnson Road. Along this stretch of Stoddard Wells Road, there is currently an approximately 22-foot-wide two-lane paved roadway with approximately 5 to 6 inches of conventional asphalt with unimproved dirt shoulders. This 1.6-mile segment has seen a marked increase in heavy truck and passenger vehicle traffic due to its direct connection between the I-15 and the Walmart and Big Lots Distributions Centers located within the North Apple Valley Industrial Specific Plan (NAVISP). The paved area is deteriorating in the wheel paths and along the edges largely due to this increase in traffic.

**2. Environmental Setting and Surrounding Land Uses**

There is currently an approximately 22-foot-wide two-lane paved roadway with approximately 5 to 6 inches of conventional asphalt with unimproved dirt shoulders. Adjacent to the site, surrounding land uses include the following:

- North: Vacant
- South: Vacant
- East: Vacant
- West: Vacant

**3. Other public agencies whose approval is required**

State Water Resources Control Board/Regional Water Quality Control Board (Construction Stormwater Permit); California State Department of Fish and Wildlife

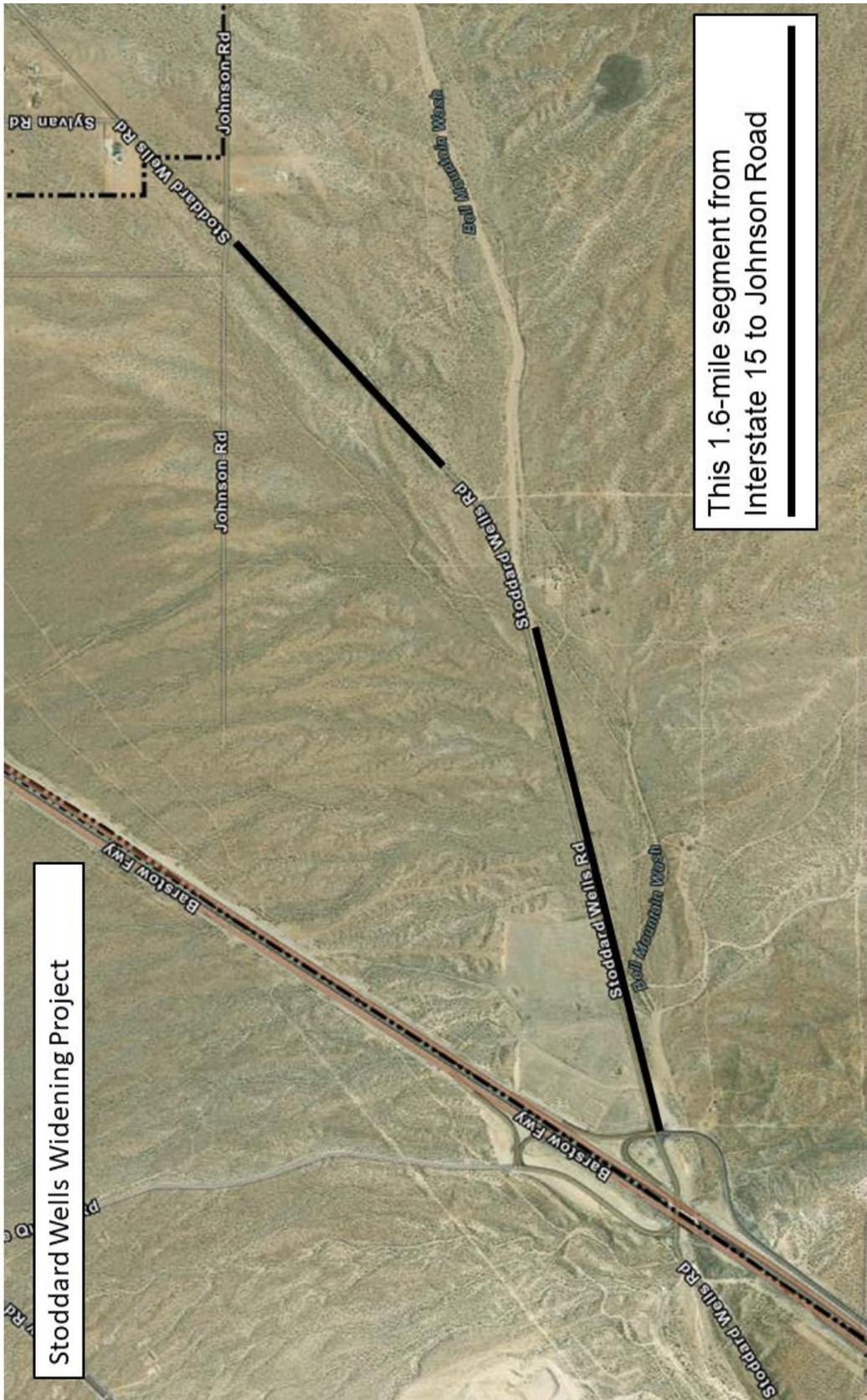
**4. Other public agencies whose approval is required**

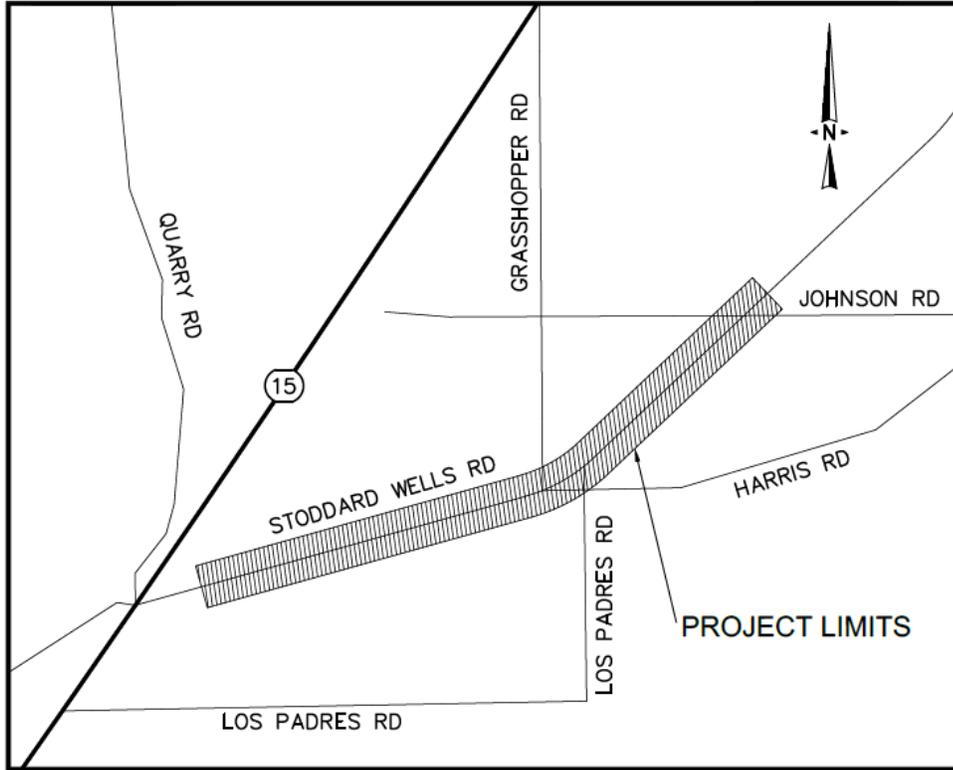
None

**5. California Native American Tribes - Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?**

Yes. On March 31, 2021, the Town sent an AB52 notice to 29-Palms Band of Mission Indians, Cabazon Band of Mission Indians, Desert Cahuilla Indians and San Manuel Band of Mission Indians. The San Manuel Band of Mission Indians (SMBMI) responded via email on April 1, 2021 that SMBMI had no concerns with the project and simply requested language be made a part of the project permit conditions and tribal consultation was concluded.

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





**KEY MAP**

NO SCALE

**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding site-specific discussion on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agricultural & Forestry Resources    | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources    | <input type="checkbox"/> Cultural Resources                   | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials      | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Wildfires              |
| <input type="checkbox"/> Greenhouse Gases                   | <input type="checkbox"/> Hydrology/Water Quality              | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                                | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                           | <input type="checkbox"/> Transportation         |
| <input type="checkbox"/> Energy                             | <input type="checkbox"/> Utilities/Service Systems            |   |
| <input type="checkbox"/> Mandatory Findings of Significance |   |   |

**DETERMINATION:** The Town of Apple Valley Planning Department has determined, 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.



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Daniel Alcayaga, AICP  
Planning Manager

5/18/21

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Date

**PURPOSE OF THIS INITIAL STUDY**

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

**EVALUATION OF ENVIRONMENTAL IMPACTS**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a

previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

<b>I. AESTHETICS</b>		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

**a, c-d) No Impact.** The EIR identified that new utility infrastructure, lights and other elements of the built environment would result in additional visual impacts that could adversely affect surrounding viewsheds, either partially or wholly. The EIR acknowledged that continued urbanization in undeveloped areas would change the natural topography and appearance of the area to a man-made built environment. The General Plan addresses these potential impacts through a series of policies and programs that are directed at maintaining the Town's character and scenic views and vistas. The Plan either directly regulates development or mandates the maintenance of zoning and other regulatory codes that assure detailed assessment of building coverage, setbacks, and buildings height, as well as other design features. The project does not involve construction of any new above surface buildings or structures, and only involves the widening of an existing roadway with the addition of minimal traffic signage and surface striping. No street lighting or traffic lights are being added. Signage is exempt from local regulations and is subject to the Traffic Manual. Headlight glare from traffic is an existing condition and is not a substantial change. Therefore, the project will not have any site-specific impacts on scenic vistas or visual character.

**b) No Impact.** The roadway will be constructed at existing grade or minimal cut and fill in order to maintain the existing drainage pattern. The area contains no rock outcropping or historic structures therefore, no impacts to rock outcroppings or historic structures will occur. No officially designated state scenic highways are present in the vicinity or in the larger area surrounding the proposed project site.

**II. AGRICULTURAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-c) No Impact.** The proposed project is located in an area that currently consists of vacant desert lands. The project area, and all surrounding lands, are designated for commercial, office and residential development. No agricultural development occurs on or in the vicinity of the proposed project. There are no Williamson Act contracts on or in the vicinity of the proposed project. There will be no impact to agricultural resources.

**III. AIR QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**III. AIR QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

To confirm the project's impacts to air quality are within the scope of the General Plans EIR analysis, the CalEEMOD model was used. Development of the proposed project will have limited impact on air quality during construction activities and none over the long-term operation of the project since the road is existing. The road is not increasing in capacity, as the road will remain a two-lane road (one-lane in each direction). The road is being widened to increase safety of vehicles traveling along Stoddard Wells Road. These impacts are discussed below.

**a) *Less Than Significant Impact.*** The Town of Apple Valley is subject to the jurisdiction of the MDAQMD which sets forth policies and other measures designed to help the District achieve federal and state ambient air quality standards. These rules, along with the MDAQMD CEQA and Federal Conformity Guidelines<sup>1</sup>, are intended to satisfy the planning requirements of both the federal and state Clean Air Acts. The MDAQMD also monitors daily pollutant levels and meteorological conditions throughout the District.

The Apple Valley General Plan Land Use Plan serves as the basis for the assumptions used in the MDAQMD's planning documents for air quality maintenance and improvement. The project is consistent with the Town's General Plan. Per the Circulation Element, Stoddard Wells Road is considered a Major Divided Arterial and the project is consistent with the street section envisioned at General Plan build-out. Stoddard Wells Road is an existing two-lane paved road and will continue to remain a two-lane paved road. The widening is being done to make the road safer by providing wider lanes and shoulders on both sides of the road. The operational air impacts, including the continued growth in the area and increase capacity of the road, were previously analyzed in the General Plan EIR. Therefore, it will not exceed AQMP assumptions or criteria, or result in inconsistencies with the AQMP.

**b-e) *Less Than Significant Impact.*** In order to calculate the potential impacts to air quality from the proposed project, it was assumed that construction would occur in 2021, and that the first operational year for the project would be 2022. Criteria air pollutants will be released during both the construction phase of the project. The California Emissions Estimator Model (CalEEMod Version 2016.3.2) was used to project air quality emissions generated by the proposed project. All construction emission impacts are projected to be less than significant.

<sup>1</sup> "Mojave Desert Air Quality Management District California Environmental Quality Act and Federal Conformity Guidelines," prepared by the Mojave Desert Air Quality Management District, May 2006.

**Table 1  
Construction-Related Emissions Summary  
(pounds per day)**

Construction Emissions <sup>1</sup>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>ROG</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2021	18.75	20.39	2.5	0.07	3.98	1.39
2022	17.57	18.62	18.2	0.07	3.90	1.31
MDAQMD Thresholds	548.00	137.00	137.00	137.00	82.00	82.00
Exceed?	No	No	No	No	No	No

<sup>1</sup> Average of winter and summer emissions, unmitigated.  
Source: CalEEMod model, version 2016.3.2 output tables generated 5-18-21

Operational emissions are those ongoing emissions that will occur over the life of the project. In this instance Stoddard Wells Road is an existing two-lane paved road and will continue to remain a two-lane paved road. The widening is being done to make the road safer by providing wider lanes and shoulders on both sides of the road. The operational air impacts, including the continued growth in the area and increase capacity of the road, were previously analyzed in the General Plan EIR. Therefore, the road widening would not generate any additional operational emissions beyond those that already exist and were anticipated with the General Plan EIR.

- f) *Less Than Significant Impact.*** Objectionable odors, including those emitted by diesel-operated vehicles and the application of asphalt pavement may be emitted during the construction phase of the project. Equipment and vehicles used during site preparation and construction would temporarily increase particulate matter (PM10) emissions. In addition, construction vehicles traveling on unpaved surfaces generate dust, as does wind blowing over exposed earth. In the immediate vicinity there are no sensitive receptors. Construction-generated emissions would be short term, temporary, limited to the period of construction, and are not expected to exceed the significance thresholds established by the MDAQMD. Therefore, emissions would not be substantial, and the proposed project would not expose sensitive receptors to substantial pollutant concentrations. For these reasons, impacts to sensitive receptors are considered less than significant.

<b>IV. BIOLOGICAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>IV. BIOLOGICAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
c) Have a effect substantial adverse on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a) *Less Than Significant Impact with Mitigation.*** A biological resource study was conducted for the project site (ECORP 2021). The Project Area is generally classified as disturbed creosote bush scrub habitat. One special-status plant species was observed during the biological survey; however, no special status wildlife species were observed. The literature review and database searches identified 21 special-status plant species, but based on the condition of the Project Area and the available habitat, only one species (beaver dam breadroot) was determined to have a high potential to occur and three species (white pygmy-poppy, Mojave monkeyflower, and Booth's evening primrose) were determined have a moderate potential to occur on the Project Area. One special status plant species was observed on the site. The low-quality disturbed creosote bush scrub surrounding the approximately 1.6-mile road improvement project would not be expected to contribute substantially to the overall decline of these species. As such, impacts to beaver dam breadroot, white pygmy-poppy, Mojave monkeyflower, and Booth's evening primrose would be less than significant.

The literature review and database searches identified 27 special-status wildlife species that occur in the vicinity of the Project Area but based on condition of the Project Area and the available habitat, only three species were determined have high potential to occur on the Project Area (burrowing owl, loggerhead shrike, and desert tortoise) and may require mitigation and/or avoidance measures. One species (desert kit fox) was determined to have a moderate potential to occur and the remaining 23 species identified in the literature review and database searches are low potential to occur or presumed absent from the Project Area due to the absence of records in the vicinity and/or lack of suitable habitat on the Project Area.

Burrowing owl was identified to have a high potential to occur of the Project Area. The disturbed creosote bush scrub habitat on site provides suitable habitat for burrowing owl. Although burrowing owls may not have been present when the survey was conducted, the species is mobile and could take up residence at any time. Direct impacts in the form of habitat loss and indirect impacts in the form of construction noise and ground vibrations may occur. Impacts to burrowing owl would be less than significant with the implementation of Mitigation Measure BIO-1.

Loggerhead shrike, a CDFW SSC, was also determined to have a high potential to occur on the Project Area due to the presence of suitable foraging and nesting habitat. Direct impacts to nesting loggerhead shrike may occur through removal of the Joshua tree and larger shrubs in the Project Area. Impacts to loggerhead shrike would be less than significant with the implementation of Mitigation Measure BIO-2.

Desert tortoise was identified to have a high potential to occur of the Project Area. The creosote bush scrub habitat on site provides suitable habitat for desert tortoise. Although desert tortoise sign was not observed when the survey was conducted, the recent CNDDDB tortoise records two miles from the project site indicate a nearby population. Direct impacts in the form of habitat loss and indirect impacts in the form of construction noise and ground vibrations may occur. Impacts to desert tortoise would be less than significant with the implementation of Mitigation Measure BIO-3.

Desert kit fox was found to have a moderate potential to occur on the Project Area while moving through the area, but due to the nearby highly trafficked road, it is unlikely that this species would den on the Project Area. This species does not currently have a special-status designation from CDFW or USFWS but is regulated by CDFW as a fur-bearing mammal. As a fur-bearing mammal, the desert kit fox is protected under the CCR Title 14, Chapter 5, § 460, which prohibits "take" of the species at any time. Although there are no formal regulations published by CDFW regarding desert kit fox protection measures at the time this report was written, it is likely that CDFW could require avoidance, mitigation, and minimization measures to be built into the Project's environmental documents to ensure that impacts to desert kit fox are less than significant. Direct impacts in the form of habitat loss and injury or death may occur. Impacts to desert kit fox would be less than significant with the implementation of Mitigation Measure BIO-3.

Of the eight species that have a low potential to occur on the Project Area, three of them are federally and/or State-listed species: western yellow billed cuckoo, least bell's vireo, and Mohave ground squirrel; however, presence of these species is likely precluded due to the lack of quality habitat and the close proximity to anthropogenic disturbances. Project-related impacts to western yellow billed cuckoo, least bell's vireo, and Mohave ground squirrel, if present, would be considered significant because they are federally and/or State-listed species. Although these species are not expected to occur on or adjacent to the Project Area, impacts could occur in the form of injury or mortality, loss of habitat, ground vibrations, increased human activity, and noise. Impacts to western yellow billed cuckoo, least bell's vireo, and Mohave ground squirrel would be less than significant with the implementation of Mitigation Measure BIO-3.

The Project Area contained suitable nesting habitat for bird species protected under the MBTA, including the CDFW SSC loggerhead shrike. Development of the Project Area will be required to comply with the MBTA and avoid impacts to nesting birds. If construction of the Project occurs during the bird-breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat and indirectly through increased noise. Impacts to nesting birds would be less than significant with the implementation of Mitigation Measure BIO-2.

One western Joshua tree was observed on the Project Area during the Biological Reconnaissance Survey. Impacts to Joshua Trees would be less than significant with the implementation of Mitigation Measure BIO-5 & 6.

The following are mitigation measures required prior to Project implementation:

**BIO-1 – Pre-construction Surveys for Burrowing Owl:** Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project Area during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012) for avoidance and/or passive relocation shall be followed.

**BIO-2 – Pre-construction Nesting Bird Survey:** If construction or other Project activities are scheduled to occur during the bird breeding season (February 1 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, including those for the loggerhead shrike, will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the Project Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly due to construction activity, noise, or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

**BIO-3 – Pre-construction Survey for Special-Status Wildlife Species (Desert Tortoise, Mohave Ground Squirrel, Desert Kit Fox):** The project site provides low quality habitat for desert kit fox, desert tortoise, and Mohave ground squirrel; therefore, a pre-construction survey for these species is recommended. Survey methods should follow those outlined in Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise (USFWS 2018). During the survey, biologists will document observations of other sensitive species, such as coast horned lizard. If individuals or sign of desert kit fox, desert tortoise, or Mohave ground squirrel (e.g., burrows, carcasses, scat) are observed on or immediately adjacent to the Project Area, then coordination with USFWS and/or CDFW will need to occur. If impacts to these species will occur from the Project, then the appropriate permits will need to be obtained prior to the start of Project activities. The pre-construction survey should take place no more than 14 days prior to construction. This survey can be conducted concurrently with the 14-30-day or the 24-hour pre-construction burrowing owl survey (described above).

**BIO-4 – Joshua Tree Inventory:** A Joshua tree inventory should be conducted to document the location, height, diameter, and general health of the Joshua trees that may be affected by the Project. An arborist or qualified botanist should conduct the inventory and make recommendations on the Joshua tree specimens that are healthy enough for transplanting or adopting activities. Following the inventory, the report will need to be presented to the Town for approval prior to receiving a grading permit for the Project. Due to the low number of Joshua trees observed on site during the reconnaissance survey, this inventory can be conducted concurrently with the 14-30-day burrowing owl pre-construction survey (described below).

The following best management practices are not mitigation measures pursuant to CEQA but are recommended to further reduce impacts to special-status species that have potential to occur on the property:

- Confine all work activities to a pre-determined work area.
- To prevent inadvertent entrapment of wildlife during the construction phase of a project, all excavated, steep-walled holes or trenches more than two feet deep should be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals.
- Wildlife are often attracted to burrow- or den-like structures such as pipes and may enter stored pipes and become trapped or injured. To prevent wildlife use of these structures, all construction pipes, culverts, or similar structures with a diameter of four inches or greater should be capped while stored onsite.
- All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.
- Use of rodenticides and herbicides on Project Area should be restricted. This is necessary to prevent primary or secondary poisoning of wildlife, including burrowing owl and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the USEPA, California Department of Food and Agriculture, and other State and federal legislation. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to burrowing owl.

**BIO-5 – Joshua Tree Take Permit:** During candidacy of the western Joshua tree, all western Joshua trees and parts thereof shall be establish a 40-foot buffer around each western Joshua tree parent, seedling, and sprout. Not project activities may occur within the buffer. Should avoidance be infeasible (during candidacy or if the species is listed under CESA) the Project Proponent shall apply for an incidental take permit from CDFW prior to Project activities.

**b & c) Less Than Significant Impact with Mitigation.** A total of 0.049 acre of aquatic resources have been mapped within the Project Area, consisting of three unvegetated streambeds of varying sizes. There were no suspected Waters of the U.S. (wetlands or non-wetlands) present within the Project Area. All mapped features are considered to be state-jurisdiction only. The Project as currently configured would entail no impacts to any of the recorded features, because the work is restricted to within the Stoddard Wells Road paved portions and graded road shoulder.

Regulatory permitting with the United States Army Corps of Engineers (USACE) is currently not anticipated to be needed since there is no placement of dredged or fill material into USACE jurisdictional features. For the CDFW features which have been recorded within the Project Area, little alteration of the natural portions of these streambeds are planned as a part of the Project since most of the mapped jurisdiction falls within active roads and road shoulder areas. For any impacts associated with the Project that fall within natural drainage courses, a permit with the CDFW is required by law.

A Notification of Lake or Streambed Alteration must be submitted to the local office of the CDFW, with a full calculation of impacts and description of the Project, prior to initiation of ground-disturbance within mapped drainage features.

**BIO-6 –Notification of Streambed Alteration.** Prior to commencement of Project activities, the Project Proponent shall submit a Notification of Lake or Streambed Alteration to CDFW's Lake and Streambed Alteration Program. Upon receipt of a complete notification, CDFW shall determine if Project activities may substantially adversely affect existing fish and wildlife resources. If required by CDFW-executed Lake or Streambed Alteration Agreement, authorizing impacts to resources subject to the Fish and game Code section 1602 associated with the Project, or a letter from CDFW stating an Agreement is not required project to commencing Project activities subject to Fish and game Code section 1602.

- d) **Less Than Significant Impact.** The biological resources study did not identify any wildlife nurseries on the project site. The study also found that the site is isolated and not conducive to wildlife movement, especially because of the proximity to an existing road. Impacts associated with wildlife movement are expected to be less than significant.
- e, f) **No Impact.** Neither the Town nor any other agency has in place any ordinances, conservation plans or other approved programs relating to wildlife conservation that apply to the project site. The project area is within the range of the desert tortoise, but is not within an area of critical habitat, nor was the species identified or likely to occur on the project site. No impact is expected.

<b>V. CULTURAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5 or Tribal Cultural Resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) **No Impact.** A "historic resource" includes, but is not limited to any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. A Cultural Study was performed (ECORP 2021) for the subject area. The study determined the site is void of any historic resources.
- b) **Less Than Significant Impact.** The cultural resources records search conducted at the SCCIC determined that there are no known prehistoric cultural resource sites or isolates recorded within the one-mile radius buffer area around the project site. Also, the result of the pedestrian survey by ECORP was negative for both prehistoric and historic sites and isolates

on the project site. On March 31, 2021, the Town sent an AB52 notice to 29-Palms Band of Mission Indians, Cabazon Band of Mission Indians, Desert Cahuilla Indians and San Manuel Band of Mission Indians. The San Manuel Band of Mission Indians (SMBMI) responded via email on April 1, 2021 that SMBMI had no concerns with the project and simply requested language be made a part of the project permit conditions and tribal consultation was concluded.

- c) **Less Than Significant Impact.** The project site is located in an area identified as a low sensitive for paleontological resources as shown in Exhibit III-5 of the General Plan FEIR. Impacts associated with this issue are considered less than significant.
- d) **No Impact.** Pursuant to State law in the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD).

<b>VI. ENERGY</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

**a,b) Less Than Significant Impact.**

The project proposes to increase the paved width of the Stoddard Wells Road roadway to 26 feet and reestablish the shoulder width to 12 feet on either side from Interstate 15 to Johnson Road. As such, the project will not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or obstruct a state or local renewable energy plan. Southern California Edison (SCE) provides electricity to the project area. The proposed project is not a typical land use project associated with electricity usage. As proposed, the project does not include any street lighting. Therefore, project implementation would not result in a permanent increase in electricity over existing conditions. During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during grading would be gas-powered or diesel-powered. Diesel vehicles in California are limited to five consecutive minutes per Title 13, California Code of Regulations, Section 2449(d)(3). Project

construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (U.S. EPA) and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

**VII. GEOLOGY AND SOILS**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a.i) No Impact.** The subject area is not located in an Alquist-Priolo Earthquake Fault Zone, and no fault rupture will occur on site. The Mojave Desert segment of the San Andreas fault passes through the region approximately 20 miles south-southwest of Apple Valley. This

fault extends from the Tejon Pass to the San Bernardino valley, where it becomes the San Bernardino strand. No impacts are expected.

- a.ii) Less Than Significant Impact.** The Town will be subject to ground shaking from earthquakes on regional faults, particularly on the Mojave Desert segment of the San Andreas fault. The distance to the fault segment, however, will result in lesser ground shaking than would be expected if the site were in closer proximity to the fault.
- a.iii) No Impact.** Liquefaction occurs when groundwater is located near the surface (within 50 feet), and mixes with surface soils during an earthquake. Due to the soil and rock outcroppings there is no potential for liquefaction. No impacts associated with liquefaction are anticipated.
- a.iv) No Impact.** The proposed project involves a new 26-foot wide roadway within an area of flat terrain. Therefore, the surrounding areas are not susceptible to landslides.
- b-e) No Impact.** The project will consist of a new 26-foot wide access road that will not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault, seismic-related ground failure, including liquefaction; or landslides. The subject areas are level and surrounded by other similarly situated properties. The project will not result in soil erosion or the substantial loss of topsoil. The site has no significant topographical or geologic features which would contribute to adverse geologic or soil impacts associated with this project. The project could involve excavation and grading; however, these actions are not anticipated to be substantial or to have the potential for a significant impact on site geology or soils.

**VIII. GREENHOUSE GAS EMISSIONS**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a) Less Than Significant Impact.** Both construction and operation of the project will generate greenhouse gas (GHG) emissions. Construction emissions will be generated by a variety of sources, including the operation of construction equipment and energy usage. Construction impacts will be temporary and will end once the project is complete. Typically, they can be minimized by limiting idling times, proper maintenance of heavy machinery, and efficient scheduling of construction activities.
- b) Less Than Significant Impact.** Stoddard Wells Road is an existing road that is used by vehicles associated with the Big Lots and Walmart Distribution Centers located within the North Apple Valley Industrial Specific Plans. Stoddard Wells Road is an alternative road to access the I-15 freeway from this Specific Plan area. The traffic pattern is an existing

condition, and the proposed widening is being done to address an existing need. The objective of the widened road is to better traffic safety along Stoddard Wells Road.

<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-h) No impact.** The project consists of widening an existing road to make it safer for semi-trucks to travel between the North Apple Valley Industrial Specific Plan and the I-15 freeway. The project does not involve the use, disposal, or transport of hazardous materials. The project area is not known to be included in a hazardous materials site list. The project site is not located near a public use airport and is not within an area of potential hazard created by existing public use airports. The new road would not impede emergency access required for emergency response and evacuation plans. Finally, the project site is not in an area identified for wildland fire hazards.

**X. HYDROLOGY AND WATER QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**X. HYDROLOGY AND WATER QUALITY**

**Would the project:**

Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-j) No Impact.** The widening of an existing roadway will not substantially deplete groundwater supplies in the project vicinity, alter the existing drainage pattern, 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. The project would not otherwise substantially degrade water quality. The project site is not located in an area subject to seiche, tsunami, or mudflow hazards.

**XI. LAND USE AND PLANNING**

**Would the project:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) No Impact.** The proposed road widening will not physically divide an established community because the road is existing. Therefore, there would be no impact.
- b) No Impact.** The project proposes to widen an existing substandard road way to twenty-six (26)-foot wide and reestablish the shoulder width to 12 feet on either side from Interstate

15 to Johnson Road. Along this stretch of Stoddard Wells Road, there is currently an approximately 22-foot-wide two-lane paved roadway with approximately 5 to 6 inches of conventional asphalt with unimproved dirt shoulders. This 1.6-mile segment has seen a marked increase in heavy truck and passenger vehicle traffic due to its direct connection between the I-15 and the Walmart and Big Lots Distributions Centers. The paved area is deteriorating in the wheel paths and along the edges largely due to this increase in traffic. This widening is consistent with the General Plan Circulation Element. The project would therefore have no impact.

- c) No Impact.** No habitat conservation plan or natural community conservation plan applies to the project site. The project would therefore have no impact.

**XII. MINERAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a-b) No Impact.** No known mineral resources are located at the project site.

**XIII. NOISE**

<b>Would the project result in:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIII. NOISE**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-c) No Impact.** The project would not expose persons to generation of noise levels in excess of a major divided arterial because the properties adjacent to Stoddard Wells Road are vacant. Noise generated from traffic from a major divided arterial does not require any noise mitigation measures because of the existing context. The project would not expose persons to the generation of ground-borne vibrations or ground-borne noise. Future developments would be subject to mitigation measures within the General Plan and Development Code. The project would not create a substantial permanent increase in ambient noise levels.

**d) Less Than Significant Impact.** Noise temporarily generated during the project related to the operation of construction equipment could increase noise to above ambient levels but would likely be similar to that generated by passing motor vehicles. In addition, the land adjacent to Stoddard Wells Road are vacant. Construction related noise is required to conform to the Town's Performance Standards related to noise.

**e,f) No Impact.** The project is not within an airport land use plan, within three miles of an airport, nor is the project within the vicinity of a private airstrip.

**XIV. POPULATION AND HOUSING**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. POPULATION AND HOUSING**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) No Impact.** The proposed project consists of the widening of an existing access road. The proposal does not include any new homes or businesses. Furthermore, the proposed project does not include the extension or construction of new roadways that could potentially induce growth in the surrounding area. Therefore, no impacts are anticipated.
- b-c) No Impact.** The project will not result in the loss of any housing or displacement of people. No impact is anticipated.

**XV. PUBLIC SERVICES**

<b>Would the project result in:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a-e) No Impact.** The roadway project will not generate the need for new or physically altered fire, police, school, park, library, or other public facilities because the road widening will not increase the demand on public services beyond that already anticipated and analyzed in the General Plan EIR.

<b>XVI. RECREATION</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-b) No Impact.** The proposed road widening will not directly impact recreational facilities. No impacts are expected.

<b>XVII. TRANSPORTATION</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. TRANSPORTATION**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) **No Impact.** The widening of the access road will improve safety for vehicles traveling through the area. Stoddard Wells Road is an existing two-lane paved road and will continue to remain a two-lane paved road (one lane in each direction). The widening is being done to make the road safer by providing wider lanes and shoulders on both sides of the road. The operational traffic impacts, including the continued growth in the area and increase capacity of the road, were previously analyzed in the General Plan EIR. No Impact.
  
- b,f) **No Impact.** The roadway improvement project would not result in any traffic changes. No Impact.
  
- c) **No Impact.** The Apple Valley Airport is located over 3 miles to the east of the proposed project. None of the improvements proposed by the project will adversely impact air traffic patterns, airport functions, or safety.
  
- d) **No Impact.** The roadway project does not propose any hazardous design features. The intent of the project is to improve vehicle safety traveling through the area. No impact is expected.
  
- e) **No Impact.** The project involves widening an existing access road. Therefore, the construction activity will not impact emergency access, with possible short-term disruptions to general access for a few hours at a time. Alternative access exists from Dale Evans Road to the north.
  
- g) **No Impact.** This 1.6-mile segment has seen a marked increase in heavy truck and passenger vehicle traffic due to its direct connection between the I-15 and the Walmart and Big Lots Distributions Centers. The paved area is deteriorating in the wheel paths and along the edges largely due to this increase in traffic. The widening of the access road will improve safety for vehicles traveling through the area. No impact is anticipated.

**XVIII. UTILITIES AND SERVICE SYSTEMS**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVIII. UTILITIES AND SERVICE SYSTEMS**

<b>Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

**a-g) No Impact.** The Project does not include or require any utilities or service systems. The Project would not result in an increase in resource consumption

**XIX. TRIBAL CULTURAL RESOURCES –**

**Would the project:**

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion of Impacts**

**ai-a) No Impact.** Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 60 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 60 days of receiving the request for consultation. On March 31, 2021, the Town sent an AB52 notice to 29-Palms Band of Mission Indians, Cabazon Band of Mission Indians, Desert Cahuilla Indians and San Manuel Band of Mission Indians.

According to San Manuel Band of Mission Indians (SMBMI), the proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the Cultural Resources Management (CRM) Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time. As a result, SMBMI requests that the following language be made a part of the project/permit/plan conditions:

**CUL MMs**

- In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural

Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

2. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
3. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

**TCR MMs**

1. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.
2. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

<b>XX. WILDFIRES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XX. WILDFIRES**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Would the project:**

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion of Impacts**

**a-d) No Impact** The project site is within a local responsible area of the Apple Valley Fire Protection District and not in a Very High Fire Hazard Zone. Further, project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would partially limit road access for emergencies or access for emergency response vehicles; however alternative access exists from Dale Evans Road to the north. The potential for landslides and seismically induced slope failures at or near the project site is low. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts would occur.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

<b>Does the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>a) <i>Less Than Significant Impacts.</i></b> As detailed in this Initial Study, the proposed project does not have the potential to impact both biological and cultural resources.</p> <p><b>b) <i>Less Than Significant Impact.</i></b> As described in this Initial Study, the project's direct construction air quality impacts will not exceed MDAQMD thresholds, and its impacts will be less than significant. Currently the proposed project, shows no evidence that the widening of an existing access road would result in impacts that are any greater than those already disclosed in the General Plan EIR.</p> <p><b>c) <i>Less Than Significant Impacts.</i></b> As described in this Initial Study, the proposed project will not, in and of itself, have significant impacts on air quality, noise or traffic, or other categories impacting human beings. There is no evidence that the proposed project would result in impacts that are any greater than those already disclosed in the General Plan EIR.</p>				

**REFERENCES**

Town of Apple Valley General Plan, Climate Action Plan, and General Plan EIR.  
Town of Apple Valley Development Code.  
Mojave Desert Air Quality Management District California Environmental Quality Act and Federal Conformity Guidelines.  
Biological Technical Report prepared by ECORP Consulting, Inc dated March 2021  
Cultural Resources Inventory Report prepared by ECORP Consulting, Inc dated January 2021  
30% Street Improvement Plans- Stoddard Wells Road  
CalEEmod.2016.3.2 -Air Quality Report

**Please note: All special studies and documents listed above are available for review at Town Hall, 14955 Dale Evans Parkway, in Apple Valley.**