

Lorelei H. Oviatt, AICP, Director
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323
Phone: (661) 862-8600
Fax: (661) 862-8601 TTY Relay 1-800-735-2929
Email: planning@kerncounty.com
Web Address: <http://kernplanning.com/>



**PLANNING AND NATURAL
RESOURCES DEPARTMENT**

**Planning
Community Development
Administrative Operations**

DATE: October 28, 2022

TO: See Attached Mailing List

FROM: Kern County Planning and Natural
Resources Department
Attn: Mark Tolentino
2700 "M" Street, Suite 100
Bakersfield, CA 93301
(661)862-5041; TolentinoM@kerncounty.com

**SUBJECT: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT
REPORT (EIR) FOR THE MOJAVE MICRO MILL BY PSGM3 HOLDINGS CORP
(PACIFIC STEEL GROUP).**

The Kern County Planning and Natural Resources Department as Lead Agency (per CEQA Guidelines Section 15062) has determined that preparation of an Environmental Impact Report (per CEQA Guidelines 15161) is necessary for the proposed project identified below. The Planning and Natural Resources Department solicits the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of the project.

You are invited to view the NOP and submit written comments regarding the scope and content of the environmental information in connection with the proposed project should you wish to do so. Due to the limits mandated by State law, your response must be received by **November 28, 2022 at 5:00 p.m.** Comments can be submitted to the Kern County Planning and Natural Resources Department, Attn: Mark Tolentino at the address shown above or to TolentinoM@kerncounty.com. A Scoping Meeting will be held on **Friday, November 18, 2022 at 1:00 p.m.**, at the address listed above.

PROJECT TITLE: Pacific Steel Group Mojave Micro Mill by PSGM3 Holdings Corp (PP22402); PLN21-00285: GPA No. 3, Map No. 213; ZCC No. 62, Map No. 213; PD No. 3, Map No. 213; ZV No. 24, Map No. 213.

PROJECT LOCATION: The proposed project site is located in the unincorporated area of southeastern Kern County, approximately five (5) miles northeast from the unincorporated community of Rosamond and approximately eight (8) miles southeast from the unincorporated community of Mojave.

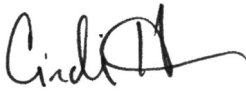
The project site is bordered by Sopp Road to the north, State Route 14 (SR-14) and the Union Pacific Railroad to the west, and Edwards Air Force Base to the east, in Section 27 of Township 10 North, Range 12 West San Bernardino Meridian & Base.

PROJECT DESCRIPTION: The project proponent is proposing to construct and operate a micro mill facility and associated infrastructure necessary to produce rebar from scrap metal (e.g., shredded automobiles, appliances, structural and sheet metal, and other pre-processed steel bundles) through various recycling processes. Development would include an approximate 475,800 square-foot micro mill facility with an additional 51,221 square feet of accessory buildings, for a total of 527,021 square feet, as well as

an approximate 63-acre accessory solar array on 174 total acres of privately owned land. Outdoor storage for scrap materials and staging is included as part of the proposed project. Implementation of the project as proposed includes the following requests:

- General Plan Amendment No. 3, Map No. 213
 - From Map Code 8.5 (Resource Management) to 7.3 (Heavy Industrial), or a more restrictive map code designation
- Zone Change Case No. 62, Map No. 213
 - From zone classification A-1 (Limited Agriculture) to M-3 PD (Heavy Industrial - Precise Development Combining) on approximately 174 acres
- Approval for Precise Development Plan No. 3, Map No. 213
 - To allow for the construction and operation of an approximate 475,800 square-foot micro mill facility with an additional 51,221 square feet of accessory buildings, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres.
- Approval for Zone Variance No. 24, Map No. 213
 - To allow for a reduction in the required number parking spaces from 993 spaces to 246 spaces.

Documents can be viewed online at: <https://kernplanning.com/planning/notices-of-preparation/>

Signature: 
Name: Cindi Hoover, Planning Division Chief

I:\Planning\WORKGRPS\WP\LABELS
PSG_MojaveMicroMill_Agencies
CC: 10/24/2022

Trinity Consultants
Attn: Sydney Kwan
20 Corporate Park, STE 285
Irvine, CA 92606

Sespe Consulting, Inc
Attn: Graham Stephens
3990 Old Town Ave, STE A203
San Diego, CA 92110

U.S. Bureau of Land Management
Ridgecrest Field Office
300 South Richmond Road
Ridgecrest, CA 93555

China Lake Naval Weapons Center
Tim Fox, RLA - Comm Plans & Liaison
429 E Bowen, Building 981
Mail Stop 4001
China Lake, CA 93555

Edwards AFB, Mission Sustainability
Liaison
412 TW, Bldg 2750, Ste 117-14
195 East Popson Avenue
Edwards AFB, CA 93524

U. S. Fish & Wildlife Service
Division of Ecological Services
2800 Cottage Way #W-2605
Sacramento, CA 95825-1846

Eastern Kern Resource Cons Dist
300 South Richmond Road
Ridgecrest, CA 93555-4436

So. San Joaquin Valley Arch Info Ctr
California State University of Bkfd
9001 Stockdale Highway
Bakersfield, CA 93311

Caltrans/Dist 6
Planning/Land Bank Bldg.
P.O. Box 12616
Fresno, CA 93778

Caltrans/Dist 9
Planning Department
500 South Main Street
Bishop, CA 93514

State Dept of Conservation
Director's Office
801 "K" Street, MS 24-01
Sacramento, CA 95814-3528

State Dept of Conservation
Geologic Energy Management Division
4800 Stockdale Highway, Ste 108
Bakersfield, CA 93309

California Fish & Wildlife
1234 East Shaw Avenue
Fresno, CA 93710

California Regional Water Quality
Control Board/Lahontan Region
15095 Amargosa Road - Bld 2, Suite 210
Victorville, CA 92392

Kern County Public Works Department/
Building & Development/Floodplain

Kern County Public Works Department/
Building & Development/Survey

Kern County
Env Health Services Department

Kern County Fire Dept (Put in FIRE BOX)
Regina Arriaga
Roxanne Routh
Jim Killam

Kern County Fire Dept
Cary Wright, Fire Marshall

Kern County Library/Beale
Local History Room

Kern County Library/Beale
Andie Sullivan

Kern County Parks & Recreation

Kern County Sheriff's Dept
Administration

Kern County Public Works Department/
Building & Development/Development
Review

Kern County Public Works
Department/Operations &
Maintenance/Regulatory Monitoring &
Reporting

Kern County Public Works Department/
Building & Development/Code
Compliance

Mojave Unified School Dist
3500 Douglas
Mojave, CA 93501

Kern County Superintendent of Schools
Attention School District Facility Services
1300 - 17th Street
Bakersfield, CA 93301

Local Agency Formation Comm/LAFCO
5300 Lennox Avenue, Suite 303
Bakersfield, CA 93309

Antelope Valley-East Kern
Water Agency
6500 West Avenue N
Palmdale, CA 93551

Kern County Water Agency
3200 Rio Mirada Drive
Bakersfield, CA 93308

East Kern Air Pollution
Control District

U.S. Air Force
Attn: David Bell/AFCEC CZPW
Western Regional/Leg Branch
510 Hickam Avenue, Bld 250-A
Travis AFD, CA 94535-2729

U.S. Army
Attn: Philip Crosbie, Chief
Strategic Plans, S3, NTC
P.O. Box 10172
Fort Irwin, CA 92310

U.S. Army
Attn: Tim Kilgannon, Reg 9 Coord
Office of Strategic Integration
721 - 19th Street, Room 427
Denver, CO 80202

U.S. Navy
Attn: Steve Chung, Plans & Liaison Officer
1220 Pacific Highway
San Diego, CA 92132-5190

U.S. Marine Corps
Command Gen MCIWEST-MCB CamPen
Attn: A/CS, G7
Box 555010, Bldg 1160, Rm 280
Camp Pendleton, CA 92055-5246

AT&T California
OSP Engineering/Right-of-Way
4901 Ashe Road
Bakersfield, CA 93313

Center on Race, Poverty
& the Environment
Attn: Marissa Alexander
1999 Harrison Street – Suite 650
San Francisco, CA 94612

Center on Race, Poverty
& the Environmental/
CA Rural Legal Assistance Foundation
1012 Jefferson Street
Delano, CA 93215

Defenders of Wildlife/
Kim Delfino, California Dir
980 - 9th Street, Suite 1730
Sacramento, CA 95814

Mojave Chamber of Commerce
P.O. Box 935
Mojave, CA 93502

Native American Heritage Council
of Kern County
Attn: Gene Albitre
3401 Aslin Street
Bakersfield, CA 93312

Sierra Club/Kern Kaweah Chapter
P.O. Box 3357
Bakersfield, CA 93385

Southern California Edison
Planning Dept.
421 West "J" Street
Tehachapi, CA 93561

Southern California Gas Co
35118 McMurtrey Avenue
Bakersfield, CA 93308-9477

Southern California Gas Co
Transportation Dept
9400 Oakdale Avenue
Chatsworth, CA 91313-6511

Southern California Gas Co
35118 McMurtrey Avenue
Bakersfield, CA 93308-9477

Southern California Gas Co
Transportation Dept
9400 Oakdale Avenue
Chatsworth, CA 91313-6511

David Laughing Horse Robinson
P.O. Box 20849
Bakersfield, CA 93390

Kern Valley Indian Council
Attn: Robert Robinson, Chairperson
P.O. Box 401
Weldon, CA 93283

Kern Valley Indian Council
Historic Preservation Office
P.O. Box 401
Weldon, CA 93283

Leadership Counsel for Justice &
Accountability
1527 - 19th Street, Suite 212
Bakersfield, CA 93301

LIUNA
Attn: Danny Zaragoza
2201 "H" Street
Bakersfield, CA 93301

Northcutt and Associates
4220 Poplar Street
Lake Isabella, CA 93240-9536

Native American Heritage Council
of Kern County
Attn: Gene Albitre
3401 Aslin Street
Bakersfield, CA 93312

Kern County Water Agency
3200 Rio Mirada Drive
Bakersfield, CA 93308

Big Pine Paiute Tribe of the Owens Valley
Attn: Danelle Gutierrez, Tribal Historic
Preservation Office
P.O. Box 700
Big Pine, CA 93513

Big Pine Paiute Tribe of the Owens
Valley
Attn: Sally Manning, Environmental
Director
P.O. Box 700
Big Pine, CA 93513

Big Pine Paiute Tribe of the Owens Valley
Attn: James Rambeau, Chairperson
P.O. Box 700
Big Pine, CA 93513

Chumash Council of Bakersfield
Attn: Julio Quair, Chairperson
729 Texas Street
Bakersfield, CA 93307

Kern Valley Indian Community
Attn: Robert Robinson
P.O. Box 1010
Lake Isabella, CA 93283

Kitanemuk & Yowlumne Tejon Indians
Attn: Delia Dominguez, Chairperson
115 Radio Street
Bakersfield, CA 93305

Quechan Tribe of the Fort Yuma Reservation
Attn: Jill McCormick, Historic Preservation Officer
P.O. Box 1899
Yuma, AZ 85366

San Fernando Band of Mission Indians
Attn: Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

San Manuel Band of Mission Indians
Attn: Jessica Mauck, Director of Cultural Resources
26569 Community Center Drive
Highland, CA 92346

Tejon Indian Tribe
Attn: Octavio Escobedo, Chairperson
P.O. Box 640
Arvin, CA 93203

Tejon Indian Tribe
Attn: Colin Rambo
P.O. Box 640
Arvin, CA 93203

Southern California Edison
2244 Walnut Grove, Ave, GO-1 Quad 2C
Rosemead, CA 91770

City of Arvin
P.O. Box 548
Arvin, CA 93203

Bakersfield City Planning Dept
1715 Chester Avenue
Bakersfield, CA 93301

Bakersfield City Public Works Dept
1501 Truxtun Avenue
Bakersfield, CA 93301

California City Planning Dept
21000 Hacienda Blvd.
California City, CA 93515

Delano City Planning Dept
P.O. Box 3010
Delano, CA 93216

City of Maricopa
P.O. Box 548
Maricopa, CA 93252

City of McFarland
401 West Kern Avenue
McFarland, CA 93250

City of Ridgecrest
100 West California Avenue
Ridgecrest, CA 93555

City of Shafter
336 Pacific Avenue
Shafter, CA 93263

City of Taft
Planning & Building
209 East Kern Street
Taft, CA 93268

City of Tehachapi
Attn: John Schlosser
115 South Robinson Street
Tehachapi, CA 93561-1722

City of Wasco
764 E Street
Wasco, CA 93280

Inyo County Planning Dept
P.O. Drawer "L"
Independence, CA 93526

Kings County Planning Agency
1400 West Lacey Blvd, Bldg 6
Hanford, CA 93230

Los Angeles Co Reg Planning Dept
320 West Temple Street
Los Angeles, CA 90012

San Bernardino Co Planning Dept
385 North Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

San Luis Obispo Co Planning Dept
Planning and Building
976 Osos Street
San Luis Obispo, CA 93408

Santa Barbara Co Resource Mgt Dept
123 East Anapamu Street
Santa Barbara, CA 93101

Tulare County Planning & Dev Dept
5961 South Mooney Boulevard
Visalia, CA 93291

Ventura County RMA Planning Div
800 South Victoria Avenue, L1740
Ventura, CA 93009-1740

U.S. Fish & Wildlife Service
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

Environmental Protection Agency
Region IX Office
75 Hawthorn Street
San Francisco, CA 94105

U.S. Dept of Agriculture/NRCS
5080 California Avenue, Ste 150
Bakersfield, CA 93309-0711

State Air Resources Board
Stationary Resource Division
P.O. Box 2815
Sacramento, CA 95812

Caltrans/
Division of Aeronautics, MS #40
P.O. Box 942873
Sacramento, CA 94273-0001

State Clearinghouse
Office of Planning and Research
1400 - 10th Street, Room 222
Sacramento, CA 95814

State Dept of Conservation
Office of Land Conservation
801 "K" Street, MS 18-01
Sacramento, CA 95814

State Dept of Conservation
Div Recycling Cert. Sec.
801 "K" Street, MS 19-01
Sacramento, CA 95814

California State University
Bakersfield - Library
9001 Stockdale Highway
Bakersfield, CA 93309

California Energy Commission
James W. Reed, Jr.
1516 Ninth Street
Mail Stop 17
Sacramento, CA 95814

California Highway Patrol
Planning & Analysis Division
P.O. Box 942898
Sacramento, CA 94298-0001

Integrated Waste Management
P.O. Box 4025, MS #15
Sacramento, CA 95812-4025

State Dept of Toxic Substance Control
Environmental Protection Agency
1515 Tollhouse Road
Clovis, CA 93612

Cal Environmental Protection Agency/
Dept of Toxic Substances Control, Reg 1
Attn: Dave Kereazis, Permit Div - CEQA
8800 Cal Center Drive, 2nd Floor
Sacramento, CA 95826

Kern County
Agriculture Department

Kern County Administrative Officer

Mojave Town Council
Bill Deaver, President
P.O. Box 1113
Mojave, CA 93502-1113

KernCOG
1401 19th Street - Suite 300
Bakersfield, CA 93301

Mojave Airport
1434 Flightline
Mojave, CA 93501

East Kern Airport Dist
Attention Stuart Witt
1434 Flightline
Mojave, CA 93501

East Kern Airport Dist Engineer
3900 Ridgemoor Avenue
Bakersfield, CA 93306

Northcutt and Associates
4220 Poplar Street
Lake Isabella, CA 93240-9536

Adams, Broadwell, Joseph & Cardozo
Attention: Janet M. Laurain
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Kern Audubon Society
Attn: Frank Bedard, Chairman
4124 Chardonnay Drive
Bakersfield, CA 933064

Kern County Library/Beale
Andie Sullivan

Lorelei H. Oviatt, AICP, Director
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323
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Email: planning@kerncounty.com
Web Address: <http://kernplanning.com/>



**PLANNING AND NATURAL
RESOURCES DEPARTMENT**

Planning
Community Development
Administrative Operations

DATE: October 28, 2022

TO: Surrounding Property Owners within
1,000 Feet of Project Boundary; and
Interested Parties

FROM: Kern County Planning and Natural
Resources Department
2700 "M" Street, Suite 100
Bakersfield, CA 93311

SUBJECT: Notice of Preparation of an Environmental Impact Report – Mojave Micro Mill by
PSGM3 Holdings Corp (Pacific Steel Group) (PP22402).

Dear Sir or Madam:

The Kern County Planning and Natural Resources Department has determined that preparation of an Environmental Impact Report (EIR) is necessary for the proposed project identified below. The purpose of this letter is to notify interested parties and surrounding property owners within 1,000 feet of the project boundaries of this determination. A copy of the Initial Study/Notice of Preparation (IS/NOP) prepared for this proposed project is available for viewing at the following Kern County website:

<https://kernplanning.com/planning/notices-of-preparation/>

The purpose of the IS/NOP is to describe the proposed project, specify the project location, and to identify the potential environmental impacts of the project so that Responsible Agencies and interested persons can provide a meaningful response related to potential environmental concerns that should be analyzed in the Environmental Impact Report.

You are invited to view the NOP and submit written comments regarding the scope and content of the environmental information in connection with the proposed project should you wish to do so. Due to the limits mandated by State law, your response must be received by **November 28, 2022 at 5:00 p.m.** Comments can be submitted to the Kern County Planning and Natural Resources Department, Attn: Mark Tolentino at the address shown above or to TolentinoM@kerncounty.com. A Scoping meeting will be held on **Friday, November 18, 2022 at 1:00 p.m.**, at the address listed above.

Please be advised that any comments received after the dates listed above will still be included in the public record for this project and made available to decision makers when this project is scheduled for consideration at a public hearing. Please also be advised that you will receive an additional notice in the mail once a public hearing date is scheduled for this project. You will also be provided additional opportunities to submit comments at that time.

PROJECT TITLE: Mojave Micro Mill by PSGM3 Holdings Corp (Pacific Steel Group) (PP22402);
PLN21-00285: GPA No. 3, Map No. 213; ZCC No. 62, Map No. 213; PD No. 3, Map No. 213; ZV No. 24,
Map No. 213.

PROJECT LOCATION: The proposed project site is located in the unincorporated area of southeastern Kern County, approximately five (5) miles northeast from the unincorporated community of Rosamond and approximately eight (8) miles southeast from the unincorporated community of Mojave.

The project site is bordered by Sopp Road to the north, State Route 14 (SR-14) and the Union Pacific Railroad to the west, and Edwards Air Force Base to the east, in Section 27 of Township 10 North, Range 12 West San Bernardino Meridian & Base.

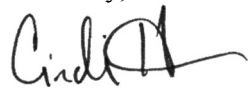
PROJECT DESCRIPTION: The project applicant is proposing to construct and operate a micro mill facility and associated infrastructure necessary to produce rebar from scrap metal (e.g., shredded automobiles, appliances, structural and sheet metal, and other pre-processed steel bundles) through various recycling processes. Development would include an approximate 475,800 square-foot steel mill facility with an additional 51,221 square feet of accessory buildings and structures, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres of privately owned land. Outdoor storage for scrap materials and staging is proposed as part of the project.

Implementation of the project as proposed includes the following requests:

- General Plan Amendment No. 3, Map No. 213
 - From Map Code 8.5 (Resource Management) to 7.3 (Heavy Industrial), or a more restrictive map code designation
- Zone Change Case No. 62, Map No. 213
 - From zone classification A-1 (Limited Agriculture) to M-3 PD (Heavy Industrial - Precise Development Combining) on approximately 174 acres
- Approval for Precise Development Plan No. 3, Map No. 213
 - To allow for the construction and operation of an approximate 475,800 square-foot steel mill facility with an additional 51,221 square feet of accessory buildings and structures, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres.
- Approval for Zone Variance No. 24, Map No. 213
 - To allow for a reduction in the required number parking spaces from 993 spaces to 246 spaces.

Should you have any questions regarding this project, or the Initial Study/Notice of Preparation, please feel free to contact Mark Tolentino, Planner II, by phone at (661) 862-5041 or email TolentinoM@kerncounty.com.

Sincerely,



Cindi Hoover

Division Chief – Plan Development & Special Projects
Planning and Natural Resources Department











By: Mark Tolentino, Planner II

Attachments: Figure 1 – Vicinity Map

**Pacific Steel Group
Mojave Micro Mill
-by-
PSGM3 Holdings Corp**

**GPA No. 3, Map No. 213
ZCC No. 62, Map No. 213
PD Plan No. 3, Map No. 213
ZV No. 24, Map No. 213**

**Figure 1
Vicinity Map**

-  Site
-  NAMED ROAD
-  STATE HWY
-  Arterials
-  Kern County Boundary
-  Township/Range
-  Sections
-  Water Courses
-  City Limits
-  Unincorporated Cities

APN: 431-010-02 & 431-030-02

Sec. 27 - T10N/R12W

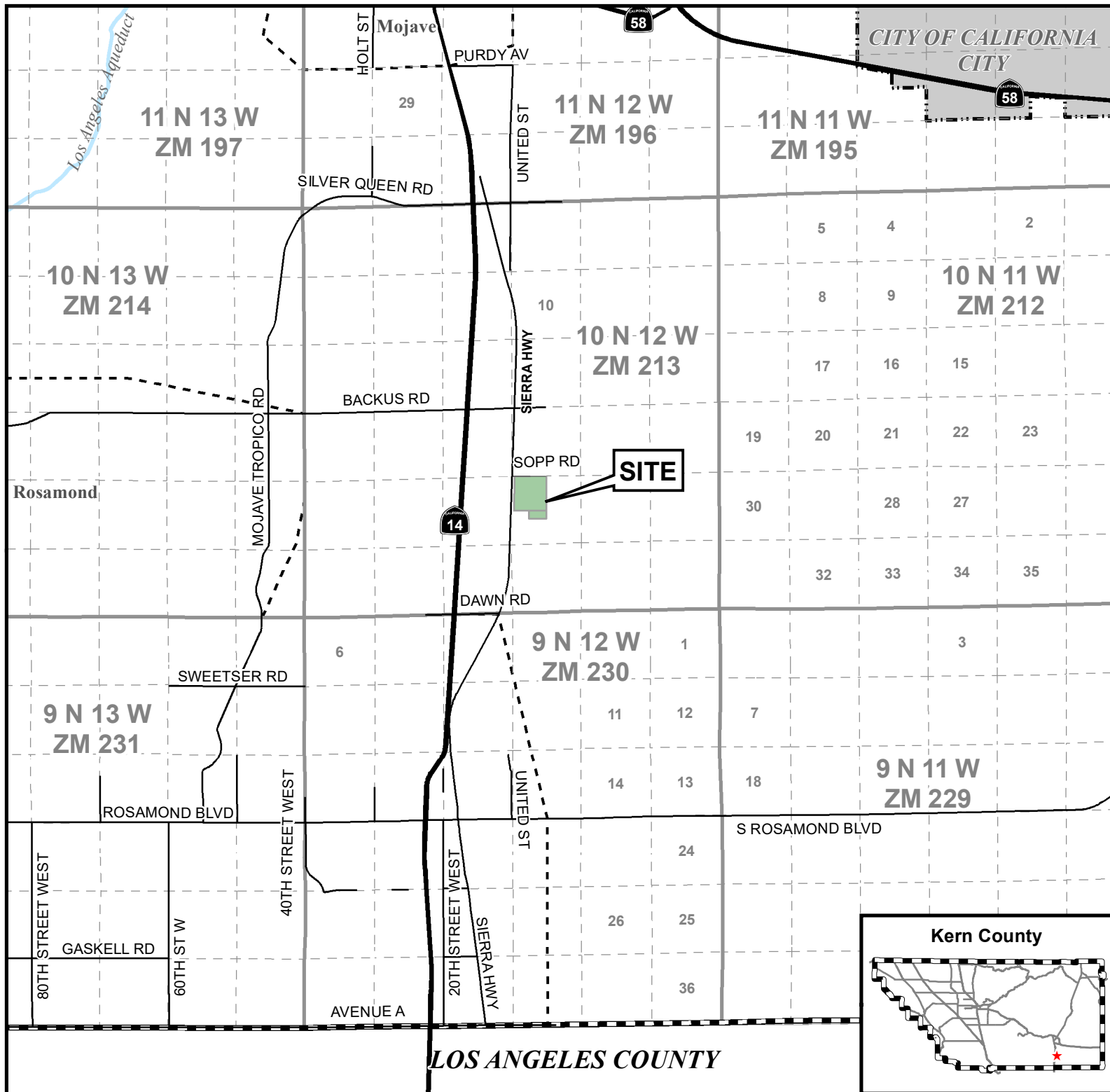
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0 4,000 8,000 12,000 16,000 Feet



**Kern County
Planning & Natural
Resources Department**



I:\Planning\WORKGRPS\WP\LABELS\
PSG_MojaveMicroMill_APNs
AT: 10/20/2022

430 260 22 00 5
BERESEWICZ WLADYSLAN &
MONIQUE FAMILY TRUST
3334 BENT TWIG LN
DIAMOND BAR CA 91765-3811

430 122 04 00 6
BERG WOLFGANG & MERCEDES M
477 EAST F ST
COLTON CA 92324-3030

431 030 17 00 1
CANZONER DONNA M
17909 ALBURTIS AV
ARTESIA CA 90701-3920

431 040 10 00 3
COX JERRY & NANCY FAMILY
TRUST
P O BOX 175
ROSAMOND CA 93560-0175

431 040 11 00 6
COX JERRY & NANCY FAMILY
TRUST
PO BOX 175
ROSAMOND CA 93560-0175

431 030 14 00 2
DUFFY GERALD L & PATRICIA B
1461 CAROL ST
LA HABRA CA 90631-2723

430 260 24 00 1
DYAS ROBERT KEITH & KATHRYN M
P O BOX 687
ROSAMOND CA 93560

430 260 25 00 4
DYSON MICOLE D JACKSON
6722 WYNDHAM DR
KALAMAZOO MI 49009-9100

431 030 18 00 4
EDWARDS ROBERT WINFIELD
209 CALLE TINAJA
SAN CLEMENTE CA 92672

430 122 05 00 9
GUTIERREZ ALVARO E
7618 WILLIS AV
VAN NUYS CA 91405-1224

430 122 12 00 9
GUTIERREZ ALVARO E
8101 SIERRA HW
MOJAVE CA 93501-7125

431 040 29 00 9
HALSTED FAMILY TRUST
842 SWANSTON DR
SACRAMENTO CA 95818-3320

430 260 32 00 4
HUNTER TRUST
9812 LA CANADA WY
SUNLAND CA 91040-1615

431 040 16 00 1
KUO KEN N
105 INDIAN TRAIL RD
OAK BROOK IL 60523-2793

430 122 06 00 2
LAHEY FAMILY LIVING TRUST
439 SEQUOIA
PASADENA CA 91105

431 030 16 00 8
LAND TITLE LLC
PO BOX 6492
ORANGE CA 92863

431 030 07 00 2
MATROS BARBARA L
2556 WEST N-4
PALMDALE CA 93551

430 260 31 00 1
MEA MANUFACTURING PROP LLC
11374 TUXFORD ST
SUN VALLEY CA 91352-2678

431 030 01 00 4
PHAM KRYSTAL VO
1809 LAKEVIEW DR
GRAND PRAIRIE TX 75051-5551

431 010 02 00 1
PSGM3 HOLDINGS CORP
4805 MURPHY CANYON RD
SAN DIEGO CA 92123

431 030 13 00 9
QUACH DUC KIM
4743 W ADAMS CT
NEW ORLEANS LA 70128

431 021 04 00 7
R&M REALTY CORP
311 N ROBERTSON BL PMB 401
BEVERLY HILLS CA 90211-1705

431 040 12 00 9
RAMIREZ CYNTHIA JORDAN
213 OCEAN AV APT A
SEAL BEACH CA 90740

430 260 23 00 8
STONEHILL JUDY M
40 RADCLIFF AV
PORT WASHINGTON NY 11050-1802

430 260 26 00 7
STONEHILL ROBERT
8514 W OAK PL
VIENNA VA 22182-5064

431 021 06 00 3
SWISHER DONALD C FAMILY TRUST
18844 RIVERSIDE DR
SONOMA CA 95476-4512

430 122 11 00 6
TIMMONS WILLIAM V & RACHEL E
FMLY TR
15980 WASHINGTON ST
RIVERSIDE CA 92504

431 040 28 00 6
TSCHUMPER DIANNE L
11550 DISCOVERY PARK DR
ANCHORAGE AK 99515

430 011 06 00 3
U S A
*
*

431 030 08 00 5
VUICH DAVID & GINGER
5904 MOUNT EAGLE DR APT 914
ALEXANDRIA VA 22303-2539

431 030 15 00 5
WADDELL MARY G
12887 RAENETTE WY
MORENO CA 92553-1218

431 021 07 00 6
AGUINALDO FAMILY LIVING
TRUST
145 INDIAN LOOKOUT DR
LANDER WY 82520-3057

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: Mojave Micro Mill by PSGM3 Holdings Corp (Pacific Steel Group)

Lead Agency: Kern County Planning and Natural Resources Department

Contact Person: Mark Tolentino, Planner II

Mailing Address: 2700 "M" Street Suite 100

Phone: (661) 862-5041

City: Bakersfield

Zip: 93301

County: Kern

Project Location: County: Kern

City/Nearest Community: Mojave, Rosamond

Cross Streets: Sopp Road and State Route 14

Zip Code: 93501

Lat. / Long.: 34.9338300° N, 118.1447660° W

Total Acres: approx. 174

Assessor's Parcel No.: 431-010-02; 431-030-02

Section: 27

Twp.: 10 N

Range: 12 W

Base: SBB&M

Within 2 Miles: State Hwy #: SR-14

Waterways: N/A

Airports: N/A

Railways: N/A

Schools: N/A

Document Type:

CEQA: ☒ NOP
☐ Early Cons
☐ Neg Dec
☐ Mit Neg Dec

☐ Draft EIR
☐ Supplement/Subsequent EIR
(Prior SCH No.) _____
Other _____

NEPA: ☐ NOI
☐ EA
☐ Draft EIS
☐ FONSI

Other: ☐ Joint Document
☐ Final Document
☐ Other _____

Local Action Type:

☐ General Plan Update
☒ General Plan Amendment
☐ General Plan Element
☐ Community Plan

☐ Specific Plan
☐ Master Plan
☐ Planned Unit Development
☒ Site Plan

☒ Rezone
☐ Prezone
☐ Use Permit
☐ Land Division (Subdivision, etc.)

☐ Annexation
☐ Redevelopment
☐ Coastal Permit
☒ Other: Zone Variance

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☒ Industrial: Sq.ft. 527,021sf Acres _____ Employees 436
☐ Educational _____
☐ Recreational _____

☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☒ Power: Type Accessory Solar MW 63-ac
☐ Waste Treatment: Type _____ MGD _____
☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☒ Economic/Jobs
☒ Other GHG, Wildfire, Tribal Cultural Resources, Energy

☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities

☒ Recreation/Parks
☒ Schools/Universities
☒ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation

☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Wildlife
☒ Growth Inducing
☒ Land Use
☒ Cumulative Effects

Present Land Use/Zoning/General Plan Designation: Undeveloped / A-1 (Limited Agriculture) / 8.5 (Resource Management)

Project Description: The project applicant is proposing to construct and operate a micro mill facility and associated infrastructure necessary to produce rebar from scrap metal (e.g., shredded automobiles, appliances, structural and sheet metal, and other pre-processed steel bundles) through various recycling processes. Development would include an approximate 475,800 square-foot steel mill facility with an additional 51,221 square feet of accessory buildings and structures, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres of privately owned land. Outdoor storage for scrap materials and staging is proposed as part of the project.

Implementation of the project as proposed includes the following requests:

- General Plan Amendment No. 3, Map No. 213

- From Map Code 8.5 (Resource Management) to 7.3 (Heavy Industrial), or a more restrictive map code designation
- Zone Change Case No. 62, Map No. 213
 - From zone classification A-1 (Limited Agriculture) to M-3 PD (Heavy Industrial - Precise Development Combining) on approximately 174 acres
- Approval for Precise Development Plan No. 3, Map No. 213
 - To allow for the construction and operation of an approximate 475,800 square-foot steel mill facility with an additional 51,221 square feet of accessory buildings and structures, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres.
- Approval for Zone Variance No. 24, Map No. 213
 - To allow for a reduction in the required number parking spaces from 993 spaces to 246 spaces.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<u>S</u> Air Resources Board	<u>X</u> Office of Emergency Services
<u> </u> Boating & Waterways, Department of	<u> </u> Office of Historic Preservation
<u>S</u> California Highway Patrol	<u> </u> Office of Public School Construction
<u>X</u> CalFire	<u> </u> Parks & Recreation
<u>S</u> Caltrans District # <u>9</u>	<u> </u> Pesticide Regulation, Department of
<u>S</u> Caltrans Division of Aeronautics	<u> </u> Public Utilities Commission
<u> </u> Caltrans Planning (Headquarters)	<u>S</u> Regional WQCB # <u>Lahontan</u>
<u> </u> Central Valley Flood Protection Board	<u>X</u> Resources Agency
<u> </u> Coachella Valley Mountains Conservancy	<u> </u> S.F. Bay Conservation & Development Commission
<u> </u> Coastal Commission	<u> </u> San Gabriel & Lower L.A. Rivers and Mtns Conservancy
<u> </u> Colorado River Board	<u> </u> San Joaquin River Conservancy
<u>S</u> Conservation, Department of	<u> </u> Santa Monica Mountains Conservancy
<u> </u> Corrections, Department of	<u> </u> State Lands Commission
<u> </u> Delta Protection Commission	<u> </u> SWRCB: Clean Water Grants
<u> </u> Education, Department of	<u>X</u> SWRCB: Water Quality
<u>S</u> Energy Commission	<u> </u> SWRCB: Water Rights
<u>S</u> Fish & Game Region # <u>Fresno</u>	<u> </u> Tahoe Regional Planning Agency
<u> </u> Food & Agriculture, Department of	<u>S</u> Toxic Substances Control, Department of
<u> </u> General Services, Department of	<u>X</u> Water Resources, Department of
<u> </u> Health Services, Department of	<u> </u> Other _____
<u> </u> Housing & Community Development	<u> </u> Other _____
<u>S</u> Integrated Waste Management Board	
<u>X</u> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date October 28, 2022 Ending Date November 28, 2022

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: _____/s/ _____ Date: 10/28/2022

Cindi Hoover, Division Chief

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

NOTICE OF PREPARATION/INITIAL STUDY CHECKLIST

Pacific Steel Group Mojave Micro Mill by PSGM3 Holdings Corp.

General Plan Amendment No. 3, Map No. 213
Zone Change Case No. 62, Map No. 213
Precise Development Plan No. 3, Map No. 213
Zone Variance No. 24, Map No. 213

PLN21-00285
(PP22402)

LEAD AGENCY:



Kern County Planning and Natural Resources Department
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Bakersfield, CA 93301-2370

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OCTOBER 2022

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INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA), the Kern County Planning and Natural Resources Department (County) will initiate the preparation of an Environmental Impact Report (EIR) for the PSG Mojave Micro Mill Project in the unincorporated area of southeastern Kern County, California.

1.0 PROJECT DESCRIPTION

1.1 Project Location

Pacific Steel Group, or PSGM3 Holdings Corp, (project proponent) proposes to develop the PSG Mojave Micro Mill Project (proposed project), a manufacturing facility to produce and fabricate reinforcing steel, commonly known as “rebar,” which generally involves multiple smaller facilities designated for the import of scrap metal to be recycled, manufactured and ultimately exported as “rebar.”

The project site is approximately 174 acres in size and is located at 860 Sopp Road, at the southeast corner of Sopp Road and Sierra Highway. **Figure 1** illustrates the regional location and surrounding vicinity of the proposed project and **Figure 2** depicts the project site boundary. The project site is bounded by the Union Pacific Railway and Sierra Highway (west), Sopp Road (north), vacant land (south) and Edwards Air Force Base (east). The Assessor’s Parcel Numbers (APNs) for the project site are 431-010-02 and 431-030-02.

The project site is located in the United States Geological Survey (USGS) 7.5-minute Soledad Mountain quadrangle and is in Section 27 of Township 10 North, Range 12 West, San Bernardino Base and Mountain (Latitude 34° 56’ 1.78” North; Longitude 118° 8’ 41.15” West). The project site is approximately five miles northeast from the unincorporated community of Rosamond and approximately eight miles southeast from the unincorporated community of Mojave in unincorporated Kern County, California (refer to **Figure 1** and **Figure 2**).

Regional access to the project site is provided by State Route 14. The project site would be accessed by Dawn Road two miles south of the project site or Backus Road one mile north of the project site, from Sierra Highway to the east off of State Route 14.

1.2 Environmental Setting

The project site is situated in the southeastern corner of the desert region in unincorporated Kern County. Kern County is California’s third largest County in land area and encompasses approximately 8,202 square miles. The County’s geography includes, among other features, mountainous areas, agricultural lands, and deserts. Bakersfield is the largest city in Kern County and has a current estimated population of 397,392 residents (California Department of Finance [DOF]). The County’s current estimated population is 914,193 residents.

Approximately 57 miles southeast of Bakersfield in the desert region near the unincorporated communities of Rosamond and Mojave, the proposed project site sits at the southeast corner of the Sopp Road and Sierra Highway intersection, approximately 1.25 miles southeast of the State Route 14 and Backus Road exit.

The project site is within the jurisdictional boundaries of the Kern County General Plan, and, as shown in **Figure 3** is designated as Map Code 8.5 (Resource Management). As shown in **Figure 4**, the project site is currently located within the A-1 (Limited Agriculture) zone district. The proposed project would require a General Plan Amendment to change the project site’s Map Code Designation to 7.3 (Heavy Industrial), as



shown in **Figure 5**, and a Zoning Classification Change to change the project site's zoning designation to M-3 PD (Heavy Industrial - Precise Development Plan Combining), as shown in **Figure 6**. Although the project site is predominantly vacant land, the northwest corner was previously used as a seasonal farming operation with outdoor agricultural storage. An approximate 2.25-acre portion of the project site at the northern boundary had historically been used for unpermitted storage by the previous property owner, however, the project site is currently vacant and previous code violations on the project site have been abated.

1.2.1 Surrounding Land Uses

Surrounding land uses include the following:

North Shemshad Food Products Inc. production facility; Desert Block Co. Inc. manufacturing and distribution facility; sparse residential uses

South Vacant agricultural land

West Vacant agricultural land; Sierra Highway; Union Pacific railroad

East Edwards Air Force Base (EAFB)

As summarized above, existing land uses in the region include a mix of vacant agriculturally designated land, sparse industrial development immediately north of the project site such as warehouses and outdoor storage, Edwards Airforce Base to the east, and Sierra Highway and Union Pacific to the west. The immediate project area has few nearby residences. The nearest residence is approximately 1,000 feet to the northwest, however, clusters of unincorporated residences are located further from the project site near the State Route 14 and Backus Road exit, as well as approximately 1.25 miles west of the project site beyond State Route 14.

Table 1 below presents the existing land uses, General Plan designations, and Zoning classifications for the project site and surrounding area.

Table 1: Project Site and Surrounding Land Uses

	Existing Land Use	Existing Map Code Designation	Existing Zone Classification
Project Site	Agriculture – storage and seasonal	8.5 (Resource Management – min. 20 acres)	A-1 (Limited Agriculture)
North	Mixed Industrial	4.2/7.2 (Interim Rural Community Plan/Service Industrial) (Rosamond Specific Plan)	M-2 (Medium Industrial)
East	Edwards Air Force Base	1.1 (State and Federal Land)	A-1 (Limited Agriculture)
South	Vacant Ag land	8.5 (Resource Management – min. 20 acres)	A-1 (Limited Agriculture)
West	Vacant Ag land; Sierra Hwy; Union Pacific Railroad	8.5 (Resource Management – min. 20 acres)	A-1 (Limited Agriculture)



The elevation of the project site ranges between approximately 2,554 and 2,564 feet above mean sea level (AMSL). The project site is relatively flat with a gentle southeast-facing slope. The project site is not located within any critical habitat units for federally-listed species or any other designated conservation area.

Vegetation within the project site is typical of vegetation communities found throughout the surrounding western Mojave Desert region. Vegetation communities found in the area are generally characteristic of Mojave Desert scrub habitats and include creosote bush (*Larrea tridentata*), shadescale (*Atriplex confertifolia*), spinescale (*Atriplex spinifera*), burrobush (*Ambrosia dumosa*), and four-wing saltbush (*Atriplex canescens*). Joshua trees (*Yucca brevifolia*) are also common throughout the project site, with the potential of Joshua tree woodland overstory covering some of these desert scrub communities in undisturbed portions of the project site. Soils in the area are characterized as sandy to gravelly, with the northwest corner of the project site containing Rosamond composition whereas the balance of the project site contains the Adelanto composition.

As shown in **Figure 7**, the project site is designated as Zone “X” based upon the Flood Insurance Rate Map (FIRM) overlay as issued by the Federal Emergency Management Agency (FEMA), which indicates the project site is not in an area of flood hazard. The nearest flood hazards in the area are shown to be approximately one mile north and one mile south of the project site. The project site is not identified as a wetland area on the National Wetlands Inventory.

There are no identified State-designated Alquist-Priolo Earthquake Fault Zones on the project site and the nearest active fault is the Garlock Fault, which is located approximately 14 miles to the northwest of the project site.

Although the project site is located within the historical boundaries of Agricultural Preserve Number 24, the project site is not included in the Agriculture Preserve, nor is it designated as Prime Farmland and Unique Farmland by the Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Further, there are no existing or active agricultural land use contracts on the project site.

The project site is not designated as a mineral resource zone. A portion of the mineral rights within the project site are owned separate from the surface rights. Based on a review of records maintained by the California Department of Conservation/California Department of Conservation Geologic Energy Management Division (CalGEM), there are no wells identified on site.

The proposed project is not located within an Airport Sphere of Influence (SOI) of any existing airport, per the Kern County Airport Land Use Compatibility Plan (ALUCP), with the nearest airports being the Rosamond Sky Park located approximately 5.5 miles southwest of the project site and the Mojave Air and Space Port located approximately 8 miles north of the project site.

The proposed project would be served by the Kern County Sheriff's Office (KCSO) for law enforcement and public safety, Kern County Fire Department (KCFD) for fire protection, and Kern County Medical Emergency Service for emergency medical and rescue services. The nearest KCSO substation and KCFD fire station (Station No. 15) that would serve the proposed project are both located in the community of Rosamond, approximately 5.5 miles southwest of the project site, specifically at 3179 35th Street West and 3219 35th Street West, respectively. The nearest hospitals are the Adventist Health Tehachapi Valley Hospital at 1100 Magellan Drive and the Dignity Health Hospital at 707 West Valley Boulevard in the city of Tehachapi, approximately 21.62 miles northwest of the project site. The nearest schools are approximately 5 miles south of the project site, which are Rosamond High School at 2925 Rosamond Boulevard and Abraham Lincoln Alternative school at 2601 Rosamond Boulevard.



1.3 Project Description

1.3.1 Project Overview

The project proponent is proposing to construct and operate a micro mill facility and associated infrastructure necessary to produce rebar from scrap metal (e.g., shredded automobiles, appliances, structural and sheet metal, and other pre-processed steel bundles) through various recycling processes. Development would include an approximate 475,800 square-foot micro mill facility with an additional 51,221 square feet of accessory buildings, for a total of 527,021 square feet, as well as an approximate 63-acre accessory solar array on 174 total acres of privately owned land. Outdoor storage for scrap materials and staging is included as part of the proposed project.

As shown in **Figures 8a – 8f**, the proposed project would include the following components:

Micro Mill Facility - The approximate 475,800 square-foot facility includes 13 connected and standalone buildings, as follows:

Raw Material Handling

- 34,500 square foot scrap bay (approximately 75 feet high) for metal scrap storage areas;

Melt Shop Process

- 14,700 square foot electric arc furnace (EAF)/ladle metallurgy station (LMS) bay (approximately 110 feet high) with 3 bridge cranes (76 feet high);
- 12,500 square foot caster bay (approximately 100 feet high) with a 76-foot bridge crane;
- 6,600 square foot melt shop (MS) Complex structure (38 feet high);
- 8,700 square foot ladle maintenance bay (approximately 38 feet high);

Rolling Mill Process

- 61,000 square foot rolling mill bay (approximately 50 feet high);
- 18,700 square foot roll shop (approximately 35 feet high);
- 6,100 square foot service bay (approximately 40 feet high);
- 12,100 square foot spooler bay (approximately 35 feet high);
- 118,100 square foot finished goods bay (approximately 50 feet high);
- 400 square foot test bay (approximately 22 feet high);

Fabrication Shop Process

- 91,200 square foot stock bay (approximately 50 feet high); and
- 91,200 square foot fabrication bay (approximately 45 feet high).

Ancillary Buildings – The micro mill facility would be supported by seven ancillary structures that would serve the operation of the micro mill facility, as follows:

- 27,385 square foot storeroom and vehicle maintenance building (approximately 25 feet high);
- 10,500 square foot office building (approximately 21 feet high);
- 4,400 square foot locker room (approximately 18 feet high);
- 4,000 square foot slag processing office building;
- 4,000 square foot Containerized Power Control Room (PCR);



- 900 square foot guard shack/scale house; and
- 36 square foot Trucker Restroom Facility

Additional Site Components – Other notable components of the project site are as follows:

- Approximately 63 acres of ground-mounted solar panels;
- Substation to support ground-mounted solar panels;
- Fume Treatment Plant (approximately 120 feet high);
- A water treatment plant that includes a settling basin, cooling towers, pump pads, and heat exchangers;
- Slag Processing Plant;
- Dolomite and lime silos (approximately 40 feet high);
- Staging and spare parts storage;
- Numerous AC power unit substations throughout the project area in order to power the various buildings;
- On-site access corridors;
- 7 foot high perimeter security fencing (6 foot high chain link fence with 1 foot high barbed wire);
- On-site parking area including approximately 246 auto parking spaces, 17 truck stalls, and 50 trailer stalls;
- Road improvements along Sopp Road and future private road south of Lone Butte Road and Sopp Road corner;
- Landscaping; and
- New pavement, curb and gutter, and sidewalk.

Implementation of the proposed project includes the following requests:

- An amendment to the Land Use Element of the Kern County General Plan from Map Code 8.5 (Resource Management) to 7.3 (Heavy Industrial), or a more restrictive map code designation;
- A change in Zone Classification from A-1 (Limited Agriculture) to M-3 PD (Heavy Industrial - Precise Development Combining) District;
- A Precise Development Plan for conformity with the requested Zone Classification Change to M-3 PD.
- A Zone Variance for a reduction in the required number parking spaces from 993 spaces to 246 spaces.

1.3.2 Project Construction Activities

Grading of the proposed project is anticipated to start in Q2 of 2023, should commencement of construction be delayed, the start date of April 2023 represents a best-case scenario for the purposes of this Initial Study. Construction is proposed for completion in one phase with operation proposed to start Q2 of 2025.

The project frontage along Sopp Road and other roads would be improved as required by the Kern County Public Works Department and applicable development standards. Any required signing and marking would be constructed for the new pavement delineations (**Figures 8a – 8f**).



1.3.3 Project Operations and Maintenance

Within the 174-acre site, the proposed project would result in an approximate total-building coverage of 7 percent, or roughly 527,021 total-square feet, in addition to approximately 63 acres dedicated for ground-mounted solar panels to provide solar generated electricity to the direct current (DC) link feeding directly to the EAF and LMS. The following discussion provides the operational narrative, which supplements **Figure 9 – Micro Mill Process Flow Chart**.

Micro Mill Facility

Raw Material Handling

Recycled scrap metal for the proposed project would be purchased from outside suppliers and transported into the facility by truck. Scrap metal to be received would include un-shredded and shredded scrap largely from crushed automobiles but also may include old appliances, machinery, sheet metal, rectangular bundles, and miscellaneous scrap metal. Un-shredded scrap metal would be processed by suppliers off-site to meet industry-standard size and cleanliness, arriving in a form either suitable for direct use in the steelmaking process or in larger sizes that would require cutting by a torch cutter, located in the scrap storage area, prior to its use in the process. The shredded and un-shredded scrap metal would either be stored at the 34,500-square-foot scrap bay, or if the proposed scrap bay is full, it would be stored at the proposed overflow scrap storage piles and then moved into the proposed scrap storage piles and then moved into the proposed scrap bay by front-end loader. Once the scrap metal is inside the proposed scrap bay, magnet cranes would be used to load it onto the primary conveyor feed system for transport to the proposed EAF. Approximately 1,200 tons per day would be processed within the micro mill facility.

In addition to the recycled scrap metal, the new micro mill facility would use raw materials in the steelmaking process, including imported carbon (petroleum coke) and fluxing agents (lime, dolomite, etc.). The carbon and fluxing agents would be delivered to the project site by truck and moved into storage silos via a blower system. The carbon and fluxing agents would be pneumatically transferred from these silos to the proposed EAF and proposed LMS, as needed. The carbon and fluxing agent silos would be equipped with fabric filter bin vents. The fabric filter bin vents are pulse jet style industrial dust collectors typically used to vent displaced air and harmful products in bins, silos or any other device or process that must contain or control dust particles.

Alloy aggregates will also be used in the proposed EAF and LMS for refining steel metallurgy. Alloys would be transported by truck to the project site in aggregate form and unloaded into storage bins. The alloys would be transferred by front-end loaders or forklift to the melt shop for use in the proposed EAF or LMS as needed. As part of the steel making process, Ferro Silicon 75, Ferro Silicon Manganese, Silicon Carbide, Calcium Carbide, Fluorspar, and Metallurgical carbon alloys will be used. Additionally, Ferro Vanadium, Ferro Chrome, and Calcium Silicon alloys may also be used as part of the steel making process.

Melt Shop Process

The Melt Shop (MS) process includes use of the EAF, LMS, casting operations, ladle and tundish preheat burners, and refractory repair. Scrap metal is pre-heated by the EAF exhaust heat and then fed into the EAF where molten steel is kept to further the melting process (also referred to as the “Hot Heel” practice), then chemical and electrical energy would be used to melt the entire batch of scrap metal. The melted steel is then transferred to the LMS via a ladle. The main emission control device for these proposed operations is the Fume Treatment Plan, as discussed further below, which captures emissions from the EAF and LMS.



Emissions from other processes within the melt shop are emitted through the caster roof distribution system. The following subsections describe each process that occurs during the melt shop process:

- ***Electric Arc Furnace (EAF):*** The steel making process begins with scrap metal being transported to the EAF, as discussed above, which is part of the 14,700-square-foot EAF/LMS bay. The EAF would be equipped with both electrodes and oxy-fuel burners. During the first use of the EAF after downtime, loading of scrap metal would be accomplished using charge buckets, which are transported into position over the EAF using overhead cranes. Once in position, the charge bucket would open, allowing scrap to fill the EAF. After the first batch of steel is made, scrap for subsequent batches would be fed to the EAF using a continuous conveyor (i.e., the endless charging system (ECS)). The conveyor would allow the continuous feeding of scrap metal to the EAF without opening the furnace, which would result considerable energy savings. In addition, the section of the ECS closest to the EAF would be enclosed to allow for pre-heating of the scrap metal using the off-gasses from the EAF.

Once the EAF is filled with scrap metal, the furnace electrodes are lowered and energized. The energy from the electrodes is transferred to the scrap metal to raise the temperature to approximately 3,000 degrees Fahrenheit (°F). A direct evacuation control (DEC) system would capture the EAF emissions and vent the emissions through a large duct to the Fume Treatment Plant. Off-gasses not captured by the Fume Treatment Plant or canopy are vented through the caster vent.

During the melting process and refining processes that would take place in the EAF and the LMS, raw materials such as fluxing agents, metallurgic coal or coke, and oxygen would be added to the molten steel in order to achieve the desired product chemistry and properties and promote the formation of slag (a product of steelmaking, produced during the separation of the molten steel from impurities in the EAF, and is a complex solution of silicates and oxides that solidifies upon cooling). Flux, in metallurgy, is any substance introduced in the smelting of ores to promote fluidity and to remove objectionable impurities in the form of slag. Limestone and dolomite are commonly used for this purpose in smelting iron ores. Once the desired steel properties are reached in the EAF, the molten steel is poured (i.e., “tapped”) into a refractory-lined transport vessel referred to as a “ladle.” The molten steel is then transferred to the LMS via a ladle car.

The slag formed in the EAF would be emptied by tipping the EAF to the side and allowing the hot slag to be poured into a pile within the EAF/LMS bay. As the slag cools, some limited combustion of residual coke in the slag may occur. The slag would be subsequently removed from the pit using a front-end loader, quenched using process water, and transported to an outdoor storage pile before being processed on-site.

- ***Ladle Metallurgy Station (LMS):*** The ladles filled with molten steel would be transferred from the EAF to the LMS via the ladle car. At the LMS, the steel would be subjected to additional heating by electrical energy in order to maintain its molten state. The molten steel would be further refined with the injection and mixing of raw materials such as fluxing agents, carbon, and alloys into the molten steel. Once the molten steel reaches the desired temperature and composition (dependent on the physical properties of the desired product), the ladle would transport the molten steel to the continuous casting machine.



Emissions from the LMS would be captured by the ladle ducts connected to the Fume Treatment Plant. Emissions not captured by the ladle ducts or melt shop canopy would be emitted through the caster vent.

- **MS Complex structure:** The processes performed in the EAF and LMS, as described in detail above, are controlled in the 6,600-square-foot MS Complex structure, which would house the necessary transformers, hydraulics, programmable logic controller (PLCs), and personnel to run the processes.
- **Casting Operations:** After reaching the desired temperature of approximately 3,000° Fahrenheit (F) and composition in the LMS, the ladle is transported to a continuous casting machine within the 12,500-square-foot caster bay. During casting, steel flows out of the bottom of the ladle via a slide gate into a tundish. A tundish is a holding vessel used to ensure continuous casting while ladles are switched out. Emissions from the process would be emitted through the caster vent.

From the tundish, the steel flows into a single mold. In the mold, the steel is water-cooled and formed into bars, referred to as billets.

- **Ladle and Tundish Preheat Burners:** Refractory materials would line the ladles and tundishes which must be dried completely prior to steel production. Additionally, the ladles and tundishes must be preheated prior to the transfer of molten steel in order to prevent heat losses. Eight natural gas-fired, low NO_x burners would be used to preheat the ladles and tundishes. Combustion emissions generated during preheating and drying of ladles and tundishes would be routed to the caster vent.
- **Refractory Repair:** Refractory is made up of a layer of refractory bricks (with manganese and calcium oxide bases) and would be used in the EAF, ladles, and tundishes. For the EAF, the refractory would be changed only when the furnace is replaced. For the ladles and tundishes, occasional refractory repairs and replacements would periodically be required. This would involve the use of organic binding agents (binder) to hold the refractory bricks in place. Emissions from the binder would be routed to the caster vent. When the refractory is replaced or repaired, spent refractory would be recycled or disposed of, along with other various wastes generated in the steel production process. The work of performing ladle maintenance including refractory repairs would be made in the 8,700-square-foot Ladle Maintenance Bay.
- **Induction Furnace:** An induction furnace is located between the caster and the rolling mill for temperature elevation and stabilization prior to entering the first stand.

Rolling Mill Process

The rolling mill process is a metal forming process in which metal stock is passed through one or more pairs of rolls to reduce the thickness and to make the thickness of the metal uniform. Roll stands, holding pairs of rolls, are grouped together into rolling mills that can quickly process steel, into rebar. The following subsections describe each process that occurs during the rolling mill process:

- **Rolling Mill:** After continuous casting, the steel is conveyed through a series of rolling mill stands within the 61,000-square-foot rolling mill bay that reduce the cross-sectional area and hot-form final rolled steel reinforcing bar. The rolled steel is then cooled on natural convection cooling beds,



sheared to length, bundled and stored or fed directly into spooler machines which roll the reinforcing bar into a spool. As production for a particular size rebar has been completed, the rolling mill stands are taken to the 18,700-square-foot roll shop where employees would replace worn parts and insert a new set of mill rolls in each stand to be able to produce the next size product.

The 6,100-square-foot service bay would include the utility systems to feed the rolling mill. These utilities include electrical and automatic with programmable logic controllers, switchgear and motor control centers, an air oil system pumps and tank for lubrication of the rolls, grease unit pumps and tanks for roller bearings, lube oil system with pumps and tanks for oil in the rolling mill gearboxes, a hydraulic system include hydraulic fluid tank and pump to pressurize hydraulic lines, and air compressors and tanks.

- **Spooler:** The products that exit the rolling mill, if not directed to the cooling bed, are instead directed to the spooling machines. There would be two spoolers that would roll the reinforcing bar into spooled packages.
- **Finishing and Transportation:** After the products have cooled, a shear blade would cut the products to customer-requested lengths. Automated bundling systems would prepare products for movement by overhead crane to storage areas or directly to trucks.
- **Cooling Beds:** The products that exit the rolling mill would be water quenched for tempering (used to improve hardness, strength, toughness, as well as decrease brittleness in fully hardened steel) and directed to the cooling for time and space to cool in the ambient air. This process would take place in the 400-square-foot test bay.

Fabrication Process

Since all rebar must be cut to length and often bent before it can be “placed” in a construction project, the proposed project would include an on-site 245,000 ton per year “cut and bend” facility with equipment provided from consolidated locations. Typically, reinforcing steel is exported off site to a separate fabrication shop, many of which are at various locations on the West Coast.

The on-site location of the fabrication shop eliminates the need for the fabrication shop to maintain an independent inventory, reduces scrap (because of the mill’s capability to cut the custom lengths) and ensures that what scrap is generated would be recycled. The following subsections describe each process that occurs during the fabrication process:

- **Stock Bay:** The 91,200-square-foot stock bay is the first bay of the fabrication shop that serves as a temporary rebar stock and feeding area for fabrication equipment.
- **Fabrication Bay:** After the rebar is fed into the fabrication equipment, it would be fabricated to customers specific requirements within the 91,200-square-foot fabrication bay. The finished product would be loaded on trucks for shipment.

Ancillary Buildings

Storeroom and Vehicle Maintenance Building

The 27,385-square-foot storeroom and vehicle maintenance building would be used as a place where on-site equipment and vehicles can be serviced. The equipment that would be serviced here includes trailers,



trucks, carts and forklifts. All maintenance conducted in this building would consist of general wear and tear maintenance such as oil changes, tire rotations, light repair/replacement, engine servicing, coolant and filter maintenance, etc. Autobody repairs would be made off site. Vehicles and equipment would be brought here on a routine basis as well as when problems arise. The storeroom and vehicle maintenance building would also include maintenance, repair, and spare parts. Items such as spare mill rolls, safety supplies, bearings, pumps, cylinders, fasteners, electrical and plumbing components. All storage of parts and consumable items would be stored on racks and in bins as appropriate.

Power Control Rooms (PCR)

A majority of the machines and electricity used on the project site will use alternating current (AC) power provided by the local utility (i.e., Southern California Edison). AC power at 13.8 kilovolts (KV) from the local utility would be distributed to the various buildings various substations installed on the project site. There are several power control rooms (PCRs) located around the project site that would receive power from the main substation and transform that power to usable voltage for the specific area the PCR is located. PCR's consist of transformer, motor control centers and programmable logic controllers for the operation of the facility equipment.

Office Building, Locker Room, Guard Shack/Scale House, and Trucker Restroom Facility

The project site would also include other buildings not part of the micro mill process, including: 1) a 10,500-square-foot office building, which would include administrative offices for the micro mill facility; 2) a 4,400-square-foot locker room, which would include showers, bathroom facilities, and lockers for the micro mill facility employees; and 3) a 900-square-foot guard shack/scale house which would be constructed at the trailer entrance of the project site off of the proposed private road along the eastern boundary, and 4) a trucker restroom facility that would be provided along the proposed private road, near the entrance to the project site.

Additional Site Components

Solar Array and Substation

The proposed project would include approximately 63 acres dedicated to ground-mounted solar panels. The proposed 63-acre solar array is intended to generate 10-megawatt hours (MWh) of electricity for on-site use to power the EAF and the LMS. Additional energy sourced from Southern California Edison (SCE) would be required to power the remaining portions of the facility. A substation would be installed on the project site to support the ground-mounted solar panels.

Fume Treatment Plant

Emissions captured in the melt shop are vented to the Fume Treatment Plant and captured by the furnace exhaust system. Dust collected by the Fume Treatment Plant would be transferred to a dust silo controlled with a bin vent filter. The dust would then be shipped off-site by truck for recycling.

Water Treatment Plant

Water that has direct contact with contaminants in the steel making process (contact water) would be treated on-site. Water that has run through the steel making process then flows to a settling basin where settleable matter is dropped out. An oil skimmer also removes oils from the water in the basin. Water is pumped to a sand filter for further treatment. Water is stored in a clarified water tank where chemical dosing units are



used to balance the water's chemistry. Cooling towers would be used to reduce the temperature of the system, then collect water in the basin before pumping cooled water back to the process.

Note that cooling water, which does not come into contact with contaminants (non-contact water) is used to control temperatures of the steel making process. This water is in an enclosed system as it runs through the building. Cooling towers to reduce the temperature of the system, then collect water in the basin and is chemically balanced and strained before pumping cooled water back to the process.

Slag Processing Plant

The function of the slag (mainly composed by lime CaO (Calcium Oxide)) is to refine the steel from Sulphur (desulfurization) and absorb the oxides, formed as a result of deoxidation (also known as killing process).

After the slag is removed from the melt shop, quenched, and stored in an outdoor storage pile, the slag is processed by an on-site Slag Processing Plant. As part of the proposed project, a slag processing area would be developed. At the Slag Processing Plant, large pieces of slag would first be reduced in size by a ball drop crushing process. Slag would be processed through a system consisting of conveyors, hoppers, a jaw crusher, and a double deck screen.

In addition to the transportation by the conveyor system, loaders would also transport slag to the various piles. The processed slag stored in the piles would be transported off-site by truck to be sold to consumers, disposed of, or recycled. EAF slag is widely used in the transportation industry, construction, and cement manufacturing as well as wastewater and water treatment. This makes slag an important substitute for natural resources, leading to significant minimization in natural resource utilization.

The Slag Processing Plant also includes the 4,000-square-foot slag processing office building where the Slag Processing Plant would be operated.

Dolomite and Lime Silos

Silos would be provided onsite that would provide storage for fluxing agents (i.e., dolomite and lime) used during the melt shop process.

Staging and Spare Parts Storage

Approximately 6 acres of the project site would be dedicated for staging and storage of spare parts for the micro mill facility.

Paved/Unpaved Roads

Vehicle traffic would occur on paved and unpaved roads located throughout the facility. On-site roads would be used by various vehicles, including haul trucks, trailers, Taylor trucks (fork lifts), loader trucks, Euclid/roll-off trucks, inert gas (nitrogen, argon, oxygen) trucks, forklifts/loaders, water trucks, and small forklifts.

Utilities and Miscellaneous

- **Cooling Towers:** Two non-contact cooling towers and one contact cooling tower would be used to remove heat from the cooling water used in the proposed operations. The contact cooling tower's



water would come into direct contact with the steel during the rolling mill process to provide cooling which may increase the solid content in water.

The cooling water, which does not come into contact with contaminants (non-contact water) would be used for controlling temperatures of the steel making process. This water is in an enclosed system as it runs through the building. Cooling towers reduce the temperature of the system, then collect water in the basin and is chemically balanced and strained before pumping cooled water back to the process.

- **Fuel Storage Tank:** The scrap and slag handling equipment (e.g., front end loaders) utilize diesel as part of their operation. A 5,000-gallon diesel fuel tank is used to supply fuel for this equipment.
- **Other Miscellaneous Equipment:** Operations at the proposed micro mill would include additional pieces of equipment such as comfort heaters, hot water heaters, parts washers, blast cleaning equipment, and hand-held tools.

Project Site Access and Parking

Access to the project site is currently provided by Sopp Road, however the proposed private on-site road along the eastern perimeter of the project site would be constructed to County standards and as requested by the Kern County Public Works Department. Regional access to the project site is provided by State Route 14, followed by exiting at Dawn Road two miles south of the project site or Backus Road one north of the project site, both of which lead to Sierra Highway.

As indicated on **Figures 8a – 8f, Site Plan**, primary point of ingress and egress for employees and visitors is proposed from Sopp Road near the northwestern corner of the project site. Points of ingress and egress dedicated for delivery trucks and trailer would be from the proposed private on-site road along the eastern project boundary, identified by proposed monument signage, and guard shack/scale house.

A parking lot providing 246 parking spaces for visitors and employees would be accessed from the driveway off Sopp Road. A parking area providing 50 spaces for trailer parking as well as golf cart parking would be accessed from the private on-site road along the eastern project boundary. A truck staging area providing parking for 17 trucks would also be accessed from the private on-site road.

Site Security

Site security would include a perimeter fence enclosing the entire developed area, and a security guardhouse at the new eastern perimeter road designated for truck entry. The proposed guardhouse would be adjacent to truck scales and monument signage as indicated on the site plan (**Figures 8a – 8f**). As noted previously, employee and visitor access would be provided near the northwestern corner of the project boundary. All visitors that need to enter the operational locations inside the security fence would require prior security clearance.

Landscaping

Landscaping would be provided in three distinct areas: 1) in the northwest corner of the project site, west of the proposed employee and visitor parking; 2) along the northern boundary of the project site, north of the trailer parking areas; and 3) in the northeast corner of the project site and would extend along 10th Street W to the trailer entrance of the project site.



Operational Details

- ***Proposed Hours and Days of Operation:*** The primary reinforcing steel manufacturing operations would operate three eight-hour shifts per day with the potential to operate seven days per week. The fabrication operations would consist of two eight-hour shifts Monday through Friday. Thirty truck drivers, on day shift and afternoon shift, would transport fabricated rebar from the site to construction projects primarily in Southern California with a small percentage of fabricated rebar being transported to the Northern California and south across the border into Mexico.

Anticipated administrative office hours would be from 7:00 a.m. to 5:00 p.m. There would be designated parking spots for visitors close to the entrance of the Administration Office.

- ***Employees:*** The micro mill facility would employ approximately 417 hourly and salaried employees. In addition, the project would employ approximately 23 third-party employees for security on-site and slag processing services. In total, the project would employ approximately 440 employees.
- ***Delivery and Shipping Truck Activity:*** It is expected the location would receive 97 trucks per day delivering raw materials and supplies. Outbound product and co-product delivery truck trips are expected to be 74 per day.
- ***Operational Water Use:*** The proposed project would be served with potable water provided by Antelope Valley – Eastern Kern (AVEK) Water Agency. Water use would be required as part of the rebar production process, including used to quench slag produced as a byproduct of the rebar production process, to cool steel once it is molded, and as part of tempering the rebar. Industrial water required for these processes, in addition to domestic water demand, would consume approximately 717 acre-feet per year. Domestic water demand would also be generated from the office building, locker room building, guardhouse and trucker restroom facilities, equating to approximately 301 acre-feet per year. Total annual water consumption for all uses would be approximately 1,018 acre-feet per year.



1.4 Project Objectives

The proposed project has the following primary objectives:

- Provide an environmentally responsible, reliable, long-term method for disposing of junk cars and other iron and steel scrap materials;
- Provide a reliable, high quality and price-competitive supply of concrete reinforcing rebar to serve California's growing demand for rebar;
- Serve as the sole rebar manufacturing facility based in California that would oversee the implementation of clean and efficient recycling, importing and exporting methods for scrap metal;
- Develop an innovative industrial use on land with ready access to infrastructure and a major transportation corridor.
- Develop a visually appealing industrial project that is consistent with the provisions of the Kern County Zoning Ordinance, Land Division Ordinance, and Development Standards.
- Promote land use compatibility with adjacent industrial uses by developing a compatible industrial project with a secure perimeter.
- Positively contribute to the local economy through new capital investment, the creation of new employment opportunities, expansion of the tax base, economic growth and development.
- Improve circulation through the construction of new roads and improvement of existing roads west of SR-14 and Sierra Highway.
- Site an industrial project in a location that minimizes conflicts with residential, conservation, and agricultural land uses.

1.5 Proposed Discretionary Actions/Approvals

To implement this project, the following discretionary and ministerial permits/approvals may be required, including but not limited to the following:

Kern County

Kern County, as Lead Agency for the proposed project, has primary discretionary authority over the proposed project. As noted above, construction and operation of the proposed project would require certain discretionary actions and approvals from the County consisting of the following:

- Certification of Final Environmental Impact Report.
- Adoption of 15091 Findings of Fact and 15093 Statement of Overriding Considerations.
- Adoption of Mitigation Measure Monitoring Program (MMMP).
- Approval by the Kern County Board of Supervisors for the proposed General Plan Map Code Designation Amendment.
- Approval by the Kern County Board of Supervisors for the proposed Change in Zone Classification.
- Approval by the Kern County Board of Supervisors for the proposed Precise Development Plan.
- Approval by the Kern County Board of Supervisors for the proposed Zone Variance.
- Kern County Grading Permits.
- Kern County Building Permits.
- Kern County Fire Safety Plan.
- Kern County Environmental Health Permits.



Other Responsible/Trustee Agency Approval

- Central Valley Regional Water Quality Control Board (RWQCB) Water Quality Certification (401 Permit), Waste Discharge Requirements, and National Pollutant Discharge Elimination System (NPDES) Construction General Permit.
- California Department of Transportation (Caltrans) Oversized Loads Permit.
- California Department of Fish and Wildlife (CDFW) Section 1600 *et seq.* permits (Streambed Alteration Agreements) and Section 2081 Permit (State-listed endangered species).
- Eastern Kern Air Pollution Control District (EKAPCD) Permits.
- Any other permits as required.

Other additional permits or approvals from responsible agencies may be required for the proposed project.



Figure 1 Vicinity Map

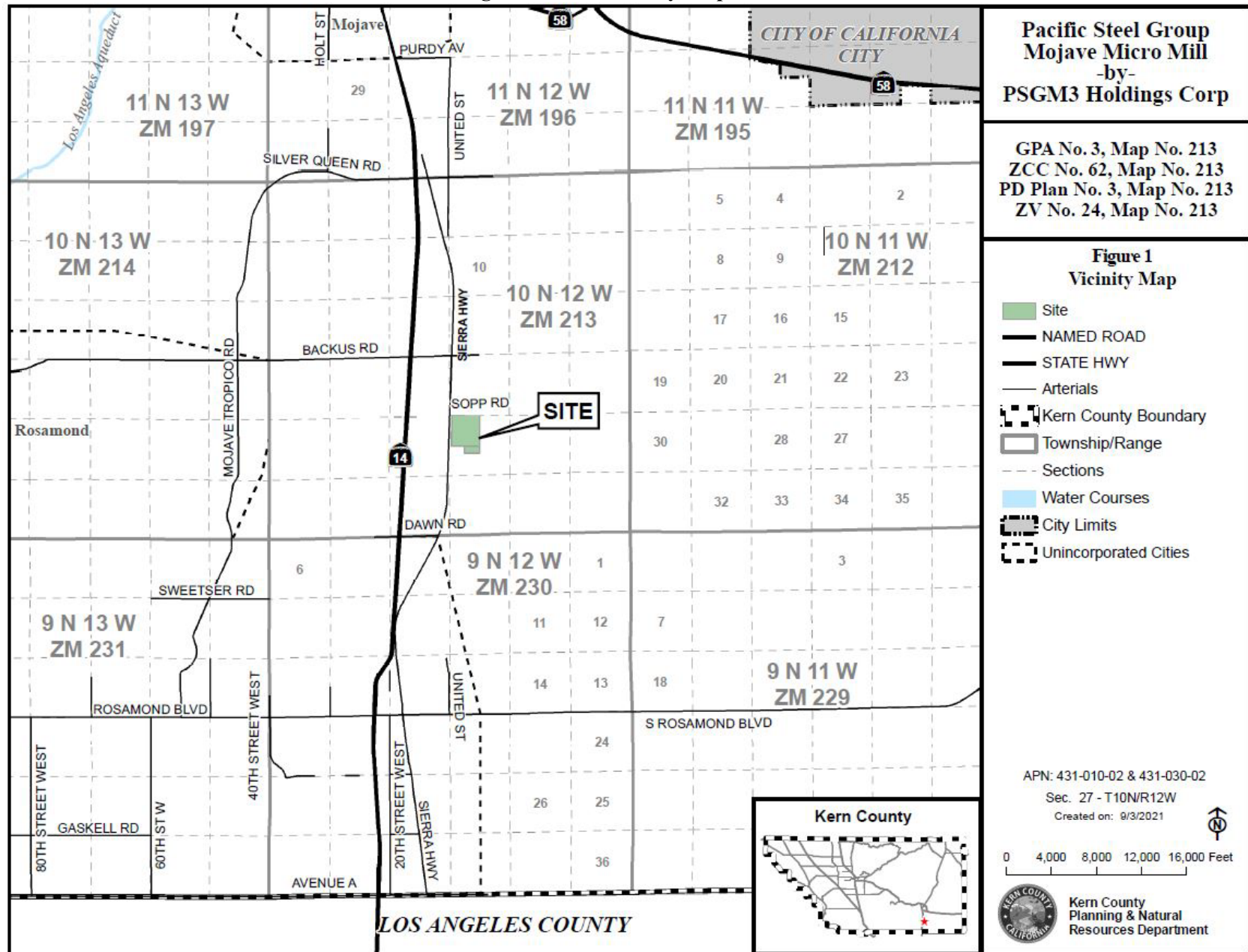




Figure 2 Proposed CUP Boundary

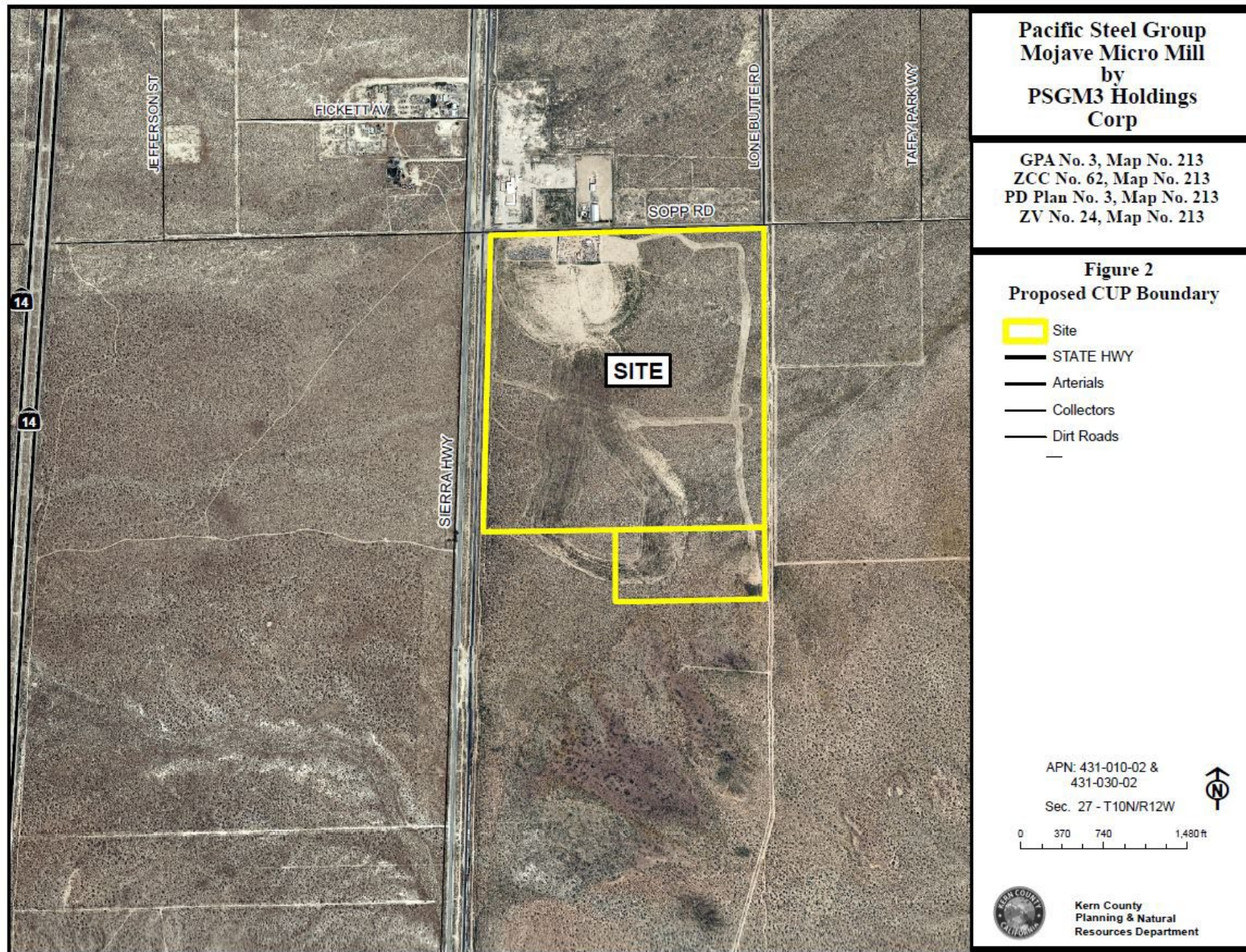




Figure 3 Existing General Plan Land Use Designations

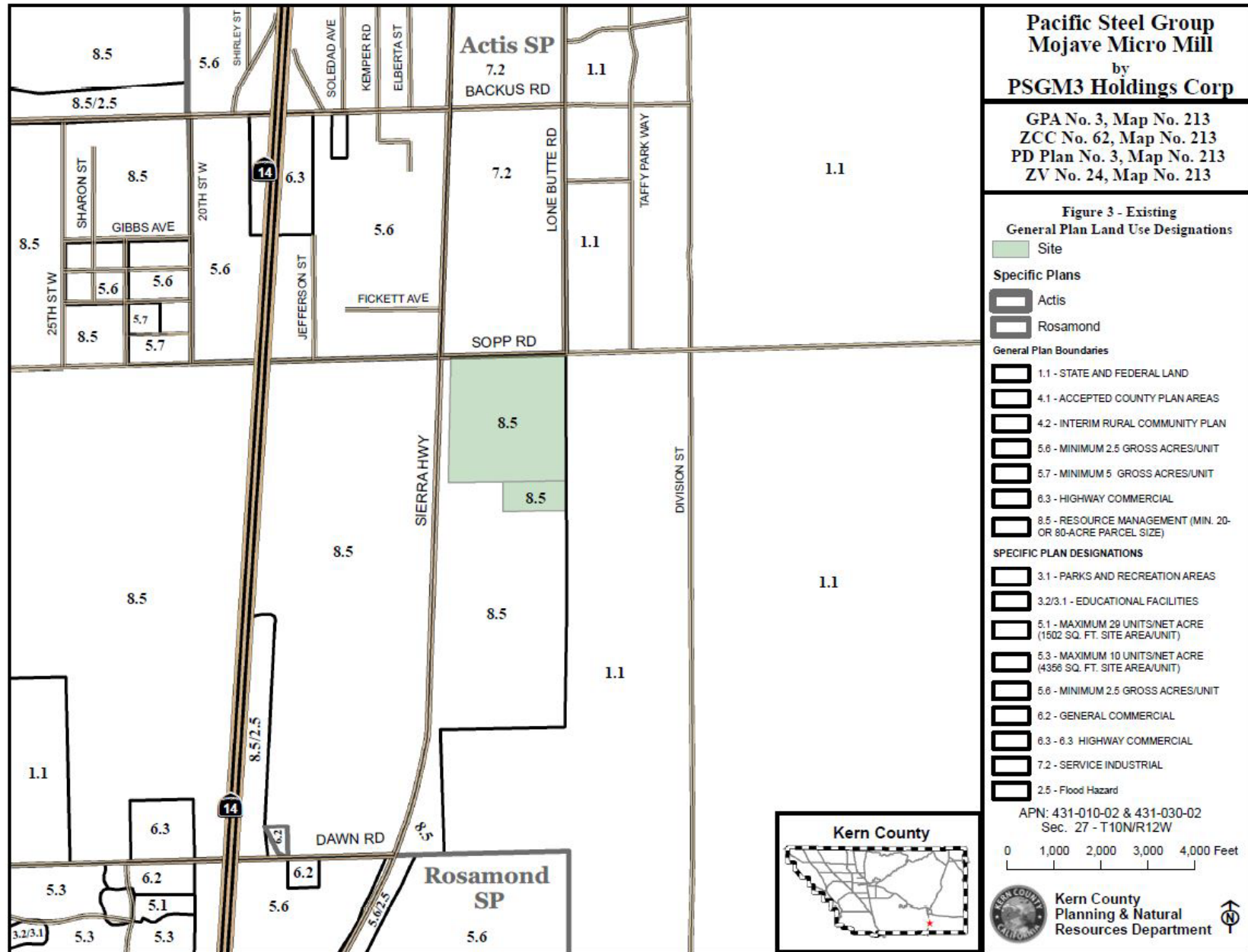




Figure 4 Existing Zoning

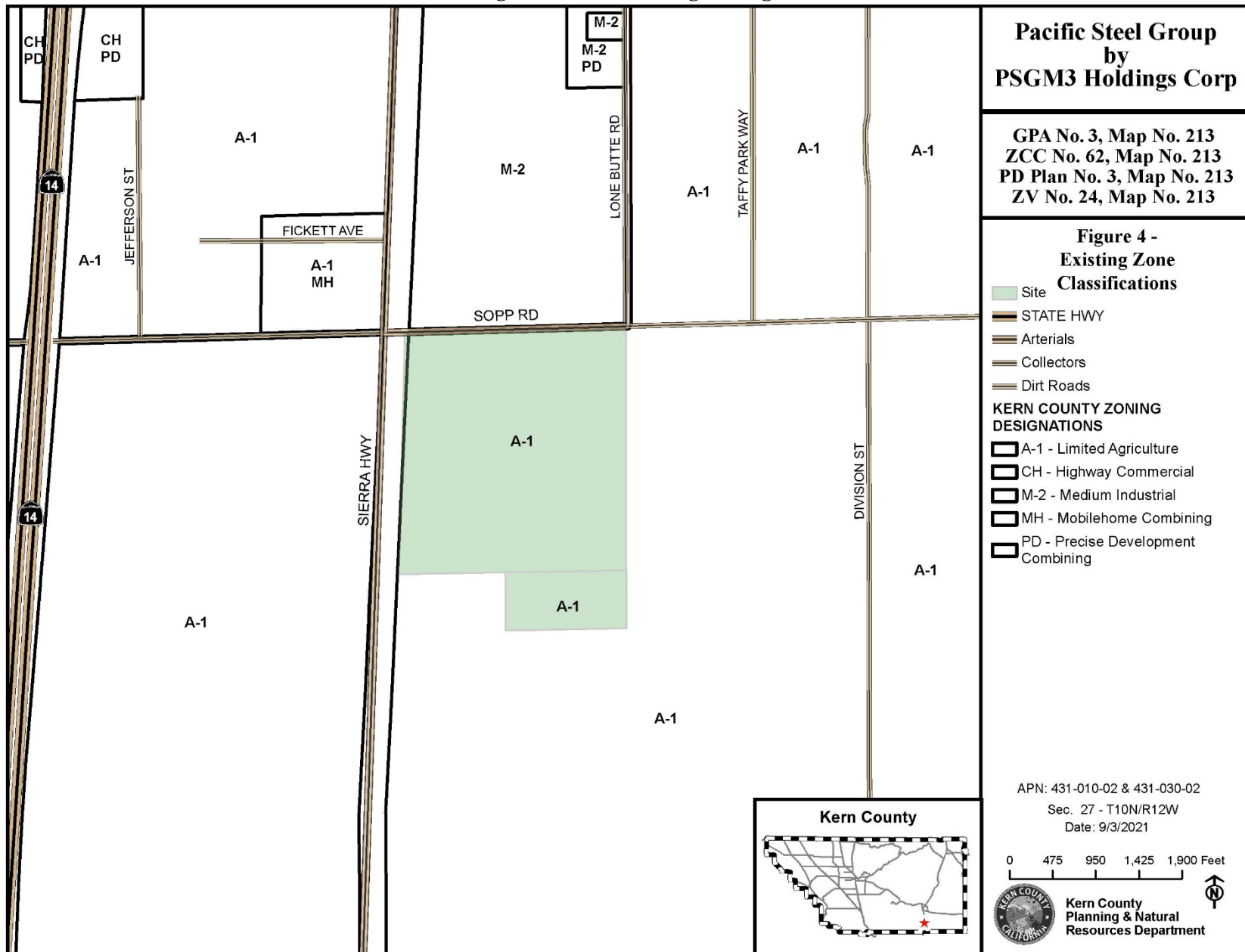




Figure 5 Proposed General Plan Land Use Designations

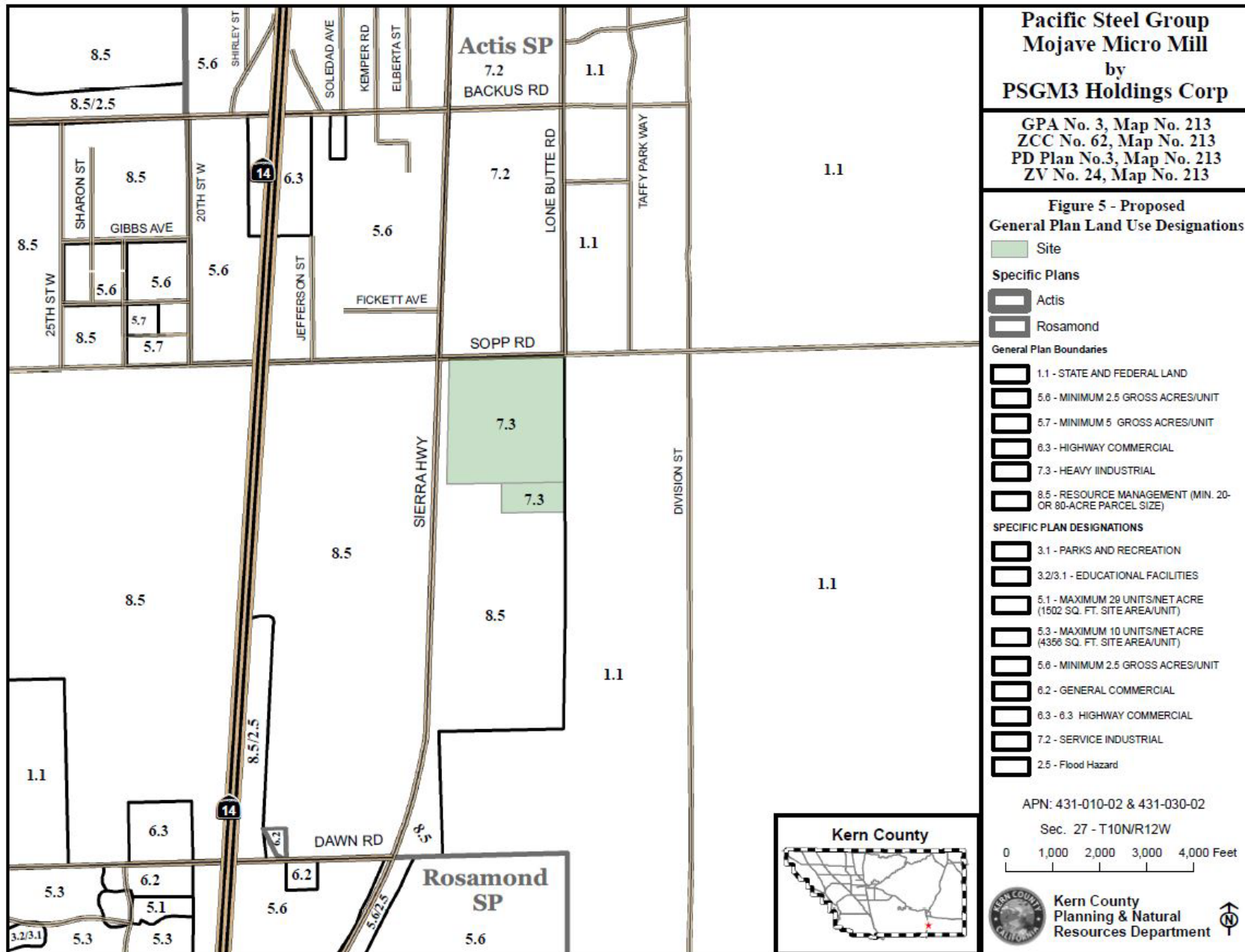




Figure 6 Proposed Zone Classifications

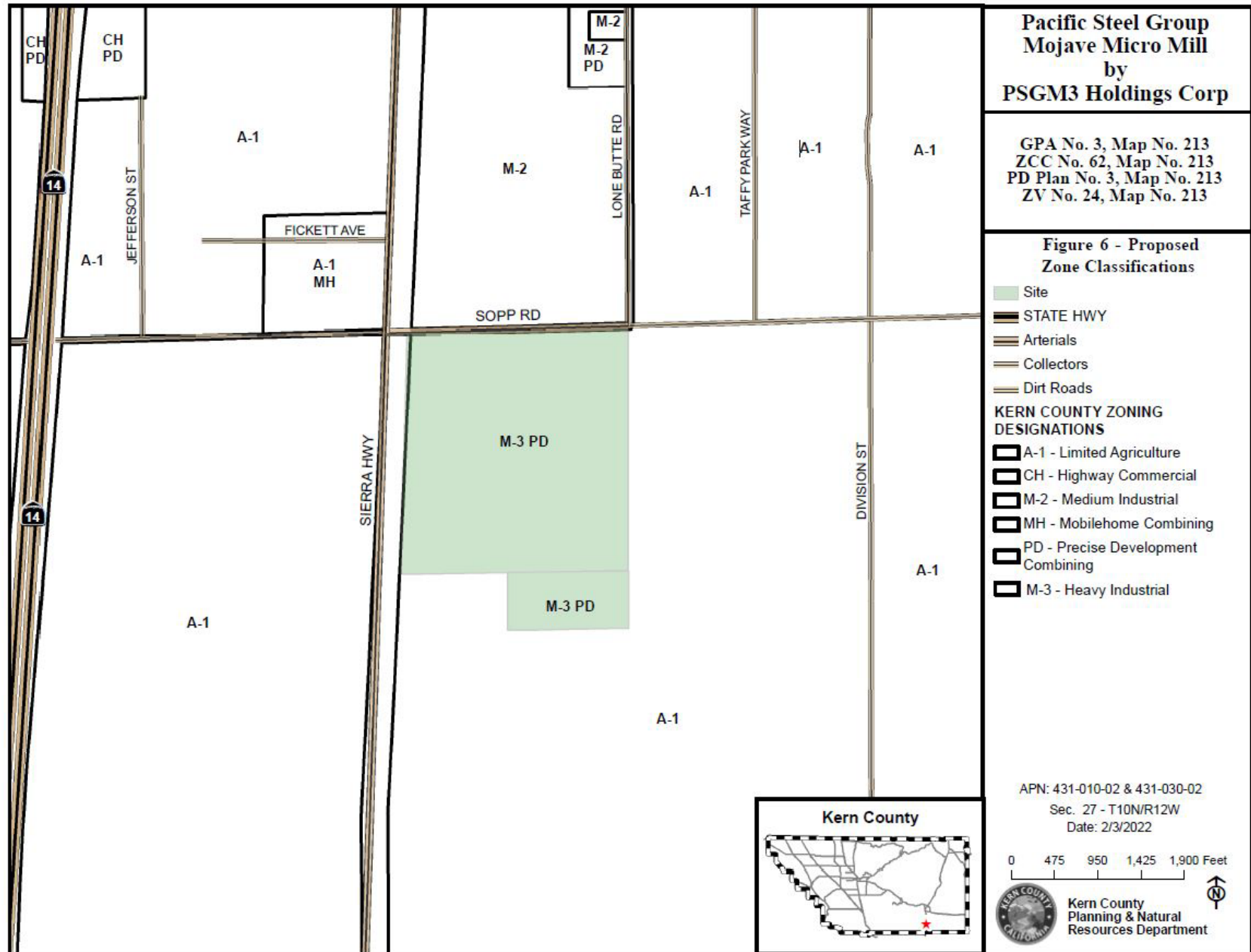




Figure 7 Flood Zones

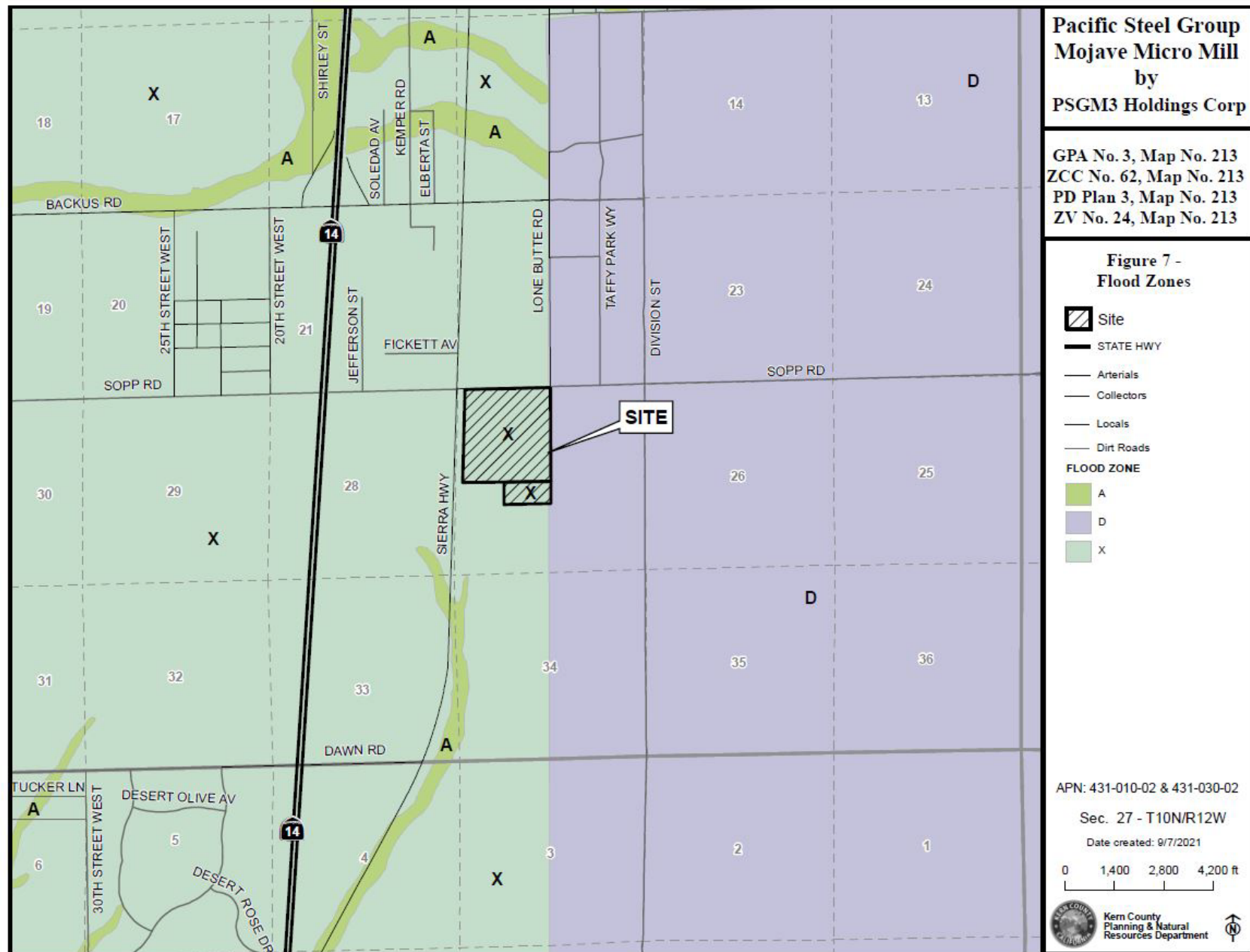




Figure 8a Site Plan – Sheet 1

PSG MOJAVE MICRO MILL

PRECISE DEVELOPMENT PLAN NO. 3, MAP 213

860 SOPP ROAD

MOJAVE, CALIFORNIA, 93501

LEGAL DESCRIPTION

FOR APN/PARCEL ID(S): 431-010-02, 431-030-02

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA IN COUNTY OF KERN, STATE OF CALIFORNIA AND DESCRIBED AS FOLLOWS:

PARCEL 1: APN 431-010-02

THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 10 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF KERN, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SAID LAND ON THE FILE IN THE BUREAU OF LAND MANAGEMENT.

EXCEPTING THEREFROM A STRIP OF LAND 200 FEET WIDE LYING EQUALLY ON EACH SIDE OF THE CENTERLINE OF THE SOUTHERN PACIFIC RAILROAD AS CONSTRUCTED ON AUGUST 29, 1952 UPON, ACROSS OR ADJACENT TO SAID LAND ABOVE DESCRIBED, AS EXCEPTED IN DEED FROM SOUTHERN PACIFIC LAND COMPANY, A CORPORATION AND SOUTHERN PACIFIC RAILROAD COMPANY, A CORPORATION, TO MINTO FARROW, RECORDED OCTOBER 7, 1952, IN BOOK 1991, PAGE 300 OF OFFICIAL RECORDS.

EXCEPT THEREFROM FIFTY PERCENT (50%) OF ALL OIL, GAS AND MINERALS INCLUDING THORIUM, GOLD, URANIUM, OR ANY OTHER RADIO ACTIVE MATERIALS WITHIN OR UNDERLYING SAID LAND, OR THAT MAY BE PRODUCED AND SAVED THEREFROM AS RESERVED BY MINTO FARROW IN THE DEED RECORDED JUNE 11, 1957 IN BOOK 2799, PAGE 153 OF OFFICIAL RECORDS.

PARCEL 2: APN 431-030-02

THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 10 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF KERN, STATE OF CALIFORNIA.

EXCEPT THEREFROM FIFTY PERCENT (50%) OF ALL OIL, GAS AND MINERALS INCLUDING THORIUM, GOLD, URANIUM, OR ANY OTHER RADIO ACTIVE MATERIALS WITHIN OR UNDERLYING SAID LAND, OR THAT MAY BE PRODUCED AND SAVED THEREFROM AS RESERVED BY MINTO FARROW IN THE DEED RECORDED JUNE 11, 1957 IN BOOK 2799, PAGE 153 OF OFFICIAL RECORDS.

TOPOGRAPHY

ALTA SURVEY PERFORMED BY:

ARON G. BYRD, PLS 7972
NEXUS 3D CONSULTING
220 18TH STREET
BAKERSFIELD, CA 93301
JANUARY 20, 2021

GENERAL NOTES

- FOR ALL PARKING LOTS CONTAINING TEN (10) OR MORE SPACES, AT LEAST FIVE PERCENT (5%) OF THE TOTAL INTERIOR AREA DEVELOPED TO PARKING SHALL BE LANDSCAPED. TREES SHALL BE PLANTED AND MAINTAINED THROUGHOUT THE PARKING AREA AT A MINIMUM RATIO OF ONE (1) TREE PER SIX (6) PARKING SPACES PLACED AT A MAXIMUM OF SIXTY-FIVE (65) FOOT INTERVALS. MINIMUM TREE SIZE SHALL BE FIFTEEN (15) GALLON CONTAINER. AN IRRIGATION SYSTEM ADEQUATE FOR THE MAINTENANCE OF THE LANDSCAPING SHALL BE INSTALLED.
- WHERE PARKING FACILITY CONTAINING FIVE (5) OR MORE SPACE INCLUDES DIAGONAL OR PERPENDICULAR PARKING SPACES THAT ADJUT PUBLIC STREET OR ROAD, AN ORNAMENTAL FENCE, WALL, EVERGREEN LANDSCAPING OR BERM, OR ANY COMBINATION OF THE ABOVE, OF NOT MORE THAN FOUR (4) FEET IN TOTAL HEIGHT SHALL BE ERRECTED BETWEEN THE PARKING FACILITY AND THE STREET OR ROAD TO ELIMINATE HEADLIGHT GLARE.

STATISTICAL INFORMATION

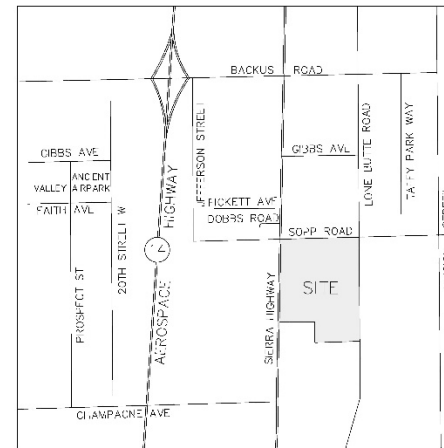
BL. AND PROP. ZONING:	A-1 TO M-5
EX. USE:	VACANT
PROP. USE:	STEEL MILL
ACREAGE:	174 AC (GROSS 184.23 AC PER ALTA)
PROP. BUILDING:	SINGLE STORY MAX 110' HIGH, SEE BUILDING TABLE BELOW
BUILDING COVERAGE:	6.6%
LANDSCAPE AREA:	10.5 AC
PARKING SPACES PROVIDED:	346 PROVIDED (863 REQUIRED PER CODE)
SEWAGE DISPOSAL:	ONSITE SEPTIC SYSTEM
WATER SUPPLY:	ANTELOPE VALLEY - EAST KERN WATER AGENCY
DRAINAGE:	ONSITE DETENTION BASINS

BUILDING TABLE

Building Number	Building Name	Square Feet (sf)	Height
Building 1	Reduced Mill Facility	475,800	14 feet
Building 2A	Storage Bay	21,500	25 feet
Building 10	Raw Materials Bay	14,700	110 feet
Building 11	Caster Bay	22,500	120 feet
Building 12	M-2 Composite Structure	6,000	30 feet
Building 17	Island Aluminum Bay	6,700	30 feet
Building 17	Island Mill Bay	63,000	50 feet
Building 18	Spreader Bay	22,100	35 feet
Building 19	Storage Bay	6,100	40 feet
Building 21	Finished Goods Bay	218,300	50 feet
Building 22	Roll Shop	18,700	35 feet
Building 24	Tool Shop	400	25 feet
Building 25	Visual Shop	21,250	50 feet
Building 104	Exhaustion Bay	21,300	45 feet
Building 2	Stencils and Wash in Maintenance Building	77,305	35 feet
Building 3	Office Building	20,500	21 feet
Building 4	Lumber Room	4,400	21 feet
Building 5	Slag Processing On-line Building	4,000	21 feet
Building 6	Op (Tatameter) Power Control Room (PCR)	4,000	21 feet
Building 7	Guard Shop/Scale House	300	21 feet
Building 8	Truckier Business Facility	36	21 feet

SITE COMPONENTS

- Ground Mounted Solar
- On-site Station
- Final Treatment Plant
- Water Treatment Plant
- Slag Processing Plant
- Electricity and Water Storage
- Staging and Spare Parts Storage
- On-site Access Corridors
- On-site Fencing
- On-site Parking
- Road Improvements
- Landscaping
- Now Placement, Curb, and Sidewalk



VICINITY MAP

SCALE: NTS

SHEET INDEX

NUMBER	SHEET DESCRIPTION
1	TITLE SHEET
2	KEY MAP
3	SITE PLAN
4	SITE PLAN
5	SITE PLAN
6	SITE PLAN

LEGEND

[Symbol]	PROP. BUILDING
[Symbol]	PROP. ASPHALT PAVEMENT
[Symbol]	PROP. CONCRETE PAVEMENT
[Symbol]	PROP. CONCRETE WEEMBEDDED RAIL
[Symbol]	PROP. BASIN
[Symbol]	PROP. SOLAR PANEL AREA
[Symbol]	PROP. LANDSCAPED AREA
[Symbol]	PROP. WATCH LINE
[Symbol]	INGRESS/EGRESS ARROW
[Symbol]	EX. ASPHALT PAVEMENT
[Symbol]	EX. CONTOURS

ABBREVIATIONS

AC	ASPHALT CONCRETE
CONC	CONCRETE
FG	EXISTING GRADING
ELEC	ELECTRIC
EX	EXISTING
FFE	FINISHED FLOOR ELEVATION
FC	FINISH GRADE
FEET	FEET
KC	KERN COUNTY
MAX	MAXIMUM
MIN	MINIMUM
NA	NOT APPLICABLE
NTS	NOT TO SCALE
PROP.	PROPOSED
RAW	RIGHT OF WAY
TYP	TYPICAL
W/	WITH

REVISION	DATE	DESCRIPTION	BY
A	04/22/21	CONSTRUCTION SET PERMIT	YB
B	07/07/21	CONSTRUCTION SET PERMIT UPDATE	YB
C	07/07/21	CONSTRUCTION SET PERMIT UPDATE	YB
D	07/13/21	CONSTRUCTION SET PERMIT UPDATE	YB
E	07/22/21	CONSTRUCTION SET PERMIT UPDATE	YB

PSG PACIFIC STEEL
MICRO MILL
860 SOPP ROAD
MOJAVE, CALIFORNIA 93501

PROJECT NO. 3, MAP 213
DRAWING TITLE
TITLE SHEET
SHEET NUMBER
1 OF 6

[illegible]

PACIFIC STEEL
— GROUP —
MICRO MILL
860 SOPP ROAD
MOJAVE, CALIFORNIA 93501

Initial Study/Notice of Preparation



LEGEND

- PROP. BUILDING
- PROP. ASPHALT PAVEMENT
- PROP. CONCRETE PAVEMENT
- PROP. CONCRETE W/EMBEDDED RAIL
- PROP. BASIN
- PROP. SOLAR PANEL AREA
- PROP. LANDSCAPED AREA
- PROP. MATCH LINE
- INGRESS/EGRESS ARROW
- EX. ASPHALT PAVEMENT
- EX. CONTOURS

SITE COMPONENTS

- ① GROUND MOUNTED SOLAR
- ② WATER TREATMENT PLANT
- ③ SLAG PROCESSING PLANT
- ④ DOLOMITE AND LIME SILOS
- ⑤ PERIMETER FENCING

KEY PLAN

SCALE

80 40 0 80 160 240

SCALE = 1"=80'

KEY PLAN

N

PDOP NO. 3, MAP 213

DRAWING TITLE

SITE PLAN

SHEET NUMBER

3 OF 6



Figure 8d Site Plan – Sheet 4

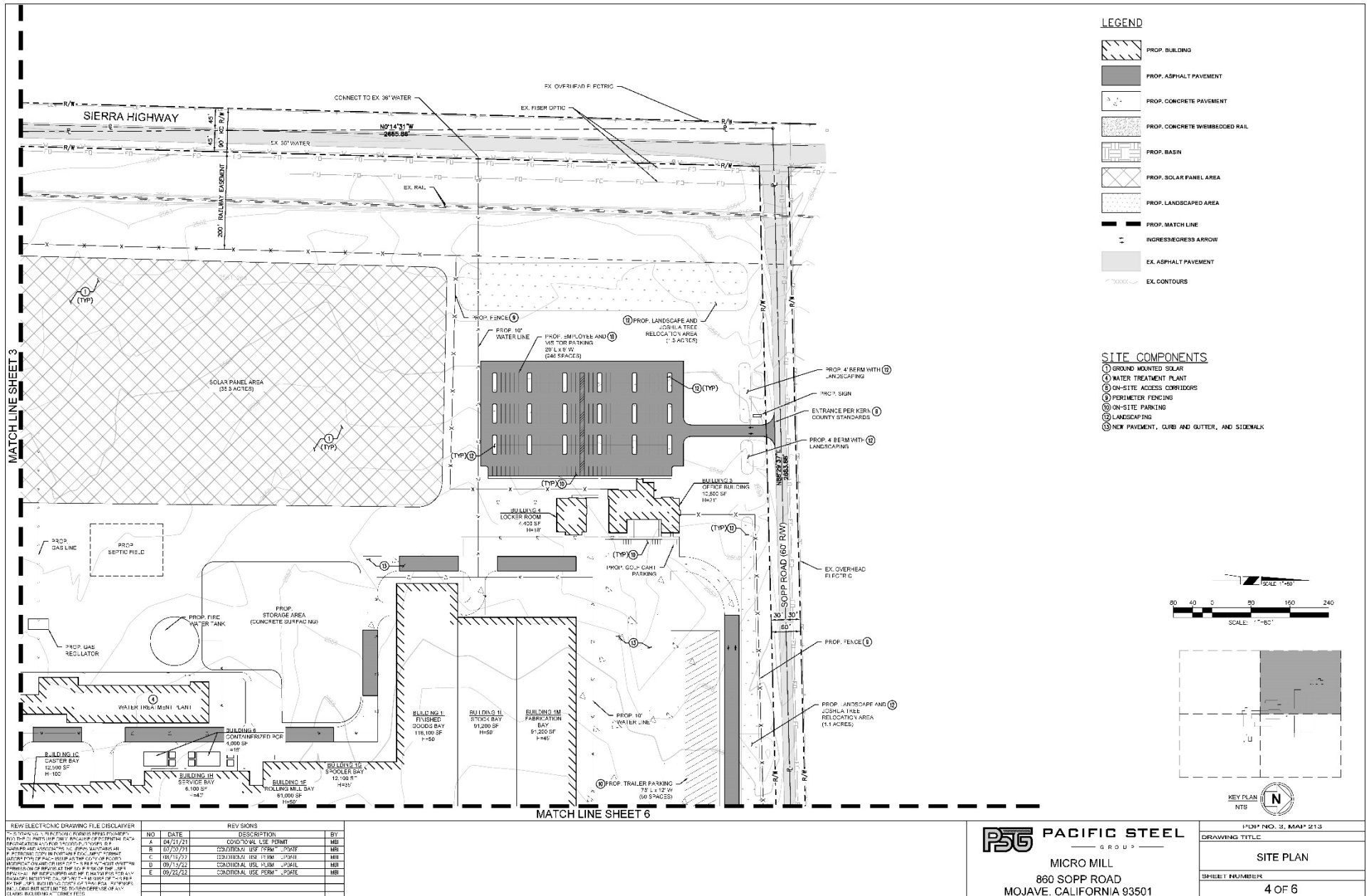
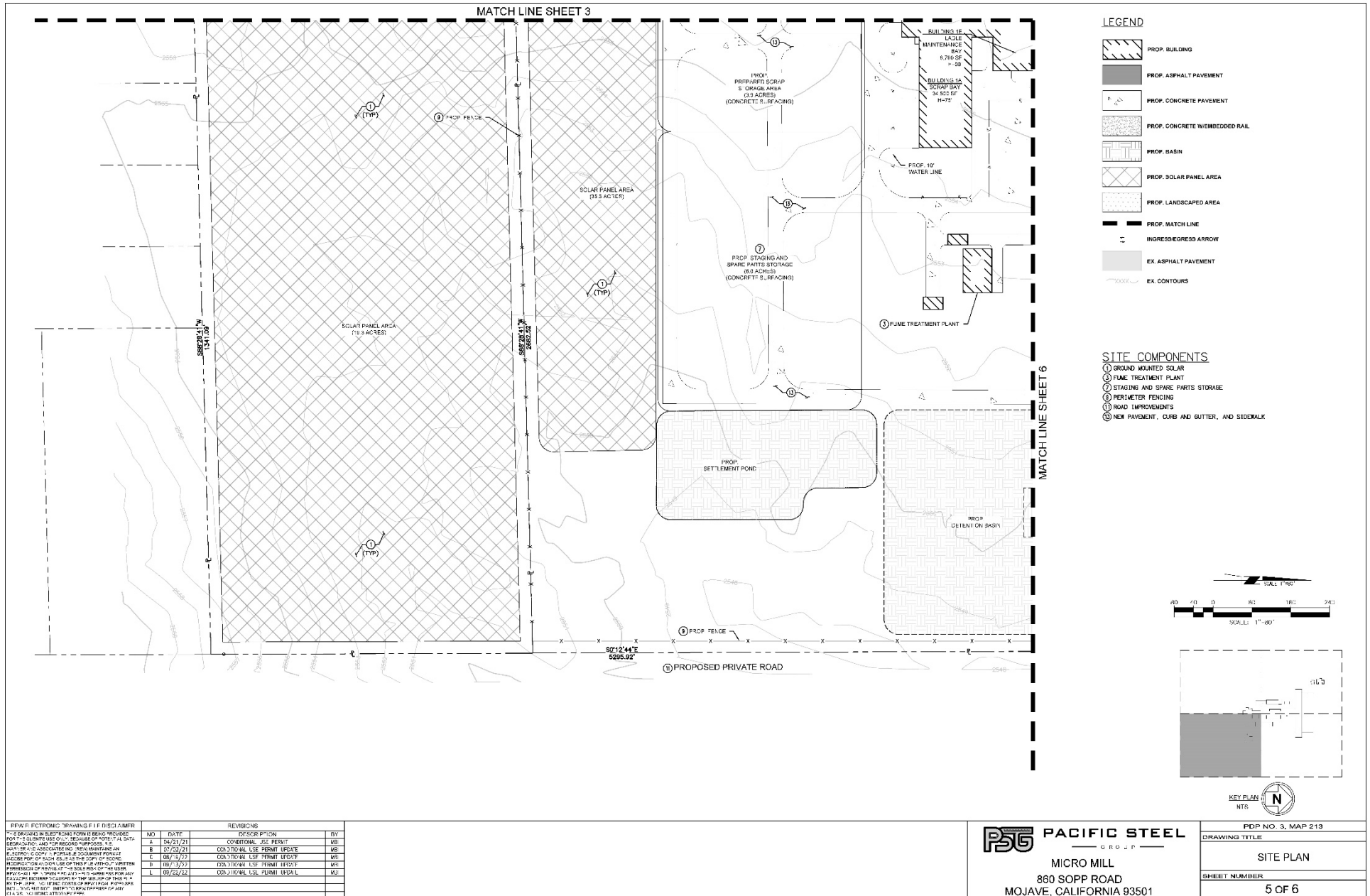




Figure 8e Site Plan – Sheet 5



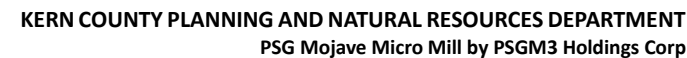
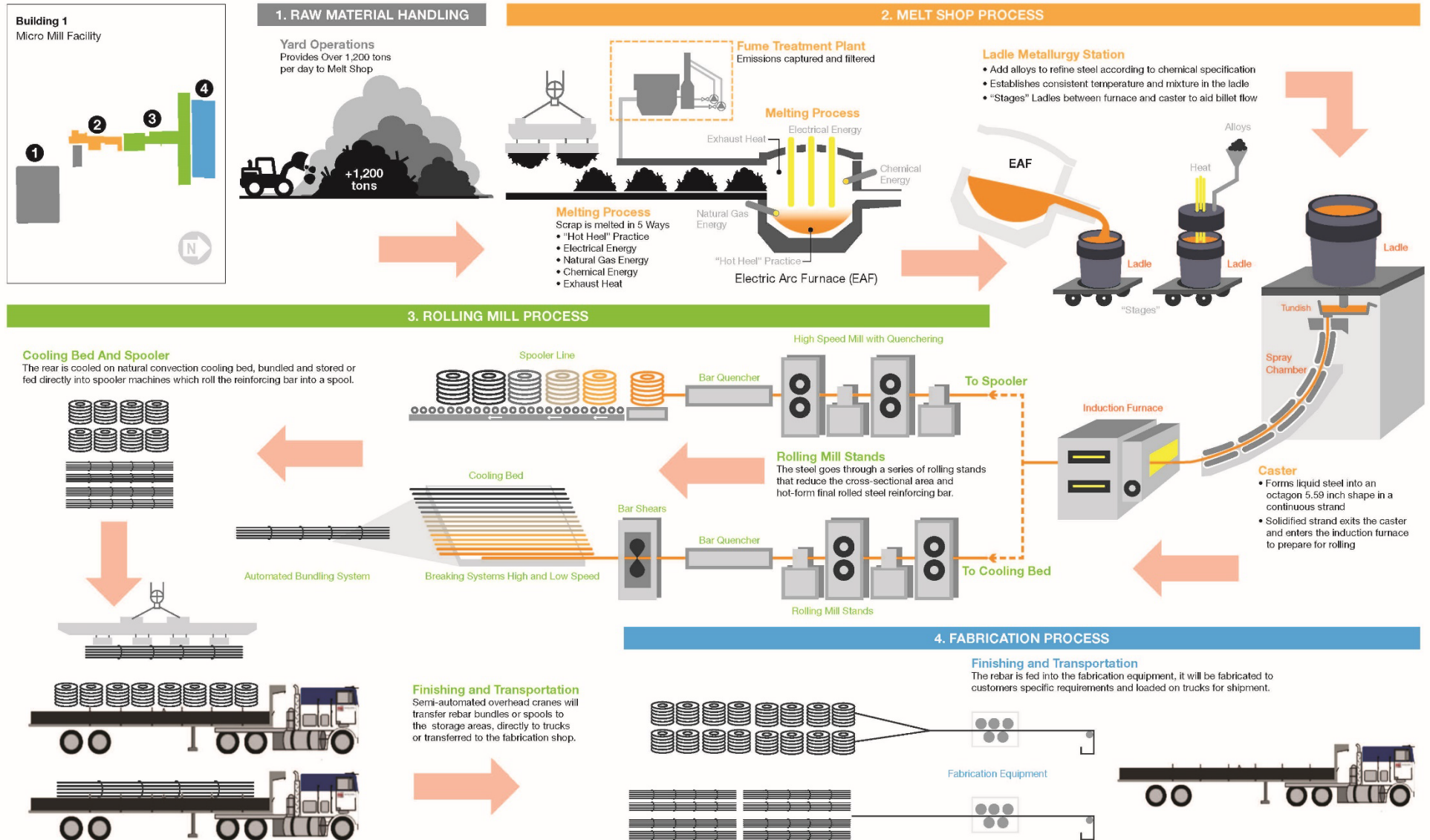
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Figure 9 – Micro Mill Process Flow Chart

Micro Mill Factory Process Flow Chart





2.0 KERN COUNTY ENVIRONMENTAL CHECKLIST FORM

2.1 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.

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

2.2 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 (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title



3.0 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 a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (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 Environmental Impact Report (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 measure and briefly explain how they reduce the effect to a less than significant level.
- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (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 adopted guidelines state “This is only a suggested form, and lead agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.” Kern County has adopted this format and included all questions from Appendix G.
- (9) 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 impact to less than significance



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES:

- a) A scenic vista is an area identified or known for high scenic quality. Scenic vistas may be designated by a federal, State, or local agency and may also include an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. The California Department of Transportation (Caltrans) states that a highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscapes, and the extent to which development intrudes upon the traveler's enjoyment of the view. While not designated as scenic highways, State Route (SR) 14 and Sierra Highway to the west of the project site traverse Eastern Kern and into Los Angeles County, providing views of undisturbed desert landscapes to commuters, which could be identified as scenic vistas. The undeveloped portions of Edwards Air Force Base (EAFB) that span the eastern boundary of the project site could similarly be identified as scenic vistas that would be obstructed with the construction of the proposed 63-acre solar array, cooling towers and manufacturing buildings that may have maximum heights proposed to be upwards of 110 feet. Therefore, further analysis is warranted in the EIR.
- b) There are currently no designated State Scenic Highways throughout the County; however, the California Scenic Highways Master Plan designates three State Highways in Kern County as



“Eligible State Scenic Highway(s):” (1) Route 1 consists of SR-14 and State Highway 395 from north of Mojave and continues to the Inyo County line; (2) Route 2 consists of SR-58 between Mojave and Boron; and (3) Route 3 consists of 5 miles of SR-41 in northwest Kern County. Although the proposed project is not in the vicinity of any designated State Scenic Highways, regional access would be provided by SR-14, which is listed above as an eligible State Scenic Highway. While impacts to scenic resources within State Scenic Highways are not anticipated to occur, this topic will be further evaluated in the EIR.

- c) The project site is located in a sparsely developed area of Kern County. The project site is primarily surrounded by undisturbed land designated for agricultural use, with sparse industrial development to the north of the project site containing outdoor storage and production facilities. The existing visual character of the area also includes undisturbed desert landscapes extending southward and east into EAFB territory. Currently, disturbed areas of the project site are limited to the northwestern corner of the project site, which abuts Sopp Road and the Union Pacific Railroad right-of-way, leaving the balance of the proposed project area undeveloped. Placement of the proposed manufacturing, recycling and distribution facilities, along with 63 acres of solar panels and associated infrastructure on the project site would not only alter the existing visual character of the area but may also be visible from publicly accessible vantage points. Proposed development would impact the existing visual character and quality of public views of the project site and its surroundings, thereby warranting further analysis in the EIR.
- d) The proposed project would create a new source of light and glare, which may affect day- and nighttime views of the area. During construction, nighttime lighting would be used in short durations and would be temporary, occurring only as construction lasted. During operation of the proposed project, the project site would be regularly illuminated at night due to the 24-hour manufacturing schedule, the use of security and overhead lighting for parking areas, and aviation obstruction lighting for the proposed cooling towers. The proposed 63-acre incidental solar array, once constructed, may also result in potential light and glare impacts that could impact EAFB overhead flight operations. All lighting for the proposed project would be designed to meet Kern County Zoning Ordinance Chapter 19.81- Outdoor Lighting-Dark Skies Ordinance requirements, as well as incorporate any design features requested by EAFB or other military review. Further analysis of the light and glare generated by the proposed project will be provided in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined in Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g), | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in the cancelation of an open space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone Contract for any parcel of 100 or more acres (Section 15206(b)(3)) Public Resources Code? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

RESPONSES:

- a) According to the California Department of Conservation - California Important Farmland Finder, the project site appears to be within and/or abutting designations of "Semi-agricultural and Rural



Commercial Land” as well as “Nonagricultural and Natural Vegetation” as of available 2018 data and mapping layers. No Farmland of Statewide Importance has been identified within the project site boundary. Surrounding properties contain similar designations of “Nonagricultural and Natural Vegetation” and “Semi-agricultural and Rural Commercial Land,” in addition to “Rural Residential Land” east of the project site. Given that the project site is not designated as Prime and Unique Farmland, construction and/or operation of the proposed project would not result in the conversion of designated farmland to a non-agricultural use and, therefore, no impact is anticipated, and further analysis is not warranted in the EIR.

- e) As noted previously, the project site is located within Agricultural Preserve No. 24, is zoned A-1 (Limited Agriculture) by the Kern County Zoning Ordinance and is designated 8.5 (Resource Management) by the Kern County General Plan. The proposed project would require changes in zoning to M-3 PD (Heavy Industrial – Precise Development Combining) and map code designation to 7.3 (Heavy Industrial). Neither the project site nor surrounding land are encumbered by an active Williamson Act contract; however, the changes to existing zoning will be analyzed in the EIR.
- f) No lands within or immediately adjacent to the proposed project are zoned forest land or timberland or timberland zoned Timberland Production and there are not such resources on the project site. Therefore, this topic will not be further discussed in the EIR.
- g) As noted above, no lands within or immediately adjacent to the project site are zoned forest land or timberland and do not contain any forested areas. Due to a lack of forest land on the project site, the proposed project does not involve any changes to the existing environment that, due to their location or nature, could result in impacts resulting in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact is anticipated, and this topic will not be discussed further in the EIR.
- h) Neither the project site nor surrounding properties are designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Thus, there are potential changes to the existing environment stemming from the proposed project and potential conversion of surrounding Farmland to non-agricultural. Therefore, further analysis is not warranted in the EIR.
- i) Neither the project site nor surrounding land near the project site are encumbered by an active Williamson Act Land Use Contract and therefore, further analysis is not warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY

The significance criteria established by the applicable Air pollution control district shall be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? ☒ ☐ ☐ ☐

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard? Specifically, would implementation of the project (in a specific location) exceed any of the following adopted thresholds:

i. San Joaquin Valley Unified Air Pollution Control District:

Operational and Area Sources

Reactive Organic Gases (ROG) 10 tons per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oxides of Nitrogen (NO _x) 10 tons per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Particulate Matter (PM ₁₀) 15 tons per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Stationary Sources as determined

by

District Rules

Severe Nonattainment 25 tons per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Extreme Nonattainment 10 tons per year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY

(Continued)

ii. Eastern Kern Air Pollution Control District.

Operational and Area Sources

Reactive Organic Gases (ROG) 25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Oxides of nitrogen (NO _x) 25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Particulate Matter (PM ₁₀) 15 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Stationary Sources as determined by District Rules

25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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RESPONSES:

- a) The proposed project is located entirely within the jurisdiction of the Eastern Kern Air Pollution Control District (EKAPCD), in the Mojave Desert Air Basin (MDAB). The MDAB is designated as a nonattainment area for both the State and federal ozone standards and the state particulate matter (PM₁₀) standard. Project construction would generate emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x), both of which are known as ozone precursors, and PM₁₀ that could result in significant impacts to air quality in the area.

EKAPCD's most recently adopted air quality management plan is its Ozone Air Quality Attainment Plan (AQAP) (EKAPCD 2017). As the proposed project would generate gaseous emissions of ozone precursors (along with PM₁₀) during construction, the proposed project could potentially conflict with EKAPCD's Ozone AQAP or thresholds for emissions of other criteria pollutants. In addition, project operations are anticipated to generate emissions as a result from heavy equipment and truck trips facilitating import and export of materials, as well as new stationary sources due to heating and cooling processes during manufacturing. Therefore, further analysis of air quality impacts is warranted to determine whether the project would conflict with or obstruct implementation of the applicable plans for attainment and, if so, to determine the reasonable and



feasible mitigation measures that could be imposed. An Air Quality Study, including Greenhouse Gas Analysis and Health Risk Assessment is being prepared for the project and further analysis is warranted in the EIR.

- b) The proposed project is not located within the San Joaquin Valley Air Pollution Control District and, therefore, its adopted thresholds do not apply. However, as noted in Response (a) above, the project is located within the jurisdiction of the EKAPCD and the MDAB, which is designated as a nonattainment area for the State and federal ozone standards and the State PM₁₀ standard. As such, the emissions of ozone precursors (ROG and NO_x) and PM₁₀ during construction and operation of the project could result in a cumulatively considerable net increase of these criteria pollutants in the MDAB. Thus, the proposed project's contribution to cumulative air quality impacts in the MDAB could be potentially significant. The proposed project's contribution of construction and operational emission to the MDAB will be analyzed in the EIR.
- c) The nearest sensitive receptor appears to be an isolated residence located approximately 1000 feet northwest of the project site across the Union Pacific Railroad and Sierra Highway. The next nearest sensitive receptors would be clusters of unincorporated residences located 1.25 miles southeast of the project site near the State Route 14 and Backus Road exit, and approximately 1.25 west of the project site further beyond State Route 14. Sensitive receptors could be exposed to pollutant emissions during construction and operation of the proposed project. The proposed project's construction-related activities would result in diesel exhaust emissions and dust (also known as PM₁₀) that could adversely affect air quality for the nearest sensitive receptors. The fully operational project would result in stationary sources of air pollutant emissions generated by heating and cooling processes during fabrication, from vehicular exhaust emissions generated by the large number of employees and resultant traffic, as well as from the import and export of metal material. Therefore, potential significant concentrations of emissions from both project construction and operations may result in potentially significant impacts on the nearest sensitive receptor(s).

Additionally, exposure to Valley Fever and COVID-19 concerns from fugitive dust generated during construction is a potentially significant impact. There is potential that increased exposure to dust, which release *Coccidioides immitis* (CI) spores (if present) could be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and sensitive receptors to these spores, increasing the likelihood of Valley Fever infection and/or exacerbate health concerns related to COVID-19. Thus, impacts to sensitive receptors via pollutant concentrations is potentially significant and will be further evaluated in the EIR.

- d) The proposed project's operation would involve regular vehicular emission from employee traffic and trucking imports and exports of materials. Furthermore, new stationary sources of emissions would result from the heating and cooling processes during the manufacturing process, such as emissions captured in the EAF/LMS bay that are vented to the Fume Treatment Plant including dust. Dust from the Fume Treatment Plant would be transferred to a dust silo controlled with a bin vent filter and subsequently be shipped off-site by truck for recycling. As discussed above, the nearest known sensitive receptor is located approximately 1,000 feet northwest of the project site, with the next nearest being clusters of rural residences located approximately 1.25 miles away. Any odors or emissions generated from regular operations would potentially disperse throughout the vicinity of the project site and may affect sensitive receptors in the area. Therefore, this potential outcome will be further evaluated in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

Would the project:

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|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 United States Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input 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, regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |



RESPONSES:

- a) A database query of the CDFW California Natural Diversity Database (CNDDDB) species was performed through the Online Quick Viewer by reviewing USGS 7.5-minute quadrangles that intersect a two-mile radius of the Project. A cursory search of USGS 7.5 quadrangles Soledad Mountain and Bissel identified the potential for species of special concern.
- CNDDDB species within the Soledad Mountain 7.5-minute quadrangle include golden eagle, prairie falcon, loggerhead shrike, Le Conte's thrasher, short-eared owl, burrowing owl, grasshopper mouse, San Joaquin pocket mouse, Townsend's big-eared bat, Mohave shoulderband, western Joshua tree, sagebrush loeflingia, alkali mariposa-lily, Mojave spineflower, and recurved larkspur.
- CNDDDB species within the Bissel 7.5-minute quadrangle include prairie falcon, loggerhead shrike, burrowing owl, Mohave ground squirrel, desert tortoise, western Joshua tree, alkali mariposa-lily, white pygmy-poppy and Mojave spineflower. Therefore, construction and operation of the proposed project could have a substantial adverse effect on species identified as a candidate, sensitive, or special-status species. Impacts are anticipated to be potentially significant and further analysis will be provided in the EIR.
- b) The project site is primarily vacant land designated for limited agricultural use, with only the northwestern portion of the having been disturbed by previous human activity. Riparian habitats are found along rivers, creeks, streams, and lakes and generally consist of plant communities of woody vegetation, thus the project site does not contain any sensitive natural communities such as riparian habitats due to its location in the desert region of Kern County. However, impacts on any species identified as a candidate, sensitive, or special-status species and potential habitat modifications will be identified further in the EIR. Impacts are anticipated to be potentially significant and further analysis is warranted in the EIR.
- c) Potential federal or state-protected water-based resources such as streams and washes could be present on the project site and might be impacted by project construction activities. Field surveys will be conducted to determine whether the project site contains features that are protected under federal or state regulations will be conducted as part of the EIR. Impacts to protected wetlands would be considered potentially significant. Further analysis of this issue will be included in the EIR.
- d) The majority of the project site is vacant land. The project site and surrounding area may be used for land-based migration or dispersal by native wildlife species, such as migratory birds, (e.g., burrowing owl) and desert tortoise. There are no water bodies or water courses that could provide migratory habitat for fish and wildlife species. Project construction and operation could also remove foraging habitat while lighting from the project site could potentially affect movement of wildlife around the project site. Therefore, the project has the potential to significantly impact movement of native resident wildlife species. A Biological Resources/Biota Report will be prepared for the project will be incorporated in further analysis of impacts in the EIR.
- e) The Kern County General Plan includes oak tree conservation policies; however, there are no oak trees present on the project site. Joshua trees (*Yucca brevifolia*) are protected under the California Desert Native Plants Act (CDNPA) and California Endangered Species Act (CESA) and have been documented within the project site through available databases. Implementation of the proposed project has the potential to impact Joshua trees, and given this potentially significant impact, this topic will be further evaluated in the EIR.
- f) The proposed project is not situated within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat



Conservation Plan (HCP). Therefore, impacts are anticipated to be less than significant; however, this topic will be further evaluated in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES

Would the project:

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- (a-c) The proposed project site consists of predominantly undeveloped land, with the Northwest portion of the site having been disturbed for previous agriculturally related activities. Construction and development of the proposed project would require ground disturbance for grading, excavation, and clearing and installation of utilities; this development could potentially impact historical resources and archaeological resources. Although the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative, pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52), affected tribal organizations have been notified of the proposed project and have provided comments regarding interest in involvement with the permitting process as well as suggested mitigation measures. A Cultural Resources Phase 1 survey and Paleontological Resources Assessment will be conducted for the project. Therefore, further analysis is warranted in the EIR. Additionally, as ground-disturbing activities may result in the possible disturbance of human remains, impacts and mitigation will be further evaluated in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. ENERGY

Would the project:

- | | | | | | |
|----|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) | Result in potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) | Conflict with or obstruct a State or local plan for renewable energy or energy efficiency? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) Construction of the proposed project would involve on-site energy demand and consumption related to use of fossil fuels in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the project site where energy supply cannot be met via a hookup to the existing electricity grid.

Energy use associated with operation of the proposed project would be unique to Kern County and demand is anticipated to be significant relative to existing operations in the area. Operation of the project would result in on-site energy consumption for various aspects of manufacturing, including but not limited to heating and cooling processes, lighting, utilities, water use, etc. Although the proposal includes construction of an approximate 63-acre accessory solar array designated for the heating processes that take place within the electric arc furnace and ladle metallurgy station, net energy demand is expected to exceed on-site generation and would require connection to the grid. In addition to on-site energy use, the proposed project would result in transportation energy use associated with employee vehicle trips and truck trips generated by the proposed project. Further analysis is warranted in the EIR.

- b) Due to the increased on-site consumption of energy during construction and operation, the project may have the potential to conflict with or obstruct a State or local plan for energy efficiency. Further analysis is warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1991), creating substantial risks to life or property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



RESPONSES:

- a) (i-iii) The project site is relatively flat and gradually slopes to the northeast, with ranges in elevation of approximately 2,554 to 2,564 feet above mean sea level (amsl). The project site is located in an area known for seismic activity and is referred to as the Eastern California Shear Zone (ECSZ). The ECSZ is dominated by a series of northwest-trending, right-lateral, strike-slip faults that cross the Mojave Desert province east of the San Andreas Fault. Although the project site is located on alluvial soils derived from granite, liquefaction is unlikely because the depth to water table is more than 80 inches below ground surface according to the USDA Natural Resources Conservation Service web soil survey database. Kern County has adopted the California Building Standards Code (CBC) 2016 Edition (California Code of Regulations [CCR] Title 24) effective January 1, 2017, which imposes substantially the same requirements as the International Building Code (IBC), 2015 Edition, with some modifications and amendments. Adherence to all applicable regulations would mitigate any potential impacts associated with the proposed project. Impacts are expected to be less than significant; however, a Site Geotechnical/Soils Characteristics study will be prepared to be incorporated into further analysis in the EIR.
- (iv) As discussed above, the project site is relatively flat and therefore is not considered a high-risk area for landslides nor subject to movement of rock, debris, or soil. The project site does not contain any physical constraint map code designations as defined under the Kern County General Plan "Physical and Environmental Constraints" chapter, and although impacts are considered to be less than significant, further analysis is warranted in the EIR.
- b) The proposed project would require grading and filling over most of the project site. As a result, project construction would have the potential to result in erosion, sedimentation, and discharge of construction debris from the project site. Vegetation clearing and grading activities, for example, could lead to exposed or stockpiled soils susceptible to stormwater runoff flows and wind forces. The compaction of soils by heavy equipment may reduce the infiltration capacity of soils (exposed during construction) and increase runoff or erosion potential. A Storm Water Pollution Prevention Plan (SWPPP) and/or Drainage Control Plan would be prepared that specifies Best Management Practices (BMPs) to prevent construction pollutants, including eroded soils (such as topsoil), from moving off the project site. Impacts are anticipated to be less than significant with implementation of the County and State requirements. However, further analysis is warranted in the EIR.
- c) The project site lies in a relatively flat-lying plain where landslides, lateral spreading, subsidence, liquefaction, and collapse are not expected to occur. Liquefaction potential occurs when there is a combination of unconsolidated soil type and high groundwater combined with high potential seismic activity. Impacts related to geologic instability are not anticipated to occur or pose a hazard to the proposed project or surrounding area; however, further analysis is warranted in the EIR.
- d) Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Soils that are considered expansive contain significant amounts of clay materials. A Site Geotechnical/Soils Characteristics study will be prepared for this project to confirm the presence or absence of expansive soils within the project area and further analysis is warranted in the EIR.
- e) A Site Geotechnical/Soils Characteristics study of the project site will be conducted to determine the physical characteristics of the underlying soils to determine the capability of adequately



supporting the use of septic tanks or alternative wastewater disposal systems in the event the project is not able to connect to sewers for the disposal of wastewater, and thus will warrant further analysis in the EIR.

- f) A Paleontological Resources Assessment for the project site will be prepared to determine the existence of any unique paleontological resources, sites or unique geologic feature that have the potential of being impacted by the resulting development. Thus, further analysis is warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a-b) Greenhouse gas (GHG) emissions emitted by human activity are implicated in global climate change or global warming. The principal GHGs are CO₂, methane (CH₄), NO_x, ozone, water vapor, and fluorinated gases. California has passed several bills and the governor has signed at least three Executive Orders regarding GHGs. Assembly Bill (AB) 32 (the Global Warming Solutions Act) was passed by the California legislature on August 31, 2006, which now requires the State's global warming emissions to be reduced to 40 percent below 1990 levels by 2030. The temporary construction activities associated with the proposed project, which would involve operation of heavy off-road equipment, on-road trucks (for deliveries and hauling), and construction worker commute trips, would generate GHGs. Proposed operations would also likely generate GHG emissions from metal heating and cooling processes during manufacturing, on-site stationary electricity consumption, as well as from mobile source emissions associated with employee trips and import/export-related truck trips. Furthermore, these emissions may have the potential to exceed established thresholds that are designed to ensure compliance with plans adopted for the purpose of reducing GHG emissions. Therefore, further analysis is warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within the adopted Kern County Airport Land Use Compatibility Plan, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS

(Continued)

- h) Would implementation of the project generate vectors (flies, mosquitoes, rodents, etc.) or have a component that includes agricultural waste?

Specifically, would the project exceed the following qualitative threshold:

The presence of domestic flies, mosquitoes, cockroaches, rodents, and/or any other vectors associated with the project is significant when the applicable enforcement agency determines that any of the vectors:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i. Occur as immature stages and adults in numbers considerably in excess of those found in the surrounding environment; and | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Are associated with design, layout, and management of project operations; and | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Disseminate widely from the property; and | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Cause detrimental effects on the public health or well-being of the majority of the surrounding population. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) The proposed project's construction phase would likely generate waste that is considered non-hazardous, such as cardboard, wood pallets, copper wire, scrap steel, common trash, and wood wire spools. Although field equipment used during construction activities could contain various hazardous materials (i.e., hydraulic oil, diesel fuel, grease, lubricants, solvents, adhesives, paints, etc.), these materials are not considered to be acutely hazardous, would be used in accordance with the manufacturer's specifications, and all applicable regulations. In addition, hazardous fuels and lubricants used on field equipment would be subject to a Construction Waste Management Plan and, if required, a Spill Prevention, Containment and Countermeasure Plan.



Proposed operations, however, may result in residual wastes that could be considered hazardous due to the proposed regular import and use of raw materials used to support the steelmaking process. These materials would be transferred from delivery trucks to on-site in silos via a blower system; silos would be equipped with fabric filter bin vents. The carbon and fluxing agents would be pneumatically transferred from these silos to the proposed Electric Arc Furnace and ladle metallurgy station as needed. Although the finished manufactured steel “rebar” or “slag” byproducts are not considered hazardous materials, further analysis is warranted in the EIR.

With regard to the hazardous materials related to the proposed 63-acre solar array, photovoltaic (PV) solar panels are known to be composed of Cadmium Telluride (CdTe), a known hazardous material, and thus, its use during implementation of the project will be analyzed in the EIR to determine if it creates a significant hazard to the public or the environment.

- b) The proposed project would be subject to all local, State, and federal laws pertaining to the use of hazardous materials on the project site and would be subject to review by the Kern County Public Health Services Department, Environmental Health Services Division. However, construction and operation of the proposed project may include the accidental release of stored raw materials (carbon and fluxing agents), imported scrap metal residuals, fabrication byproducts, cleaning fluids and petroleum products including lubricants, fuels, and solvents. Implementation of established construction controls and operational safety protocols would reduce the risk of hazardous materials spills and releases during project construction. Implementation of BMPs would ensure that hazardous materials used on-site during operation would neither be released into the environment nor expose operational personnel to hazardous materials. However, further analysis is warranted in the EIR.
- c) The nearest schools, Rosamond High and Abraham Lincoln Alternative School, are both approximately 5 miles south of the project site in the community of Rosamond. It is unlikely that the project would emit hazardous materials or involve handling hazardous or acutely hazardous materials or substances in proximity to these schools. However, further analysis is warranted in the EIR.
- d) A review of the California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control (DTSC) latest list of parcels relating to hazardous wastes pursuant to Section 65962.5 of the California Government Code indicates the project site is not listed. Nonetheless, further analysis is warranted in the EIR.
- e) The nearest aircraft operation facilities identified by the Kern County ALUCP are the Rosamond Sky Park, approximately 5.5 miles southwest of the project site and the Mojave Air and Space Port approximately 8 miles north of the project site. The project site is not within the Sphere Of Influence (SOI) of any airport identified by the Kern County ALUCP. In addition, Edwards Air Force Base is located directly east of the project site and structure heights as well as cooling tower emissions may impact overhead aircraft operations carried out by EAFB. Therefore, the impacts are potentially significant; however, further analysis is warranted in the EIR.
- f) The proposed project would not interfere with any known existing emergency response plans, emergency vehicle access, or personnel access to the project site. The project site is located in a rural area with existing access roads available to access the property in the event of an emergency, as well as proposes new road improvements along the eastern boundary, which would provide new access to the project site. Although impacts related to impairment of the implementation of, or



physical interference with, an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant, this topic will be further analyzed in the EIR.

- g) Construction of the proposed project would be temporary in nature and is not anticipated to result in a long-term, increased risk of wildfires in the area. Operations, however, would involve the use of high-heat generating machinery and equipment as part of the metallurgy process. Although the facilities and on-site production processes are designed to be entirely enclosed with adequate measures for cooling and are equipped with industry-standard fire suppressant designs, the potential for inadvertent release of flammable emissions in a worst-case scenario is considered low. The site is located near the Edwards Air Force Base Solar Project to the northeast, the Union Pacific Railway and Sierra Highway to the west, and upon completion of the project, 63 acres of accessory solar panels would provide a buffer from undisturbed lands to the south of the micro mill. Nonetheless, portions of undisturbed lands containing desert scrub vegetation would be near the site and the current rural setting would lack adequate emergency-response infrastructure, and thus the potential for increased risk of wildfires in the area would remain. The proposed project would comply with all applicable wildland fire management plans and policies established by the California Department of Forestry and Fire Protection (CAL FIRE) and the Kern County Fire Department. Impacts are expected to be less than significant; however, further analysis is warranted in the EIR.
- h) (i-iv) Project-related infrastructure is not expected to result in features or conditions that could potentially provide habitat for vectors such as mosquitoes, flies, cockroaches, or rodents (such as standing water, agricultural products, or agricultural waste). During construction and operation, workers would generate small quantities of solid waste (i.e., trash, food containers, etc.) that would be stored in enclosed containers, then transported to and disposed of at approved disposal facilities. However, these types of waste would not likely support vectors and would not generate any standing water or other features that would attract nuisance pests or vectors. On-site facilities such as trash receptacles with regular site-servicing would be installed in conformity with County development standards and local services. Therefore, impacts that could potentially occur are anticipated to be less than significant; however, this topic will be further analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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, or through the addition of impervious surfaces, in a manner which would:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. result in a substantial erosion or siltation on or off-site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



RESPONSES:

- a) Implementation of the proposed project would result in development and site runoff contributing pollutants to the drainages. The Lahontan Regional Water Quality Control Board (LRWQCB) regulates stormwater discharge in the area. A storm water pollution prevention plan (SWPPP) would be prepared for the proposed project, which would identify potential pollutant sources that may affect the quality of discharges associated with construction activity and incorporate BMPs to address erosion and sediment control, wind erosion, source controls, and waste management to effectively prevent the off-site migration of contaminant-laden stormwater.

Surface water and groundwater quality could also be affected through the accidental release of hazardous materials during construction activities. These materials may include hydraulic oil, diesel fuel, grease, lubricants, and other petroleum-based products contained in construction vehicles and heavy equipment. During project operations, accidental releases of stored raw materials (carbon and fluxing agents), imported scrap metal residuals, fabrication byproducts and cleaning fluids may occur in instances of inclement weather or runoff from heavy rains due to the increase in impervious surfaces. Material Safety Data Sheets would be made available to all site workers for cases of emergency. The SWPPP would be implemented to avoid potential impacts caused by spills and leaks and BMPs would be required during construction activities. However, potential impacts related to water quality will be further analyzed in the EIR.

- b) During construction of the proposed project, water would be required for common construction-related purposes including but not limited to dust suppression, soil compaction, and grading. Dust control water may be used for ingress and egress of on-site construction vehicle equipment traffic. Although a sanitary water supply would not be required during construction because restroom facilities would likely be provided by portable units to be serviced by licensed providers, regular operations would require adequate facilities such as restrooms and showers within the locker room in order to serve the needs of regular employees and visitors. The proposed project would operate three eight-hour shifts per day with the potential to operate seven days a week, employing an approximately 440-person workforce. In addition, water is required during the manufacturing process for cooling beds as well as any proposed landscaping throughout the project site. The project proponent has provided a will serve letter from the Antelope Valley Eastern Kern water agency confirming the availability of potable water service to the project site. Furthermore, as required by SB610 a water supply assessment will be completed for the proposed project to analyze potential impacts to groundwater supplies. Therefore, further analysis is warranted in the EIR.

- c) (i-iv) The proposed project would require significant soil disturbance within the project site during project construction. Development of the proposed project site would increase the impervious surface area of the project site and could result in increased sheet flow across the project site. A hydrology flood report will be prepared for the proposed project to analyze potential impacts to drainage patterns, and a biological resources assessment will be prepared to identify any potential wetlands or jurisdictional water bodies.

A drainage control plan would be prepared, if necessary, that would incorporate BMPs to limit erosion during construction and operation of the proposed project. A SWPPP would be prepared that would provide recommendations on the proper control and treatment of any stormwater prior to discharge. The proposed project would alter drainage patterns at the project site by developing a previously undeveloped site. With adherence to site-specific BMPs, potential pollutants would be minimized to the extent practicable and should not exceed numeric thresholds for water quality protection. The proposed project would be reviewed by the Kern County Public Works Department



for adherence to all floodplain management standards. Therefore, further analysis is warranted in the EIR.

- d) The proposed project is not located near an ocean or enclosed body of water, and therefore would not be subject to inundation by seiche or tsunami. Mudflows are a type of mass wasting or landslide, where earth and surface materials are rapidly transported downhill under the force of gravity, and are often triggered by heavy rainfall and soil that is not able to sufficiently drain or absorb water and the super-saturation results in soil and rock materials to become unstable and slide away. Due to the relatively flat topography of the project site and surrounding area, the potential to be inundated by mudflow is considered remote. The project site is designated as Zone "X" on the Flood Insurance Rate Map (FIRM) as issued by the Federal Emergency Management Agency (FEMA), which indicates the project site is not in an area of flood hazard. The nearest flood hazards in the area are shown to be approximately one mile north and one mile south of the project site and furthermore, the project site is not identified as a wetland area on the National Wetlands Inventory. Nonetheless, further analysis is warranted in the EIR.
- e) The California Department of Water Resources Groundwater Basin Boundary GIS tool indicates the project site lies within the Fremont Valley Groundwater Basin overlay, which has been identified as a "low priority" basin in Bulletin 118 and, therefore, is not subject to a sustainable groundwater management plan. Furthermore, a will serve letter from the Antelope Valley Eastern Kern water agency has been provided confirming the availability of potable water service to the project site, and a water supply assessment will be completed for the proposed project to analyze potential impacts to groundwater. Therefore, further analysis is warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI. LAND USE AND PLANNING

Would the project:

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|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) The proposed project would be located on vacant, undeveloped land in rural southeastern Kern County and would not physically divide an established community. Although there are scattered rural residences in the project vicinity as close as 1000 feet away, with the nearest clusters approximately one mile to the north as well as one mile west of the project site, the project site is approximately five miles north of the nearest community, Rosamond. The proposed project would not physically divide or restrict access to the residential development or any other community. Therefore, impacts related to the physical division of an established community are not anticipated, however, this issue will be further analyzed in the EIR.
- b) The project site is located within the Kern County General Plan area with an existing map code designation of 8.5 (Resource Management) and an existing zone district of A (Exclusive Agriculture) by the Kern County Zoning Ordinance. As discussed previously, the proposed project's request for a General Plan Amendment (GPA) to 7.3 (Heavy Industrial) with accompanying Zone Classification Change (ZCC) for the M-3 PD (Heavy Industrial – Precise Development Combining) District warrants further analysis in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

XII. MINERAL RESOURCES

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) The project site is not located in a mineral resource zone according to the Kern County GIS Mapping system. Based on a review of records maintained by CalGEM, the project site does not have any existing or previous wells on site (<https://maps.conservation.ca.gov/doggr/wellfinder/>). County records indicate subsurface mineral rights holders exist for the project site, however construction and operation of the proposed project are not anticipated to interfere with mineral extraction and processing, and would not have significant impacts on future mineral development. Nonetheless, further analysis is warranted in the EIR.
- b) As noted previously, the project site is not located within a designated mineral and petroleum resource site within the Kern County General Plan, nor is the project site located within the NR (Natural Resources) or PE (Petroleum Extraction) zoned districts. Based on a review of records maintained by CalGEM the project site does not appear to have any existing or previous wells on site (<https://maps.conservation.ca.gov/doggr/wellfinder/>). Impacts are expected to be less than significant; however, further analysis of this issue will be analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. NOISE

Would the project result in:

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|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generation of a substantial temporary or permanent increase in the 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of, excessive ground borne vibration or ground borne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) For a project located within the vicinity of a private airstrip or Kern County Airport Land Use Compatibility Plan, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) Land uses determined to be “sensitive” to noise as defined by the Kern County General Plan include residential areas, schools, convalescent and acute care hospitals, parks and recreational areas, and churches. Although there are scattered rural residences in the project vicinity as close as 1000 feet away, with the nearest clusters approximately one mile north or one mile west, the project site is approximately five miles north of the community of Rosamond which contains a greater density of sensitive receptors such as neighborhoods, churches and schools including the Rosamond High and Abraham Lincoln Alternative Schools.

Construction activity associated with the operation of heavy equipment has the potential for creating temporary increases in noise in the project vicinity. Operation of the proposed project would result in new stationary noise sources, including mechanical equipment operations, parking lot activity, and loading and unloading activity, which would result in permanent increases in noise levels in the project vicinity. The proposed project would also result in increased vehicle trips which would also result in an increase in traffic noise levels along access roadways in the project vicinity. A noise analysis will be included in the EIR to determine the proposed project's consistency with the Kern County Noise Ordinance (Kern County Code of Ordinances, Title 8, Chapter 8.36), and any other applicable regulations. Thus, further analysis is warranted in the EIR.



- b) Groundborne vibration and groundborne noise could originate from the operation of heavy off-road equipment during the construction phase of the proposed project. The proposed project would be expected to comply with all applicable requirements for long-term operation, as well as with measures to reduce excessive groundborne vibration and noise to ensure that the proposed project would not expose persons or structures to excessive groundborne vibration. Further analysis of ground borne vibration and groundborne noise during construction and operation will be included in the EIR.
- c) Due to the nature of the proposed project, project operation would result in an increase in employee and heavy-truck traffic on local roadways, as well as introduce new stationary noise sources, including outdoor scrap metal processing, outdoor slag piling, and mechanical equipment operations to the ambient noise environment in the project vicinity. Traffic during the operational phase of the manufacturing facility would primarily consist of delivery trucks and employees. The potential for a substantial increase in ambient noise levels resulting from these noise sources will be analyzed in the EIR to determine the proposed project's consistency with the Kern County Noise Ordinance (Kern County Code of Ordinances, Title 8, Chapter 8.36) and any other applicable regulations. Thus, further analysis is warranted in the EIR.
- d) The project site is not located within the SOI of any airport as identified by the Kern County ALUCP. Thus, impacts are anticipated to be less than significant; however, further evaluation will be included in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

RESPONSES:

- a) The proposed project would provide new employment to the project vicinity. The number of construction workers needed during any given time period would largely depend on the specific stage of construction, but would likely be up to 150 employees. For the purposes of analysis, grading of the proposed project is anticipated to start in Q2 of 2023 with completion of construction in one phase proposed for completion by Q1 of 2025.

The primary reinforcing steel manufacturing operations would operate three eight-hour shifts per day with the potential to operate seven days per week. The fabrication operations would consist of two eight-hour shifts Monday through Friday. Administrative office hours are anticipated to be from 7:00 a.m. to 5:00 p.m.

It is anticipated that the construction workforce would commute to the project site from various local communities and the number of workers expected to relocate to the surrounding area is not expected to be substantial. If temporary housing should be necessary, it is expected that accommodations would be available in the nearby hotels. Therefore, the proposed project would not directly or indirectly induce unplanned population growth.

Typical established local thresholds of significance for housing and population growth pursuant to the CEQA Guidelines, Section 15064.7, include effects that would induce substantial growth or concentration of a population beyond County projections, alter the location, distribution, density, or growth rate of the population beyond that projected in the General Plan Housing Element, result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the County to meet housing objectives set forth in the General Plan Housing Element. The effects of the project in relation to these local thresholds are minimal. Therefore, impacts regarding substantial population growth are anticipated to be less than significant; however, this topic will be further analyzed in the EIR.



- b) The proposed project is located on existing and predominantly undisturbed agricultural land with no existing housing or history of containing housing. As noted above, residences in the area are sparse and rural in nature, with the nearest residence approximately 1,000 feet northwest of the project site and the next nearest clusters located approximately one mile north and one mile west of the project site. As such, it is not anticipated the proposed project could potentially create an environmental impact such that it would necessitate the construction of replacement housing elsewhere. Nonetheless, this topic will be further analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

XV. PUBLIC SERVICES

Would the project:

- a) 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 to other performance objectives for any of the public services:

i. Fire Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES:

- a) (i) **Fire Protection:** Fire suppression and emergency medical services are provided by the Kern County Fire Department (KCFD). The nearest KCFD fire station that would serve the proposed project is Station No. 15, located at 3219 35th Street West, approximately 5.5 miles from the project site in Rosamond. Adherence to all applicable regulations would reduce wildfire ignitions and prevent the spread of wildfires. However, proposed project construction and operation activities may result in an increased need for fire-fighting personnel and facilities. Given the rural environment of the project location in and KCFD's obligation to respond to all structure fires in their jurisdiction, fire-fighting capacity in the project area could result in potential impacts on fire services from construction and operation of the proposed project. Therefore, further analysis is warranted in the EIR.
- (ii) **Police Protection:** Law enforcement services in the project area are provided by the Kern County Sheriff's Office (KCSO). The nearest KCSO that would serve the proposed project is the Rosamond Substation located approximately 5.5 miles southwest of the project site at 3179 35th Street West. Although the potential is low, the proposed project may attract vandals or other security risks, and both construction and operational activities would result in increases in traffic volumes along surrounding roads, which could increase demand on law enforcement services. Due to the proposed project's impacts on Sheriff services being potentially significant, further analysis is warranted in the EIR.



(iii - v) **Schools, Parks and Other Public Facilities:** During project construction, a relatively large number of construction workers would be required, work both day and night shifts. Grading of the proposed project is anticipated to start in Q2 of 2023 with completion of construction in one phase proposed for completion by Q1 of 2025. There is potential for the proposed project to employ up to 150 construction workers on-site. It is expected most of these workers would live in the region and would commute to the project site from where their children are already enrolled in school. Even if workers came from out of the area, they would likely return to their out-of-town residences once the facilities were built and would not take their children out of their current schooling situation.

With regard to the anticipated operational workforce, there may be up to 440 regular employees that would be existing Kern County and Antelope Valley residents, as well as a minor number of employees (approximately 20), in addition to their families, relocating to the region. As a result, the surrounding communities and the respective school populations may be affected by the influx of new or relocated workforce and their accompanying families. Therefore, this topic will be further analyzed in the EIR.

Similarly, while temporary workers during the construction period would not result in a substantial additional demand for parks or other public facilities such as post office, courthouse, and/or library services, the approximately 440 full-time employees and their families may result in an increase in the number of users of local parks and other public facilities. This topic will be further analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVI. RECREATION

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a-b) The proposed project itself does not include new recreational facilities and is not anticipated to appreciably increase demands on existing facilities. As mentioned previously, the number of construction workers needed during any given time period would largely depend on the specific stage of construction but would likely be up to 150 employees. Although the temporary increase in use of recreation facilities during construction that might be caused by an influx of workers would be minimal, operation of the proposed project would include approximately 440 fulltime employees that may be a mix of existing Kern County residents as well as employees relocated to Kern County, with the resulting addition of families to this area impacting the number of users at local parks. As a result, there is not anticipated to be a detectable increase in the use of parks or other recreational facilities; however, this will be further analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION AND TRAFFIC				
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES:

- a) Construction activities associated with the proposed project would temporarily contribute to traffic volumes on nearby roadways. During the construction phase, it is estimated there would be an increase in workers commuting to and from the project site with personal vehicles accounting for the majority of traffic trips to and from the project site. Operation of the proposed project would include approximately 440 fulltime employees that may be a mix of existing Kern County residents and employees relocated to or commuting to Kern County. In addition, delivery trucks importing and exporting materials are expected to contribute to increased traffic to and from the project site. Project-generated traffic would result in an increase of Vehicle Miles Traveled (VMT) and will therefore need to be analyzed for consistency with State and local guidance. In addition, the proposed project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, further analysis is warranted in the EIR.
- b) CEQA Guidelines section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas and shift the focus from driver delay to reduction of vehicular greenhouse gas emissions through creation of multimodal networks, and creation of a mix of land uses that can facilitate fewer and shorter vehicle trips. Vehicle miles traveled (VMT) is a measure of the total number of miles driven for various purposes and is sometimes expressed as an average per trip or



per person. Construction traffic would be temporary and would not permanently affect VMT characteristics in this part of Kern County or elsewhere. However, long-term operations of the proposed project would generate traffic on the existing roadway network resulting from commutes to and from the project site by regular employees, visitors, as well as delivery operations. Given the potential for an increase in traffic, a traffic study will be prepared for the proposed project and this topic will be further analyzed in the EIR.

- c) Primary access to the project site would be from existing Sopp Road by way of Sierra Highway, and as shown on the site plan, a new access road would be constructed along the eastern boundary of the project site to facilitate delivery operations. Each road would be two lanes and designed to accommodate heavy trucks. The proposed project would not include the development of sharp curves, dangerous intersections, or other hazardous design features. The proposed project would be set back from roadways as required by the Kern County Zoning Ordinance and approved to form by the Kern County Public Works Department. Additionally, all roadways, including off-site improvements, constructed in association with the proposed project would be subject to existing zoning standards and safety specifications for roadways. While the average daily workforce during construction of the proposed project would be dependent upon the state of construction and would likely up to 150 workers, the proposed operation anticipates a regular workforce of up to 440 employees. As a result, construction of the proposed project would result in the temporary increase of traffic to the project site relative to existing traffic from light industrial and limited agricultural uses that may be occurring at this time. Furthermore, regular operations are anticipated to contribute to a sustained increase of traffic on Sopp Road as well as existing roads in the area that lead to the project site. Given the increase, there is the potential for increase in hazards and this topic will be further discussed in the EIR.
- d) The proposed project would be required to comply with all emergency access requirements adopted by the Kern County Fire Department. Access to the project site would be via Sopp Road, which is a County maintained roadway. Primary access for employees, visitors and, if necessary, first responders would be via Sopp Road, whereas secondary access would be provided by the proposed new private road along the eastern project boundary. All project design requirements, including emergency routes for first responders, shall be verified by the Fire Marshal prior to issuance of grading and building permits. Therefore, no adverse impacts related to emergency access are anticipated and impacts are considered less than significant, but this topic will be analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources defined in Public Resources Code Section 5020.1 (k) or
- ii. A recourse determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native America tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES:

- a) (i-ii) The project site is not listed or eligible for listing in the California Register of Historical Resources. Since the majority of project site is undeveloped, there is potential for tribal cultural resources to exist on-site or on surrounding lands that may be impacted by development. Therefore, the proposed project has the potential to impact tribal cultural resources during site clearance and earthmoving activities. All tribes with possible cultural affiliation and interest within the project area have been notified, per Assembly Bill 52. Any requests for consultation submitted in response to the AB 52 notification will be carried out between the County and the Tribes. A Cultural Resources Phase 1 Survey and Paleontological Resources Assessment will be prepared and submitted for review in the EIR. Further evaluation in the EIR is warranted to identify potential impacts to tribal cultural resources and to formulate avoidance or mitigation measures, if applicable.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES:

- a) During project construction, portable toilet facilities, serviced by licensed providers, would likely be used and delivered to the project site for the construction period. They would be pumped out periodically and waste would be held in holding tanks until disposed of off-site by appropriate means per the contracted sanitary service provider. An engineered septic system is proposed to be



installed on site to accommodate sewage and wastewater discharge from the facility. As such, impacts related to wastewater treatment facilities will be further addressed in the EIR.

The proposed project would create additional impervious surfaces on the project site and may require water for dust suppression during construction and washing of vehicles during operation. Due to the large development footprint of approximately 527,021 square-feet (approximately 7 percent building coverage across the 174 acres), these changes may substantially increase the amount of stormwater runoff. The pattern and concentration of runoff could be altered by project activities, such as grading of the project site and roads. However, a drainage plan would be required to be approved by the Kern County Public Works Department/Floodplain Management Section prior to issuance of building permits. With adherence to all applicable regulations, it is anticipated that the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Further analysis is warranted in the EIR.

- b) During construction of the proposed project, water would be required for common construction-related purposes including but not limited to dust suppression, soil compaction, and grading. Dust control water may be used for ingress and egress of on-site construction vehicle equipment traffic. A sanitary water supply would not be required during construction because restroom facilities would be provided by portable units to be serviced by licensed providers.

Operations for the proposed project would require adequate sanitation facilities to meet the needs of regular employees and visitors, such as restrooms throughout the facility and showers within the locker room as required by typical health codes. In addition, water is required during the manufacturing process for cooling beds, any proposed landscaping throughout the project site, solar panel maintenance, and for fire-emergency purposes. The applicant has provided a will serve letter from the Antelope Valley Eastern Kern water agency confirming the availability of potable water service to the project site. Furthermore, an SB610 water supply assessment will be completed for the proposed project to analyze potential impacts to groundwater. Therefore, further analysis is warranted in the EIR.

- c) The proposed project would be served by an on-site engineered septic system to accommodate the wastewater needs. Sources of wastewater include bathroom facilities and showers in locker rooms, landscape irrigation runoff, and cooling-bed water that is not emitted as steam into the atmosphere. Due to the proposed project having the potential to generate a significant amount of wastewater, further analysis is warranted in the EIR.
- d) Solid waste generated by construction of the proposed project is not anticipated to be significant. Non-hazardous construction refuse, and solid waste would be either collected and recycled or disposed of at a local Class III landfill, while any hazardous waste generated during construction would be disposed of at an approved location.

Solid waste generated by operations may include residual from imported scrap metal that cannot be recycled into the manufacturing process, as well as metal byproducts from the manufacturing and fabrication processes that have the potential to be incapable of being recycled into product or exported for off-site processing (slag, dust from Fume Treatment Plant, etc.). Additional waste generated by employees and visitors on site is also anticipated, requiring appropriate facilities and receptacles throughout the developed area.

The closest Class III municipal landfill is the Mojave-Rosamond Sanitary Landfill located in approximately 3.7 miles northeast of the project site. It is not anticipated that the amount of solid



waste generated by the proposed project would exceed the capacity of local landfills, however, further analysis is warranted in the EIR.

- e) The proposed project would generate solid waste during both construction and operation, thus requiring the consideration of waste reduction and recycling measures. The 1989 California Integrated Waste Management Act (AB 939) requires Kern County to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the proposed project design. The proposed project would be required to comply with the 1989 California Integrated Waste Management Act and the 1991 California Solid Waste Reuse and Recycling Access Act of 1991. Further analysis is warranted in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XX. WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, or other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) According to the Fire Hazard Severity Zones map published by the California Department of Forestry and Fire Protection (CalFire), the proposed project is not located within a State Responsibility Area (SRA) nor within lands classified as very high fire hazard severity zone (VHFSZ) and is approximately 8.5 miles southeast of such designations. The project site is classified as Local Responsibility Area (LRA) Moderate; thus, the potential for wildfire on the project site exists, but is not considered high and is not anticipated to physically impede the existing emergency response plans, emergency vehicle access, or personnel access to the project site. The project site is generally located in a rural, sparsely developed area with limited population and development. The project site is not located along an identified emergency evacuation route and is not identified in any adopted emergency evacuation plan. Therefore, less than significant impacts related to impairment of the implementation of, or physical interference with, an adopted



emergency response plan or emergency evacuation plan are anticipated. Nevertheless, further analysis is warranted in the EIR.

- b) Given the project site's flat topography, the project site is not anticipated to expose future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, other land-form factors. However, prevailing winds in the area may result in the increased exposure of pollutant concentrations from a wildfire on the nearest sensitive receptors, or the uncontrolled spread of a wildfire given the rural nature of the area. Further analysis is warranted in the EIR.
- c) Development of the proposed project is limited to approximately 527,021 square feet of building coverage with an approximately 63 acres of ground-mounted solar panels, all within the 174-acre project boundary. One new road would be constructed along the eastern boundary of the project site to provide an additional access point to the project site, although primarily designated for large trucks importing and exporting material to and from the project site. However, the installation of the new road and extension of existing utilities in the area are not anticipated to have the potential to exacerbate fire risk. Nonetheless, further analysis is warranted in the EIR.
- d) The project site is not considered a high-risk area for landslides as it is relatively flat and is not subject to post-fire slope instability, or drainage changes that would expose people or structures to significant risks. However, this topic will be further analyzed in the EIR.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES:

- a) The EIR's biological, cultural and tribal cultural resources sections shall discuss specific project-level impacts on plants and wildlife including avian species and impacts to cultural and tribal cultural resources. The document shall also evaluate the proposed project's contribution to cumulative impacts on biological, cultural and tribal cultural resources. Mitigation measures will be included for both project-level and cumulative impacts that would be incorporated to reduce any potential impacts to less than significant levels, where necessary and feasible.
- b) The proposed project may have the potential to cumulatively contribute to impacts on aesthetics, air quality, biological resources, cultural resources, tribal cultural resources, greenhouse gas emissions, traffic, and wildfire-related impacts. The EIR will evaluate the proposed project's contribution to cumulative impacts in these and other areas, as appropriate.
- c) The proposed project could result in the long-term operation of an emission source that may adversely affect nearby sensitive receptors. Both short-term construction activities and long-term manufacturing operations could result in temporary increases in pollutant concentrations. Pollutants of primary concern commonly associated with construction-related activities include



toxic air contaminants (i.e., diesel particulate matter [DPM]), asbestos, and fugitive dust, whereas on-going operations are anticipated to contribute to pollutant emissions resulting from increased vehicle exhaust generated by traffic to and from the project site, release of vapors related to heating and cooling processes during the manufacturing process, and dust byproducts. Within the project area, the potential for increased occurrences of Valley Fever is also of concern due to the likely occurrence of dust emissions from use of un-paved roads during construction and operation. Human health impacts from the proposed project's short- and long-term cumulative contributions to air quality impacts will be further evaluated in the EIR.



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