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DRAFT
Highway 395 and Seneca Road Quick N Clean Car Wash
Initial Study/Mitigated Negative Declaration
City of Adelanto, San Bernardino County, California

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	acre-feet per year
AMSL	above mean sea level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BRA	Biological Resources Assessment
Cal/EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHL	California Historic Landmarks
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPHI	California Points of Historical Interest
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances
DWR	Department of Water Resources
EIR	Environmental Impact Report
EMFAC	Emission Factors mobile source emissions model

EPA	United States Environmental Protection Agency
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
HCP	Habitat Conservation Plan
HI	Hazard Index
HRI	Historical Resources Inventory
in/sec	inch per second
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
kBTU	kilo-British Thermal Unit
kWh	kilowatt-hours
L_{dn}	day-night average noise level
L_{eq}	equivalent noise/sound level
L_{max}	maximum noise/sound level
LOS	Level of Service
LRA	Local Responsibility Area
LSA	Lake and Streambed Alternation Agreement
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MGD	million gallons per day
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
mph	miles per hour
MRF	Materials Recovery Facility
MRZ	Mineral Resource Zone
MT	metric ton
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OS	Open Space

OSHA	Occupational Safety and Health Administration
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppm	parts per million
PPV	peak particle velocity
REC	Recognized Environmental Conditions
rms	root mean square
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCTA	San Bernardino County Transit Authority
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
Valley Air District	San Joaquin Valley Air Pollution Control District
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SO_X	sulfur oxides
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TIA	Traffic Impact Analysis
TPA	Transit Priority Area
US-395	U.S. Highway 395
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VdB	vibration in decibels
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
VVTA	Victor Valley Transit Authority
VWD	Victorville Water District
WEAP	Worker Environmental Awareness Program

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is to identify and disclose the potential environmental impacts that could result from implementation of the proposed Highway 395 and Seneca Road Quick N Clean Car Wash Project (proposed project) in the City of Adelanto, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Adelanto has discretionary authority over the proposed project and is the lead agency in the preparation of this Draft IS/MND and any additional environmental documentation required for the proposed project. The intended use of this document is to determine the level of environmental analysis required to adequately analyze the project pursuant to the requirements of CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. Section 3 contains the List of Preparers.

1.2 - Project Location

The proposed project site is located on U.S. Highway 395 (US-395) and Seneca Road in the southeastern portion of the City of Adelanto, in western San Bernardino County, California, along the City's southeastern border, which is adjacent to the City of Victorville (Exhibit 1). The approximately 1.60-acre parcel is part of a larger 5-parcel site totaling approximately 8.3 acres and is generally located west of Interstate 15 (I-15); north of State Route (SR) 18, south of SR-58, and immediately west of US-395, on the *Adelanto, California* 7.5-minute Topographic Quadrangle Map. The project site is located approximately 60 miles northeast of Los Angeles and 30 miles north of San Bernardino (Exhibit 2).

The City of Adelanto is bound to the north and to the west by unincorporated San Bernardino County, to the east by the City of Victorville, and to the south by the City of Hesperia. Regional access is provided by I-15 and US-395.

1.3 - Environmental Setting

The project site is located in the Victor Valley area of the Mojave Desert in San Bernardino County, approximately 7 miles west of downtown Victorville. The approximately 1.60-acre project site is identified as Assessor's Parcel Number (APN) No. 310-351-105. The site is currently vacant and has been undeveloped since at least 1932.[1] The site is unimproved, moderately disturbed by several dirt

[1] Terracon Consultants, Inc. 2020. Phase I Environmental Site Assessment: Proposed Retail Center, Seneca Road and Highway 395. February 14.

roads bisecting the site, and dominated by a white bursage scrub vegetation community and there are utility poles along the eastern site boundary. The project site is characterized, in part, by several small dirt mounds located on the western side of the project that indicate prior ground disturbance, trash and windblown waste originating from US-395, and off-highway vehicle recreation.

Project Site

The northern end of the project site is bound by Seneca Road, the eastern end of the site is bound by US-395, and the western end of the site is bound by Pearmain Street. The site is relatively flat and is located approximately 3,139.74 feet above mean sea level (AMSL). According to the City of Adelanto General Plan (General Plan) Land Use and Zoning Map (Exhibit 3), the site is designated "Commercial" in the General Plan and is zoned Commercial.[2]

Surrounding Land Uses

The project site is surrounded by undeveloped vacant lands and residential neighborhoods. Adjoining and nearby properties include the following:

- **North:** Vacant land; previously developed parcels designated Commercial and zoned Commercial; Seneca Road.
- **East:** Developed sites zoned Residential (R-1); US-395.
- **South:** Vacant land; undeveloped parcels designated Commercial and zoned Commercial; shopping center containing fast food establishments and supermarkets.
- **West:** High Density Residential (R-3); Pearmain Street.

1.4 - Project Description

3K1 Consulting Services, LLC (project applicant) proposes to develop a 4,552-square-foot Quick N Clean Car Wash and appurtenant facilities (proposed project) on the approximately 1.60-acre site. The proposed project would provide 37 vacuum structures within 37 standard parking stalls and a 138-foot drive-through vehicle wash tunnel; three drive-through pay stations; and paved driveways. The vehicle wash tunnel would be 4,552 square feet and would use a water recycling system to reduce water usage. Paved surfaces would total 39,715 square feet and building setbacks and side yards would be provided around the perimeter of the site, including a 25-foot parking setback adjacent to US-395. As shown in Exhibit 4, the drive-through vehicle wash tunnel would be located on the eastern end of the site.

Construction

The proposed project would require site grading, paving, and installation of various car wash facilities. The construction phases are outlined below.

[2] City of Adelanto. 2018. General Plan Land Use and Zoning Map. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/1071/Zoning-Map-10-1-2018. Accessed September 9, 2022.

- Site preparation: The project site would be readied for construction of the proposed project during this activity. Any existing vegetation on the project site planned for removal would be removed during this activity. The duration of this activity would be approximately 14 days.
- Grading: The site would be graded during this activity. The duration of this activity would be approximately 30 days.
- Construction: The drive-through vehicle wash tunnel, vacuum canopies, and associated facilities would be constructed during this activity. The duration of this activity would be approximately 105 days.
- Architectural Coating: Application of architectural coatings would begin during building construction activities. The duration of this activity would be approximately 30 days.
- Paving: During this activity, the parking areas and roads would be paved, the building setbacks and side yards would be constructed, and finishes such as pavement striping and signage would be installed. The duration of this activity would be approximately 15 days.
- Landscaping activities: The landscaping of the project site would be constructed separately. The duration of this activity would be approximately 30 days.

Construction is tentatively scheduled to begin in June 2023 and would last approximately 210 working days.

Operations

The anticipated opening year for the proposed project is 2024. Business operations at the site would consist of an automated car wash facility that would employ five to seven people. The proposed project would operate during normal business hours of 7:00 a.m. to 7:00 p.m., up to 365 days per year, with 2-3 employees on-site per day.

City of Adelanto General Plan and Zoning

The General Plan establishes the basic goals of the City and provides a basis for land use decisions and development. According to the Land Use Element of the General Plan, the primary purpose and application of the Commercial land use designation is to guide the development of commercial facilities throughout the City that are adequate to satisfy business and service needs and to focus social interaction and community identity at a subregional, community, or neighborhood level.[3]

According to the City of Adelanto Zoning Matrix, permitted land uses for lands zoned C include educational institutions; medical offices and pharmacies; religious and non-profit institutions; service stations; gasoline stations; public parking; automobile service, sales, and repair centers; electrical utility stations; broadcast studios; eating and drinking establishments; and commercial uses such as entertainment and recreation establishments, retail sales, department stores, markets, hotels, offices, business services, repair and maintenance services.

[3] City of Adelanto. 1994. City of Adelanto General Plan, Chapter 3: Land Use Element. Website: https://www.ci.adelanto.ca.us/documentcenter/view/223. Accessed September 9, 2022.

Because car washes are a conditionally permitted use in lands zoned Commercial, the proposed project would require approval of a conditional use permit.[4]

Site Access and Circulation/Off-site Improvements

As part of the proposed project, the applicant proposes to construct two-way drive aisles within the larger 5-parcel site that totals approximately 8.3 acres (Exhibit 3). The two-way drive aisles would provide ingress and egress to the proposed project via three access points on the northern portion of the 1.60-acre project site. This east/west oriented two-way drive aisle would connect to US-395 at the eastern edge of the project site and would provide restricted right-in/right-out access only. The drive aisle would also extend from US-395 to the western edge of the project site to enable cross access for future development (Exhibit 4). Another internal two-way drive aisle would bisect the east/west oriented two-way drive aisle and would connect the project site to Seneca Road, as shown in Exhibit 3. The eastern driveway at Seneca Road would be restricted to right-in/right-out only and the western driveway at Seneca Road would allow for full access.

Parking

The proposed project would provide a total of 40 parking spaces. Of the 40 parking spaces, 34 would be standard parking spaces with vacuum structures, two would be ADA-compliant parking spaces with vacuum structures, one would be ADA-compliant with an electric vehicle (EV) charging station parking space with vacuum structure, and three would be reserved for employee parking.

Utilities

The proposed project is located within the service areas of the following utility service providers:

Water: The City of Adelanto Water Department provides water services to the City of Adelanto.[5]

Wastewater: The City of Adelanto Public Utility Authority provides wastewater services to the City of Adelanto.[6]

Solid Waste: Burrtec Waste Industries provides solid waste services to the Adelanto service area.

Electricity: Southern California Edison (SCE) provides electricity to the Adelanto area.

Gas: Southern California Gas Company (SoCalGas) provides natural gas to the Adelanto service area.

1.5 - Required Discretionary Approvals

As mentioned previously, the City of Adelanto has discretionary authority over the proposed project and is the CEQA lead agency for the preparation of this Draft IS/MND. In order to implement the project, the applicant would need to secure the following permits/approvals:

[4] City of Adelanto. 2018. Adelanto Zoning Code, City of Adelanto Appendix A – Regulation of Uses by Zoning District. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/1207/Zoning-Matrix. Accessed September 9, 2022.
[5] City of Adelanto. 2020. Water and Sewer. Website: https://www.ci.adelanto.ca.us/214/Water-Sewer. Accessed September 9, 2022.
[6] Ibid.

- Approval of the Draft IS/MND
- Conditional Use Permit (to allow a car wash on a property zoned Commercial)
- Approval of the Tentative Map

1.6 - Intended Uses of this Document

This Draft IS/MND has been prepared to disclose potential project impacts, evaluate the significance of those impacts, and determine the appropriate environmental analysis document for the proposed project. This document will also serve as the basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 30 days, during which comments concerning the analysis contained in the Draft IS/MND should be sent to:

David J. Martinez, Development Services Director
11600 Air Expressway
Adelanto, CA 92301
Phone: 760.246.2300
Email: dmartinez@ci.adelanto.ca.us

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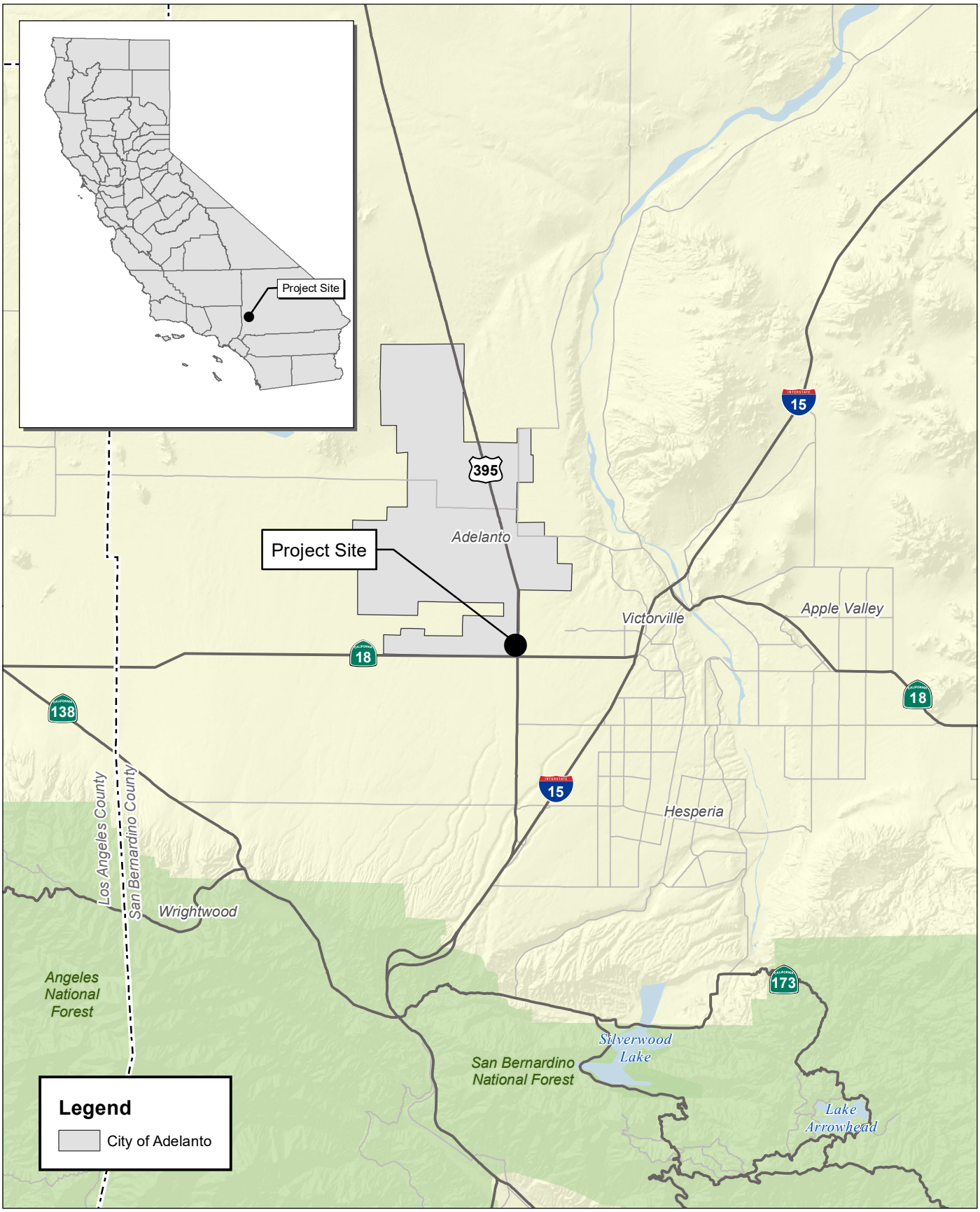

Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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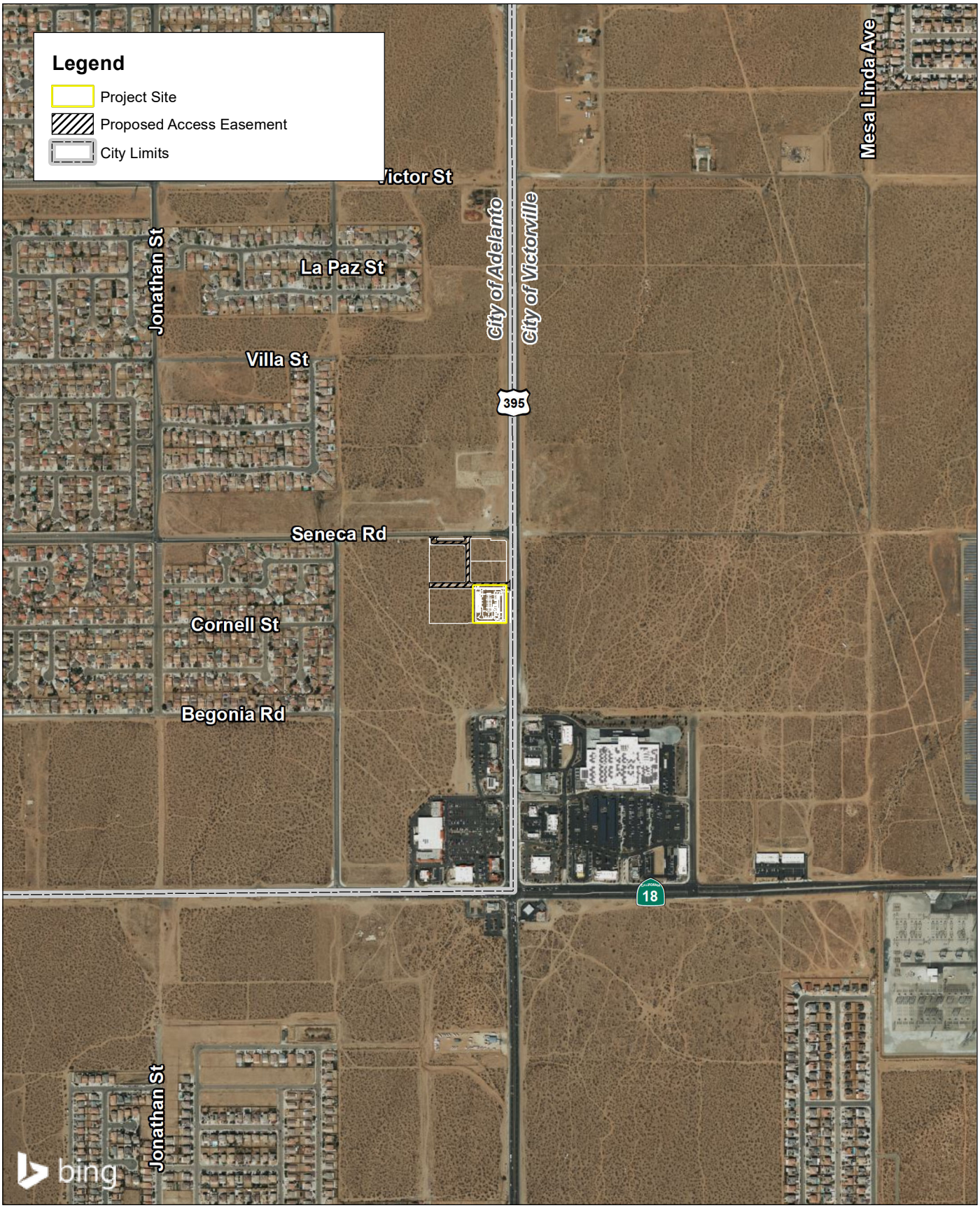

Source: Bing Aerial Imagery.

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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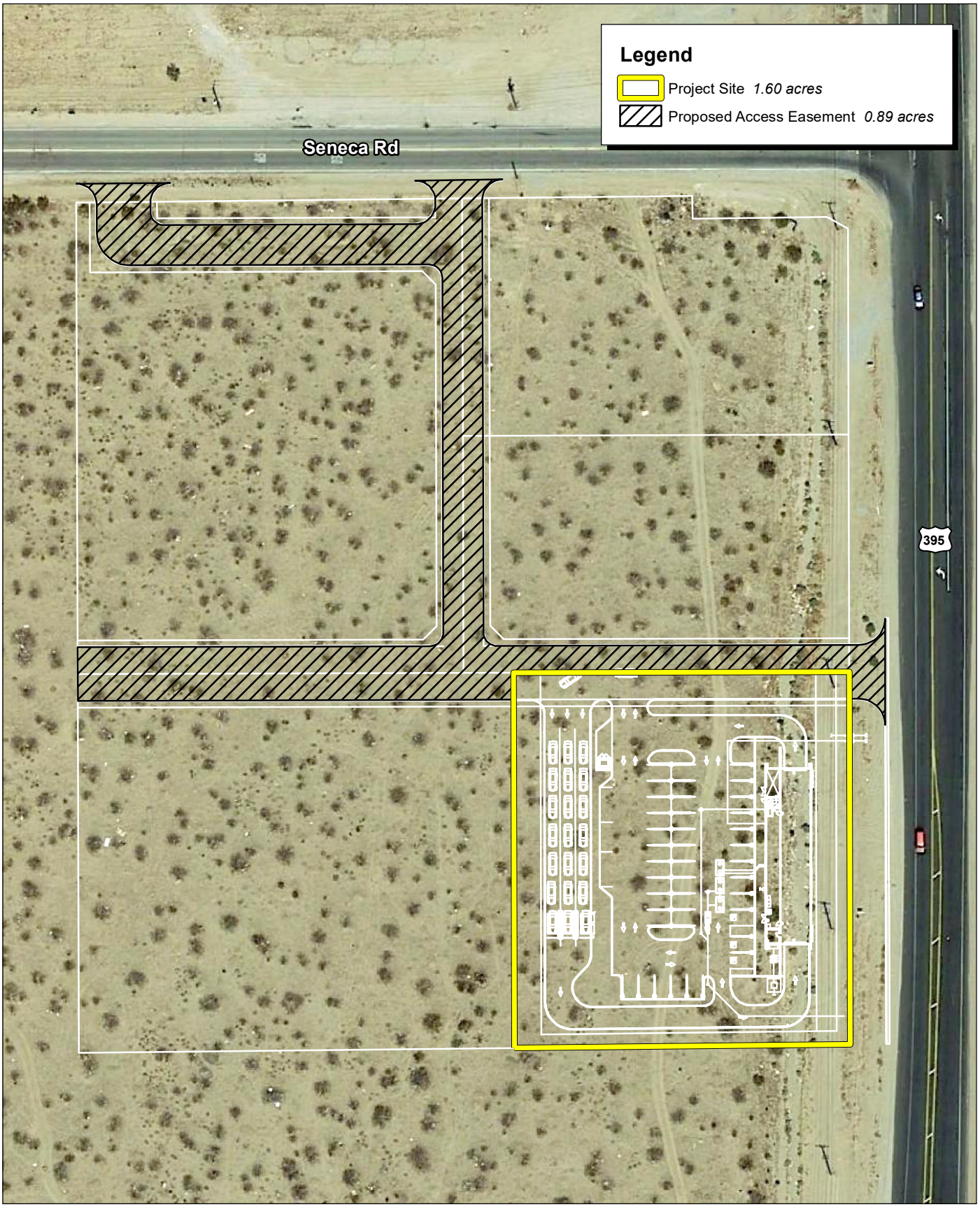

Source: Google Earth Aerial Imagery.

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100 50 0 100 Feet

Exhibit 3
Project Location Map

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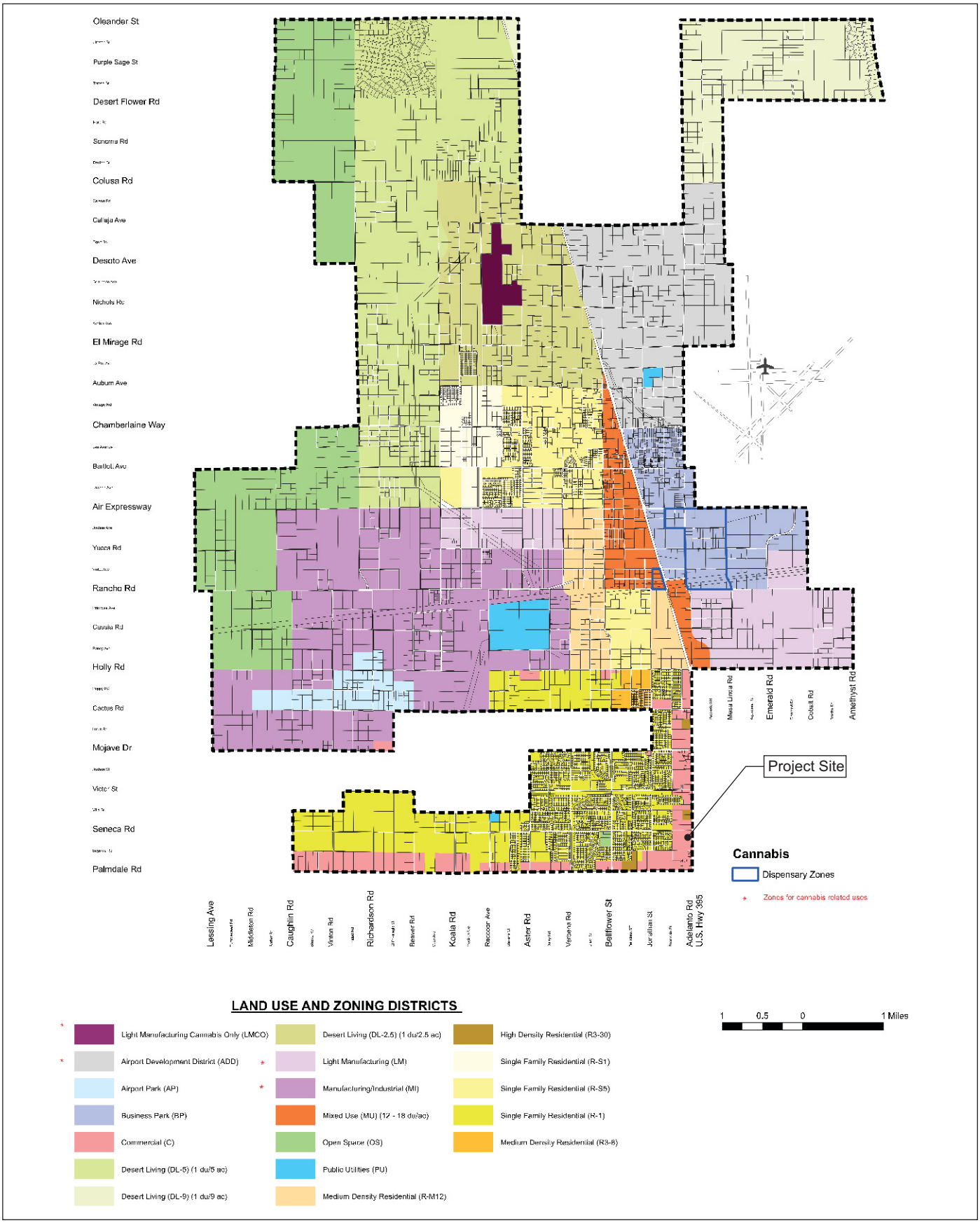

Source: City of Adelanto, September 27, 2018.

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Exhibit 4
General Plan Land Use and Zoning

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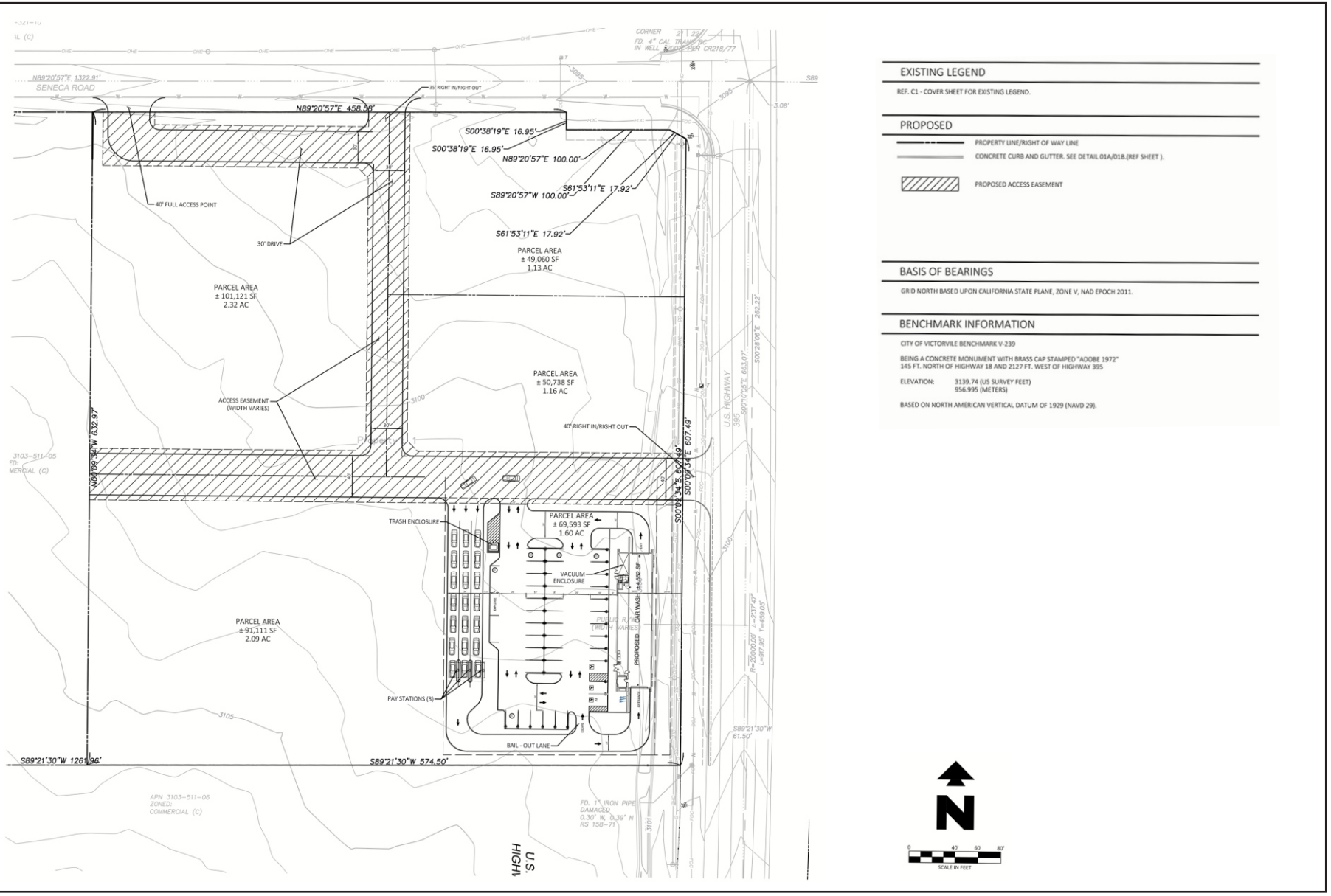

Source: CEI Engineering Associates, 2021.

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Exhibit 5
Site Plan

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Date: _____ Signed: _____

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Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. The General Plan does not identify or designate any specific scenic vistas or scenic resources. Accordingly, the proposed project would have no effect on scenic vistas.

However, the Conservation/Open Space Element of the General Plan outlines policies and strategies for the preservation and utilization of open space and scenic areas. According to the General Plan, the Mojave River Corridor has intrinsic scenic qualities. The Mojave River Corridor is designated as open space. Areas designated as open space are directed to remain dedicated to their existing use or as passive recreational site.[7] Because of the distance of the project site from the Mojave River Corridor and the presence of intervening manmade structures and urban development, the proposed project would result in no impact to the Mojave River Corridor or any other open space areas that are identified in the General Plan.

The proposed project would be consistent with views presently found in the vicinity of the project site. Additionally, there are no designated scenic viewsheds or scenic vistas within the City of Adelanto, or on the project site, or surrounding the project site, and the proposed project would not

[7] City of Adelanto. Adelanto General Plan, Chapter Seven, Conservation/Open Space Element, Figure VII-3 Conservation/Open Space Map. Website: https://www.ci.adelanto.ca.us/documentcenter/view/223. Accessed September 9, 2022.

impede any views of open spaces or scenic areas as defined in the Conservation/Open Space Element of the General Plan. Therefore, no impacts would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

Less than significant impact. There are no designated roads included in State Scenic Highway system near the project site. The nearest officially designated State Scenic Highway is SR-138, which is an east–west road, located approximately 12.9 miles south of the project site in the northern San Bernardino National Forest. Based on the distance and intervening topography, this roadway is not visible from the project site, and the proposed project would have no impact to it.

A segment of SR-18, located 0.39 mile south of the project site, is eligible for inclusion in the State Scenic Highway system. [8] The segment of SR-18 that is eligible for inclusion in the State Scenic Highway system runs east–west from SR-138 between Victorville and Palmdale to SR-247 near Lucerne Valley. Based on the distance and intervening topography, this segment of the roadway is not visible form the project site and the proposed project would have no impact to it. Therefore, the proposed project would not have the potential to damage any trees, rock outcroppings, or historic buildings along any designated State Scenic Highway. Therefore, impacts would be less than significant.

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

Less than significant impact. Degradation of visual character or quality means making substantial changes to the existing appearance of a site by constructing elements that are poorly designed or that conflict with the existing surroundings. The project site is currently and historically undeveloped within the City of Adelanto, in an area zoned Commercial. Implementation of the proposed project would be consistent with its surroundings. The project site is located on a major highway and a commercial shopping center is located 750 feet to the south and residential neighborhoods are located to the west. The General Plan Zoning Map designates certain areas as Open Space (OS). These areas are in the western and northwestern areas of the City.[9] There are no areas zoned OS on or adjacent to the project site.

The proposed project would not conflict with any applicable zoning or other regulations governing scenic quality. Land uses within the C zoning designation include commercial and limited residential uses. The proposed project would be consistent with the permitted or conditionally permitted land uses for which it is zoned. The proposed project is not adjacent to any areas zoned OS, and the

[8] California Department of Transportation (Caltrans). 2019. Scenic Highway System Lists. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx. Accessed September 9, 2022.

[9] City of Adelanto. 2019. General Plan Zoning Map (1994 General Plan Update). Zoning Layer Updated October 24. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/1492/ZONING-MAP-102419. Accessed September 9, 2022.

proposed development would not adversely affect any lands having scenic quality. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. Excessive or inappropriately directed lighting can adversely affect nighttime views by reducing the ability to see the night sky and stars. Glare can be derived from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Light-sensitive land uses in the area may include the residential neighborhoods to the west of the site and US-395 to the east of the site.

The project site contains existing sources of light and glare from headlights from vehicles traveling on US-395, as well as from existing development such as the commercial shopping center located 750 feet south of the project site and streetlights. Development of the proposed project would occur on land that is currently undeveloped and has not been developed in the past, adjacent to a major roadway, US-395. The proposed project would create new sources of light and glare from the project site. These sources of light and glare could include indoor and outdoor lighting from the buildings and infrastructure, as well as from vehicles at the project site. The proposed lighting for the project would be consistent with the site's zoning and the existing character of the US-395 corridor. Additionally, the proposed project would comply with the City of Adelanto Municipal Code (Municipal Code) regarding on-site lighting in commercial zones, including energy efficiency and shielding of light fixtures. Specifically, Municipal Code Section 17.25.040(f) states that on-site lighting would be required to be directed away from adjoining properties and public right-of-way and that light fixtures would be required to be shielded to prevent light spillover onto residential properties. Compliance with the Municipal Code would ensure that the proposed project does not adversely affect views in the area or in nearby light-sensitive uses. Additionally, the City would review the proposed project prior to implementation. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

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

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

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 nonagricultural use?

No impact. The proposed project would develop a car wash facility in an area zoned for commercial land uses to the north and south of the project site and is on land zoned Commercial. According to the California Department of Conservation, the project site does not contain and is not adjacent to lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[10] The project site is currently vacant and does not contain agricultural or farmland uses. There are no farmlands as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency within the City of Adelanto. The nearest farmland is Prime Farmland located 6.68 miles east of the project site at Mojave Narrows Regional Park in Victorville. Since no agricultural or farmland uses exist on the site, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is vacant and undeveloped and does not contain agricultural uses. The project site is zoned Commercial. Agricultural uses within the C zone are limited to feed and grain sales. The proposed project would not conflict with existing zoning for agricultural uses. The project site is not subject to a Williamson Act contract. Therefore, there would be no impacts.

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

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

No impact. The California Public Resources Code defines forestland as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (Public Resources Code [PRC] § 1220). “Timberland” is defined as land that is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products (PRC § 4526). "Timberland production zone" is defined as an area that has been zoned and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses (PRC § 51104(g)). The proposed project is in an area that is zoned for commercial uses and does not contain forestland as defined above. According to the Biological Resources Assessment prepared for the proposed project (Appendix B), there were no trees observed on-site, and the tallest vegetation observed was creosote brush shrubs. Therefore, the proposed project would not conflict with or cause rezoning of

[10] California Department of Conservation. 2016. Farmland Mapping and Monitoring Program: California Important Farmland Finder. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed September 9, 2022.

forestland, timberland, or timberland zoned Timberland Production. The proposed project would not result in the loss of forestland or convert forestland to non-forest use. Therefore, there would be no impacts.

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

No impact. The proposed project is not located on or near land used for farmland or agriculture. Therefore, the proposed project would not result in changes to the existing environment that would result in the conversion of farmland to nonagricultural use or the conversion of forestland to non-forest use. Therefore, there would be no impacts.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Setting

The following discussion is based, in part, on project-specific air pollutant emissions modeling results generated utilizing California Emissions Estimator Model (CalEEMod), Version 2020.4.0. The modeling data is provided in its entirety within Appendix A of this Draft IS/MND.

Air Pollutants

Air quality is determined by the concentration of various air pollutants in the atmosphere. The amount of a given pollutant in the atmosphere is determined by the number of pollutants released within an area, transport and dispersion of pollutants to and from surrounding areas by local and regional meteorological conditions, and the surrounding topography. The major determinants of transport and dispersion are wind, atmospheric stability, terrain and, for photochemical pollutants, sunlight.

Air quality impacts may occur during the construction or operation of a project and may come from stationary (e.g., industrial processes, generators), mobile (e.g., automobiles, trucks), or area (e.g., residential water heaters) sources. The City of Adelanto is located within the Mojave Desert Air Basin (MDAB) and is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The MDAQMD covers the majority of the MDAB. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. The MDAB is

separated from the Southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet). The Antelope Valley is bordered in the northwest by the Tehachapi Mountains and on the south by the San Gabriel Mountains. The adjacent Mojave Desert is bordered in the southwest by the San Bernardino Mountains.[11]

Based on federal and State regulations, six major criteria pollutants have been identified: carbon monoxide (CO), nitrogen oxides (NO_X), ozone, particulate matter (PM_{10} and $PM_{2.5}$), sulfur oxides (SO_X), and lead. Air pollutants relevant to the CEQA checklist questions for Air Quality are briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and NO_X—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Health effects can include, but not be limited to, irritated respiratory system, reduced lung function, and aggravated chronic lung diseases.
- ROG, also known as volatile organic compounds (VOC), are defined as carbon compounds—excluding CO, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participate in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.
- Nitrogen dioxide (NO_2) forms quickly from NO_X emissions. Health effects from NO_2 can include the following: the potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups, risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes, contribution to atmospheric discoloration, and increased visits to hospital for respiratory illnesses.
- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings, with little to no wind, when surface-based inversions trap pollutants at ground levels. Because CO is emitted directly from internal combustion engines, and motor vehicles operating at slow speeds are the primary source of CO, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure and can include slight headaches; nausea, aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease, decreased exercise tolerance in persons with peripheral vascular disease and lung disease, impairment of central nervous system functions, possible increased risk to fetuses; and possible death.
- Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. SO_X includes SO_2 and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, leading to acid deposition that can harm natural resources and materials. Although SO_2 concentrations have been reduced to levels well below

[11] Mojave Desert Air Quality Management District (MDAQMD). 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/637406182097070000. Accessed August 8, 2022.

State and federal standards, further reductions are desirable because SO_2 is a precursor to sulfate and PM_{10}.

- Respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities in populated areas. Health effects from short-term exposure (hours/days) can include the following: irrigation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function, chronic bronchitis, changes in lung morphology, or death.
- Toxic air contaminants (TAC) refer to a diverse group of air pollutants that can affect human health; however, TACs do not have established ambient air quality standards. Diesel particulate matter (DPM) is a TAC that is emitted from diesel-fueled equipment and vehicles. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

Thresholds of Significance

Where available, the significance criteria established or recommended by the MDAQMD were used to make the following CEQA significance determinations. The MDAQMD has adopted standards of significance for construction and operation, shown in Table 1. In developing thresholds of significance for air pollutants, the MDAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The MDAQMD provides daily emissions thresholds for projects where project construction and operation would occur in the same year, such as the proposed project. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Table 1: MDAQMD Thresholds of Significance

Pollutant	Significance Thresholds	
	Daily Emissions	Annual Emissions
VOC	137 pounds/day	25 tons/year
NO_X	137 pounds/day	25 tons/year
SO_X	137 pounds/day	25 tons/year
$PM_{2.5}$	65 pounds/day	12 tons/year
PM_{10}	82 pounds/day	15 tons/year

Pollutant	Significance Thresholds	
	Daily Emissions	Annual Emissions
CO	548 pounds/day	100 tons/year

Notes:
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxide
VOC = volatile organic compounds
The MDAQMD thresholds for lead and hydrogen sulfide are not shown above as the proposed project is not industrial in nature and is not anticipated to result in emissions of lead or hydrogen sulfide.
Source: Mojave Desert Air Quality Management District (MDAQMD). 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/637406182097070000. Accessed August 8, 2022.

Would the project:

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

Less than significant impact. A potentially significant impact to air quality would occur if the proposed project were to conflict with or obstruct implementing the applicable air quality plan. The portion of the MDAB where the City of Adelanto is located has been designated as nonattainment for the State ozone and PM_{10} standards and for the national 8-hour ozone and PM_{10} standards. In response to these designations, the MDAQMD has adopted attainment plans to achieve attainment of State and national standards[12] for ozone and PM_{10}. According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. Conversely, a project is conforming if it is consistent with the growth forecasts in the applicable plan. Conformity with growth forecasts may be established by demonstrating that the proposed project is consistent with the land use plan that was used to generate the growth forecast.

The proposed project would involve developing approximately 1.60 acres of vacant land for a Quick N' Clean car wash establishment. Projects consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the MDAQMD Air Quality Management Plan (AQMP) growth projections. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Adelanto is projected to add a total of 38,900 new residents and 3,900 new employees through the year 2040.[13] The General Plan land use and zoning designation for the project site is currently zoned Commercial.[14] The proposed project is expected to employ five to seven individuals, who are expected to be hired from the local labor force and would not introduce any new residents and

[12] Mojave Desert Air Quality Management District (MDAQMD). 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/637406182097070000. Accessed August 8, 2022.
[13] Southern California Association of Governments (SCAG). 2016. Regional Transportation Plan/Sustainable Communities Strategy 2016-2040 Demographics and Growth Forecast. April. Website: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557. Accessed September 9, 2022.
[14] City of Adelanto. 2019. General Plan Land Use and Zoning Map. October 24. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/1135/ZONING-MAP-102419. Accessed September 9, 2022.

would be consistent with the General Plan land use and zoning designation of commercial. Therefore, the proposed project would not introduce growth greater than what was included in the applicable growth forecast that forms the basis for the MDAQMD's AQMP. Therefore, the proposed project would not 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?

Less than significant impact. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. As described above, the region is currently designated as nonattainment for federal and State ozone and PM_{10}. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants results from past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in the nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new developments that would increase air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable. According to the MDAQMD, any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The MDAQMD identifies the following evaluation criteria and has determined that, in general, the first criteria listed is sufficient to determine whether the proposed project would have a significant impact related to air quality.

- Generates total emissions (direct and indirect) in excess of the MDAQMD thresholds given in Table 1;
- Generates a violation of any ambient air quality standard when added to the local background;
- Does not conform with the applicable attainment or maintenance plan(s);
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.

The proposed project's regional construction and operational emissions, including on- and off-site emissions, are evaluated separately below. Construction and operational emissions from the proposed project were estimated using the CalEEMod, version 2020.4.0. Appendix A contains a detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files.

Construction Emissions

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the proposed project would result in the temporary generation of emissions from construction activities such as site preparation, grading, building construction, architectural coating, and asphalt paving. Fugitive dust emissions are primarily associated with earth disturbance and grading activities and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings, and asphalt paving.

The proposed project is anticipated to begin construction in June 2023 and last for approximately 7 months. The proposed project site is currently undeveloped. Therefore, there is no demolition required. Also, the proposed project is assumed to balance cut and fill material on-site during grading activities. Table 2 provides the anticipated construction schedule that reflects the construction start date and overall construction length provided by the client and the construction phase durations estimated by CalEEMod. Site preparation is anticipated to occur over 14 days, grading over 30 days, building construction over 105 days, paving over 30 days, and architectural coating over 30 days. Construction is anticipated to occur 5 days a week. As these durations account for total calendar days, the CalEEMod default construction schedule was adjusted to reflect these durations but takes into account the application of 5 workdays per week.

Table 2: Preliminary Construction Schedule

Activity	Activity Start Date	Activity End Date	Total Number of Working Days per Week	Total Number of Working Days
Site Preparation	6/1/2023	6/14/2023	5	10
Grading	6/15/2023	7/14/2023	5	22
Building Construction	7/15/2023	10/27/2023	5	75
Paving	10/28/2023	11/28/2023	5	22
Architectural Coating	11/29/2023	12/28/2023	5	22

Source:
Applicant-provided information, received July 27, 2022.

Because project construction and operation would occur in the same year, the MDAQMD daily emissions thresholds are used to determine the significance of the proposed project's air quality impacts. Table 3 presents the proposed project's maximum daily construction emissions using the worst-case summer or winter daily construction-related criteria pollutant emissions for each construction activity. Complete CalEEMod output files are included as part of Appendix A.

Table 3: Regional Construction Emissions by Construction Activity

Activity	Maximum Daily Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}[1]	$PM_{2.5}$[1]
Summer 2023	7.50	14.49	15.74	0.03	3.87	2.12
Winter 2023	7.50	14.49	15.54	0.03	3.87	2.12
Maximum Daily Construction Emissions	**7.50**	**14.49**	**15.74**	**0.03**	**3.87**	**2.12**
Maximum Daily Emission Threshold (pounds/day)[2]	137	137	548	137	82	65
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxides
VOC = Volatile Organic Compounds
[1] MDAQMD Rules 403 and 403.2 Fugitive Dust measures are applied.
[2] Recommended by MDAQMD staff, the construction emissions should be compared with daily emission thresholds if the construction is less than a year.
Source of emissions: See Appendix A.

As shown above, the proposed project's construction emissions would not exceed the applicable significance thresholds. All construction activities would also comply with applicable MDAQMD rules and regulations, including Rules 403 and 403.2, to reduce fugitive dust emissions. Therefore, the proposed project would not 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. The impact from the construction of the proposed project would be less than significant.

Operational Emissions

Operational emissions for land use development projects are typically distinguished as mobile, area, and energy-source emissions. Mobile source emissions are associated with automobiles that would travel to and from the proposed project site. According to the applicant-provided Traffic Analysis,[15] prepared by Urban Crossroads on July 22, 2022, the proposed project is estimated to generate 776 daily one-way vehicle trips during operation. Area-source emissions are associated with landscape maintenance activities and periodic architectural coatings. Energy-source emissions are associated with natural gas combustion for space and water heating and electricity consumption. Table 4 presents the proposed project's maximum daily operational emissions in 2023.

[15] Urban Crossroads. 2022. Quick N Clean Car Wash Traffic Analysis. July 22.

Table 4: Operational Regional Pollutants

Activity	Maximum Daily Emissions (pounds/day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Seasonal Results						
Area	0.17	<0.01	0.01	0.00	<0.01	<0.01
Energy	<0.01	0.04	0.03	<0.01	<0.01	<0.01
Mobile	2.67	3.54	24.62	0.05	4.83	1.32
Maximum Daily Operational Emissions	**2.85**	**3.58**	**24.66**	**0.05**	**4.84**	**1.32**
Winter Seasonal Results						
Area	0.17	<0.01	0.01	0.00	<0.01	<0.01
Energy	<0.01	0.04	0.03	<0.01	<0.01	<0.01
Mobile	2.31	3.75	22.02	0.05	4.83	1.32
Maximum Daily Operational Emissions	**2.49**	**3.79**	**22.06**	**0.05**	**4.84**	**1.32**
Maximum Between Summer and Winter Results						
Maximum Daily Operational Emissions	**2.85**	**3.79**	**24.66**	**0.05**	**4.84**	**0.46**
Maximum Daily Emission Threshold (pounds/day)[2]	137	137	548	137	82	65
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxides
VOC = Volatile Organic Compounds
[1] Total daily operation emissions for VOCs, NO_X, CO, and SO_X are obtained from the CalEEMod summer run while all other pollutant emissions are taken from the CalEEMod winter run to account for maximum daily emissions for each respective pollutant; see Appendix A.
[2] Recommended by MDAQMD staff, the operational emissions should be compared with daily emission thresholds if the construction and operation occur in the same year.
Source of emissions: See Appendix A.

As shown above, the proposed project's operational emissions would not exceed any of the MDAQMD thresholds of significance. Considering that the proposed project's long-term operational emissions would not exceed any significance thresholds, the proposed project would not 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. Therefore, the impact from long-term operation of the proposed project would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentrations. The MDAQMD CEQA Guidelines define residences, schools, daycare centers, playgrounds, and medical facilities as sensitive receptors.[16] The MDAQMD CEQA Guidelines specify the following project types within the specific distance to an existing or planned sensitive receptor land use must be evaluated quantitatively to determine their potential to expose sensitive receptors to substantial pollutant concentrations. Such pollutant concentrations could result in an exceedance of the applicable cancer risk or hazard index thresholds of significance:

- Any industrial project within 1,000 feet;
- A distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchoroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.

The proposed project is located within a portion of the City of Adelanto zoned for commercial land uses and is predominantly surrounded by vacant land. The proposed project's closest sensitive receptors would be single-family residences approximately 1,000 feet west of the proposed project site. Furthermore, the proposed project would not match any of the project types listed by the MDAQMD which may have a significant impact on nearby sensitive receptors. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations from TACs generated from the proposed project's operation. Also, the proposed project is a Quick N' Clean car wash that would not place new sensitive receptors near existing sources of TACs. Considering the distance to sensitive receptors, the proposed project's construction and operation would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

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

Less than significant impact. Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The MDAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (Valley Air District) does have a screening distance for odor sources that may be relied upon.[17] Those distances

[16] Mojave Desert Air Quality Management District (MDAQMD). 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/637406182097070000. Accessed August 8, 2022.

[17] San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 9, 2022.

are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would not likely have a significant impact. These screening distances by type of odor generator are listed in Table 5.

Table 5: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District) Guidance for Assessing and Mitigating Air Quality Impacts.	

Construction-Related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive DPM exhaust properties, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.

Operational-Related Odors

The proposed project would include constructing and developing a car wash, parking spaces, and associated landscaping. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not engage in any of these activities and would not be considered an odor generator as identified in Table 5. Therefore, the proposed project would not be a generator of objectionable

odors during operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors.

In summary, the proposed project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *Would the project:*				
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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?	☐	☐	☐	☒

Environmental Evaluation

Setting

The information in this section is based, in part, on a Biological Resources Assessment (BRA) and a preliminary Jurisdictional Delineation (JD), both prepared for the proposed project by FirstCarbon Solutions (FCS), dated November 24, 2020, and December 21, 2020 (updated August 30, 2022), respectively, and are included in Appendix B of this report. The purpose of the BRA was to determine whether development of the proposed project could potentially affect sensitive biological resources located on or adjacent to the site. The BRA analyzed potential effects on sensitive biological

resources and jurisdictional areas associated with the proposed project based on a field survey of the site and a review of existing documentation, topographic maps, aerial photographs, soil surveys, special-status species databases, and local tree ordinances.[18]

According to the BRA, the project site is currently undeveloped and moderately disturbed and supports a disturbed desert scrub vegetation community. Several anthropogenic disturbances exist on the project site and its 500-foot buffer area, including several dirt roads that bisect the site and provide human access, small dirt mounds located on the western side of the project that indicate prior ground disturbance, trash and windblown waste originating from US-395, and off-highway vehicle recreation. The BRA indicates that the project site is dominated by creosote bush–white bursage scrub vegetation community, which is characterized by a shrub canopy with creosote bush (*Larrea tridentata*) and white bursage (*Ambrosia dumosa*). Other vegetation communities observed on-site and within a 500-foot buffer include disturbed areas that support sparse cover by annual weed species as well as an ephemeral drainage, which contains similar vegetation to the rest of the site. [19]

Wildlife observed in the vicinity of the project site included western side-blotched lizard (*Uta stansburiana elegans*), rock dove (*Columba livia*), common raven (*Corvus corax*), northern mockingbird (*Mimus polyglottos*), house finch (*Haemorhous mexicanus*), and desert cottontail (*Sylvilagus audubonii*). Several burrows were observed on-site, many of which showed signs of occupancy (i.e., scat, tailings, tracks, etc.). These burrows are likely occupied by California ground squirrel (*Otospermophilus beecheyi*) or even white-tailed antelope squirrels (*Ammospermophilus leucurus*). Signs canids (coyote [*Canis latrans*] or domestic dog [*Canis familiaris*]) in the form of scat were also observed on-site. The numerous California ground squirrel burrows present on-site, could provide burrowing/nesting opportunities for burrowing owl (*Athene cunicularia*) as well as refuge for numerous other small mammals and reptiles were observed on the project site and its 500-foot buffer area.[20]

Would the project:

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?

Less than significant impact with mitigation incorporated. The project site is not located within designated critical habitat for any federally listed species, nor is the project site located in a National Wildlife Refuge. Because of the high level of disturbance or a lack of suitable habitat on the project site, the BRA found that most special-status plant and wildlife species have a low potential to occur or are absent from the project site. One special-status plant species, Beaver Dam breadroot (*Pediomelum castoreum*), has a moderate potential to occur on the project site. This species is

[18] FirstCarbon Solutions (FCS). 2020. Biological Resources Assessment for the Quick N Clean Car Wash in the City of Adelanto, San Bernardino County, California. November 24, 2020.
[19] Ibid.
[20] Ibid.

tolerant of disturbances and may occur in or around the disturbed drainage areas observed on the project site. MM BIO-1a would require focused surveys to determine whether Beaver Dam breadroot is present on-site. MM BIO-1b would require avoidance measures such as reconfiguration of the project design, fencing, signage, and a Worker Environmental Awareness Program (WEAP) to reduce potential impacts. MM BIO-1c would require minimization and mitigation measures such as habitat restoration if Beaver Dam breadroot cannot be avoided. MM BIO-1d requires a monitoring program to evaluate the effectiveness of any minimization and mitigation measures that are implemented. Implementation of these mitigation measures would reduce impacts to Beaver Dam breadroot.

Additionally, two special-status wildlife species have a high potential to occur on the project site, including burrowing owl and loggerhead shrike (*Lanius ludovicianus*). Construction of the proposed project could result in direct loss of burrowing owls or the degradation of burrowing owl habitat due to temporary construction impacts and increased human activity on the project site. Construction that is initiated during the breeding season (generally February 15 through August 31) could disturb breeding birds (including loggerhead shrike) that nest in shrubs and on the ground surface in the creosote bush–white bursage scrub vegetation community. Project implementation could potentially result in significant impacts to these species; however, mitigation measures would be implemented to reduce potential impacts to nesting birds and to the special-status plant and wildlife species that have the potential to occur on the project site. MM BIO-2a through MM BIO-2e would require a habitat assessment and breeding season, nonbreeding season, and pre-construction surveys, consultation with CDFW to determine the need for on-site mitigation for burrowing owl, and, if necessary, implementation of a Burrowing Owl Mitigation Plan and a WEAP. Implementation of these mitigation measures would reduce impacts to special-status wildlife species including burrowing owl and loggerhead shrike. Additionally, MM BIO-3 would require pre-construction surveys for active nests and, if necessary, notification to CDFW and restriction of construction activities, such as exclusion zones or alteration of the construction schedule, to reduce impacts to nesting birds.

Implementation of MM BIO-1a through MM BIO-1d would reduce potential impacts to Beaver Dam breadroot to a less than significant level. Additionally, implementation of MM BIO-2a through MM BIO-2e would reduce potential impacts to burrowing owl to a less than significant level. Potential impacts to nesting birds, including loggerhead shrike, would be reduced to a less than significant level through implementation of MM BIO-3. Therefore, with implementation of these mitigation measures, impacts on special-status species would be reduce to less than significant levels.

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

No impact. Sensitive natural vegetation communities are considered sensitive biological resources based on federal, State, or local laws regulating their development, limited distributions, and habitat requirements of special-status plant or wildlife species that occur within them. A review of the California Natural Diversity Database (CNDDB) was used to identify sensitive natural communities that have been recorded in the project vicinity and within a 5-mile radius of the site. The project site was also searched for evidence of sensitive natural vegetation communities during the biological

field survey. No sensitive natural communities were identified in the CNDDB as occurring within 5 miles of the project site, and none were observed on the project site.[21,22] Therefore, the proposed project would not have a substantial adverse effect on any sensitive natural community. There would be no impacts.

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

Less than significant impact with mitigation incorporated. A disturbed ephemeral drainage was observed on the project site adjacent and parallel to the US-395 road shoulder. The drainage enters the project site via a culvert located approximately 620 feet south of the project site and flows northward toward Seneca Road. Within the boundaries of the project site, the channel measures approximately 295.2 feet in length and covers an area of approximately 0.12 acre in size (5,399.5 square feet).

A JD was prepared by FCS on December 21, 2020, and updated August 30, 2022, for the drainage. According to the JD, the drainage shows evidence of ephemeral water flow including steep defined banks as well as a transition from coarser to finer sediments as you move away from the low flow channel and toward the banks of the channel. In some areas the banks showed evidence of slight scouring. Drift deposits were also present but were limited to fine debris, given the small size and low flow of the channel in question. Vegetation present within and along banks of the channel include fourwing saltbush (*Atriplex canescens*), allscale saltbush (*Atriplex polycarpa*), and rubber rabbitbrush (*Ericameria nauseosa*). However, no hydrophytic plant species were observed in the vegetated drainage channel. No obvious connection to any downstream water was apparent based on field observations or satellite imagery.[23]

For the purpose of this analysis, FCS assumes that the August 30, 2021, action by the U.S. District Court for the District of Arizona to vacate and remand the Navigable Water Protection Rule means that current federal jurisdictional determinations of what constitutes a water of the United States follows implementation and interpretation of *Rapanos v. United States* and C*arabell v. United States*.

Per USACE and EPA guidance related to these cases, as summarized in a Memorandum dated December 2, 2008, and entitled "Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States and Carabell v. United States*," FCS assumes that the USACE will decide jurisdiction over non-navigable tributaries that are not relatively permanent, based on a fact-specific analysis to determine whether they have a significant nexus with a traditional navigable water.

[21] California Department of Fish and Wildlife (CDFW). 2019. Natural Communities List, Sacramento: California Department of Fish and Wildlife.

[22] California Department of Fish and Wildlife (CDFW). 2020. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed September 9, 2022.

[23] FirstCarbon Solutions (FCS). 2022. Jurisdictional Delineation for the Quick N Clean Car Wash in the City of Adelanto, San Bernardino County, California. August 30.

Given that the drainage channel delineated within the Study Area does not appear to be hydrologically connected to a downstream water, a significant nexus between the drainage and a traditional navigable water is not likely present.

On this basis, the drainage channel is not likely a potential water of the United States. Note that a binding significant nexus analysis and final JD can only be made by the USACE and/or the EPA following verification.

The implementation of Mitigation Measure (MM) BIO -4 would reduce any impact on potentially jurisdictional waters to less than significant levels through acquisition of regulatory permits from the local Regional Water Quality Control Board (RWQCB) and CDFW.

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 wildlife nursery sites?

No impact. The project site does not contain any creeks, washes, or waterways that would provide a wildlife movement corridor. The disturbed drainage on the project site is adjacent and parallel to US-395 and does not connect wildland areas or provide features that would facilitate wildlife movements. The site does not contain any other prominent features that would convey wildlife movement. In addition, the proximity of US-395 to the project site further reduces the likelihood of wildlife movement occurring on the project site. Therefore, the proposed project would not interfere substantially with the movement of any fish or wildlife species or with a wildlife corridor. Additionally, there are no wildlife nursery sites on or adjacent to the project site. Therefore, there would be no impacts.

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

No impact. Municipal Code Section 17.57.030 requires a BRA or biotic resources study to mitigate impacts to protected plants, wildlife, and their habitats. Municipal Code Section 17.57.040 requires relocation and monitoring of Joshua trees when deemed applicable. A BRA was prepared for the proposed project by FCS on November 24, 2020, and is included in Appendix B of this report. The BRA included a determination of whether Joshua trees (*Yucca brevifolia*) occur on the project site. The BRA determined that Joshua trees are not present on the project site, but that several isolated Joshua trees are present in the 500-foot buffer area on adjacent parcels supporting creosote bush–white bursage scrub habitat. The proposed project would not require the removal or relocation of Joshua trees. Because a BRA was prepared for the proposed project and because the proposed project would not require the removal or relocation of Joshua trees, the proposed project would be consistent with the Municipal Code and would not conflict with any local policies or ordinances protecting biological resources. Therefore, there would be no impacts.

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

No impact. The project site is not located within an area subject to a Natural Community Conservation Plan (NCCP) or a Habitat Conservation Plan (HCP) or any other HCP at the local, regional, or State level, and is not designated critical habitat for any special-status species.[24] Therefore, the proposed project would not conflict with the provisions of an NCCP or HCP or another approved conservation plan. Therefore, there would be no impacts.

Mitigation Measures

MM BIO-1a Prior to any vegetation removal or ground-disturbing activities, focused surveys shall be conducted during the blooming period to determine whether Beaver Dam breadroot is present. Surveys shall be conducted in accordance with California Department of Fish and Wildlife (CDFW) Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities. These guidelines require rare plant surveys to be conducted at the proper time of year when rare or endangered species are both "evident" and identifiable. Field surveys shall be scheduled to coincide with known blooming periods, and/or during periods of physiological development that are necessary to identify the plant species of concern. The rare plant survey shall be conducted between April through May to identify Beaver Dam breadroot during its blooming period. If none are found on the project site, then the project will not have any impacts to the species and no additional mitigation measures are necessary.

MM BIO-1b If focused surveys indicate that Beaver Dam breadroot is found on the 1.6-acre project site, the project applicant shall evaluate the feasibility of reconfiguring the project design in order to avoid or minimize impacts to the species. In addition to avoiding direct impacts to Beaver Dam breadroot, potential indirect, project construction, and project operation impacts shall be minimized to the maximum extent feasible through means including, but not limited to, the installation of protective fencing and environmentally sensitive area signage. Additionally, a Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of Beaver Dam breadroot and other sensitive resources in and near the project site, and to instruct them on proper avoidance, required measures and practices for protecting biological resources and contacts and procedures in case Beaver Dam breadroot is encountered during construction.

MM BIO-1c If Beaver Dam breadroot is found on-site and cannot be avoided, the City of Adelanto shall consult with the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), as applicable, to

[24] FirstCarbon Solutions (FCS). 2022. Jurisdictional Delineation for the Quick N Clean Car Wash in the City of Adelanto, San Bernardino County, California. August 30.

determine feasible impact minimization and mitigation measures for this special-status species, which may include, but are not limited to the following:

Habitat restoration to mitigate for unavoidable temporary construction impacts to Beaver Dam breadroot habitat on-site.

- Incorporating project features designed to reduce ongoing impacts from project operation, including controlling public access to avoid any remaining Beaver Dam breadroot habitat on-site.
- In conjunction with academic institutions and/or regional native plant nurseries, a propagation program shall be developed for the salvage and transfer of Beaver Dam breadroot populations from the project site before the initiation of construction activities. Permits may be required from the CDFW or USFWS, which shall ensure that certified Biologists are involved in the propagation and transport of rare, threatened, or endangered plant species. (Note: propagation methods for the salvaged plant population must be developed on a case-by-case basis and must include the involvement of local conservation easements/preserves/open space, where applicable). The propagation of individual plant species must be performed at the correct time of year and successfully completed before project construction activities eliminate or disturb the plants and habitats of concern.
- Efforts shall be made to salvage portions of the habitat or plant populations that could be lost as a result of implementation of the proposed project. In addition to salvaging Beaver Dam breadroot plants themselves, salvage efforts shall include soil and seedbanks surrounding impacted plants, if doing so will not contribute to the spread of invasive or noxious plant species.
- Appropriate off-site conservation opportunities shall be identified and, if feasible, protected in perpetuity through the purchase of conservation easements and/or mitigation bank credits. The habitat value of off-site conservation areas shall be enhanced where feasible through means such as reducing grazing intensity and restricting off-highway vehicle access. At a minimum, the acreage of off-site habitat conserved should exceed a 1:1 ratio of impacted rare plant habitat on the project site. The ratio shall increase depending on the rarity of the affected rare plant species, and the abundance of Beaver Dam breadroot habitat impacted.

MM BIO-1d If Beaver Dam breadroot is found on-site and MM Bio-1c and MM Bio-1d are implemented, the City of Adelanto shall design and implement a monitoring program to evaluate compliance with and the effectiveness of these mitigation measures. The monitoring program shall be conducted by a qualified Botanist, and shall take place periodically during project construction, and annually, following the completion of construction, for 5 years. The project applicant shall bear the financial responsibility for mitigation measure monitoring and reporting for the entirety of the 5-year reporting period. If the monitoring program identifies mitigation measure noncompliance or ineffectiveness, the project applicant shall fund and implement remedial measures including, but not limited to, on-site habitat restoration, the

installation and maintenance of additional fencing, and other appropriate measures. The project applicant shall ensure that sufficient funding exists to complete all reasonably foreseeable remedial actions prior to the commencement of project construction. Annual monitoring reports shall be submitted to the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), as applicable.

MM BIO-2a The project applicant shall hire a qualified Biologist to conduct a habitat assessment of the project site and lands within 500 feet to map suitable burrowing microhabitats, especially California ground squirrel or coyote burrows. The habitat assessment shall be conducted according to protocol defined by the California Department of Fish and Wildlife (CDFW). The survey results shall be reported to the CDFW and shall depict locations of burrows that are occupied or suitable for occupancy by burrowing owl. Following the habitat assessment, breeding season, nonbreeding season, and pre-construction surveys shall be performed.

MM BIO-2b Breeding season and nonbreeding season surveys shall be implemented by a qualified Biologist. Four breeding season survey visits shall be conducted: (1) at least one site visit between February 15 and April 15, and (2) a minimum of three survey visits, at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. Nonbreeding season surveys shall be conducted over a series of four visits spaced throughout the nonbreeding season (September 1 through February 14). Each of the survey efforts will be conducted according to protocol defined by the California Department of Fish and Wildlife (CDFW). The results of the breeding season and nonbreeding season surveys shall be reported to CDFW. If both the breeding season and nonbreeding surveys are negative for burrowing owl, the project applicant shall implement MM BIO-2d.

MM BIO-2c If the breeding season or nonbreeding surveys determine that burrowing owl occupies the project site, the City of Adelanto shall consult with the California Department of Fish and Wildlife (CDFW) to determine appropriate mitigation for the loss of burrowing owl habitat due to project implementation. The outcome of the consultation shall determine the need for on-site or off-site mitigation for burrowing owl, including habitat area mitigation ratios. The outcome of the consultation shall be included in a Burrowing Owl Mitigation Plan that shall be prepared by a qualified Biologist retained by the project proponent (see MM BIO-2e).

MM BIO-2d The project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey in order to determine whether burrowing owls are present within 30 days prior to construction activities, according to California Department of Fish and Wildlife (CDFW) (2012) Guidelines. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the project site and areas within 500 feet from the project boundary (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. At least 15 days prior to the

expected start of any project-related ground disturbance activities, or restart of activities, the City of Adelanto shall provide a burrowing owl survey report and mapping to the CDFW. If no burrowing owl are detected during the pre-construction survey, no further action is necessary.

MM BIO-2e If any of the surveys (breeding season, nonbreeding season, or pre-construction) are positive for burrowing owl, the project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan and a Worker Environmental Awareness Program (WEAP). The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in California Department of Fish and Wildlife [CDFW 2012] Guidelines), at a minimum:

- Avoidance of burrowing owls during construction, including establishment of a 160-foot radius around occupied burrows during the nonbreeding season (September 1 through February 14) or a 300-foot radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) nonbreeding season owls have dispersed from the area; or (2) breeding season owls have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.
- A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW (2012) Guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).

A WEAP shall be implemented to educate construction workers about the presence of burrowing owl and other sensitive resources in and near the project site, and to instruct them on proper avoidance, required measures and practices for protecting biological resources and contacts and procedures in case burrowing owl is encountered during construction. The WEAP shall include protection afforded to these species and habitats, and avoidance and minimization measures required to avoid and/or minimize impacts from the project. Penalties for violations of environmental laws shall also be incorporated into the training session. All new construction personnel shall receive this training before beginning work on this project.

MM BIO-3 Nesting Bird Mitigation Measures: If project construction activities will be initiated during the nesting season for local avian species (February 15 through August 31), the project proponent shall retain a qualified Biologist to conduct a pre-construction survey for active nests of raptors and migratory birds within and adjacent to the project site (no less than 300-feet outside project boundaries, where possible) no more than 30 days prior to ground-disturbing and/or vegetation removing construction activities. If active nests are located during pre-construction surveys,

USFWS and/or CDFW shall be notified regarding the status of the nests. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a Biologist deems disturbance potential to be minimal (in consultation with the United States Fish and Wildlife (USFWS) and/or California Department of Fish and Wildlife (CDFW). Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100-feet around the nest) or alteration of the construction schedule. A qualified Biologist shall delineate the buffer(s) using nest buffer signs, environmentally sensitive area fencing, pin flags, and/or flagging tape. The buffer zone will be maintained around the active nest site(s) until the young have fledged and are foraging independently.

A Worker Environmental Awareness Program (WEAP) shall be implemented to educate construction workers about the presence of nesting birds (including burrowing owl and loggerhead shrike) and other sensitive resources in and near the project site, and to instruct them on proper avoidance, required measures and practices for protecting biological resources and contacts and procedures in case nesting birds are encountered during construction. The WEAP shall include protection afforded to these species and habitats, and avoidance and minimization measures required to avoid and/or minimize impacts from the project. Penalties for violations of environmental laws shall also be incorporated into the training session. All new construction personnel shall receive this training before beginning work on this project.

No action is necessary if construction will be initiated during the nonbreeding season (generally September 1 through February 14).

MM BIO-4 Submit Jurisdictional Delineation and Acquire Permits from Regulatory Agencies: The applicant shall submit the preliminary Jurisdictional Delineation report to the local Regional Water Quality Control Board (RWQCB) and the United States Army Corp of Engineers (USACE) for verification. The applicant shall obtain a fill permit from the RWQCB and a Section 1602 Lake and Streambed Alteration Agreement (LSA) from the California Department of Fish and Wildlife (CDFW) for impacts to the ephemeral drainage and compensate for the potential loss of regulated aquatic features at a 1:1 ratio, or as determined by the RWQCB and CDFW.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
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:				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Evaluation

Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the California Native American Heritage Commission (NAHC), South Central Coastal Information Center (SCCIC), and a pedestrian survey. Non-confidential records search results, site photographs from the pedestrian survey, and other supporting materials are included in Appendix C.

South Central Costal Information Center

On August 19, 2020, a records search and literature review were conducted at the SCCIC located at California State University at Fullerton. The SCCIC search included the project site and 0.5-mile radius

beyond the project boundaries. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California Historical Resources Inventory (HRI) were reviewed to determine the existence of previously documented local historical resources. The results from the SCCIC indicate that there are four historic resources (P-36-006533, P-36-007994, P-39-012189, and P-39-012465) that have been recorded within an 0.5-mile radius, none of which are within the project boundaries. In addition, six area-specific survey reports are on file with the SCCIC for the search radius, of which two survey reports are within the project boundaries. Survey report SB-07960 is partially within the project site, and survey report SB-05237 is completely within the project boundaries. This indicates that the project site has not been previously surveyed for cultural resources.

Site Visit

On November 13, 2020, an FCS Staff Archaeologist conducted a pedestrian survey for unrecorded cultural resources within the project boundaries. The pedestrian survey began in the southern portion of the project site, using north–south transects spaced at 15-meter intervals. During the pedestrian survey, soil visibility on the project site was moderate, ranging from 50 to 90 percent. Obstruction of soil visibility occurred from a high volume of modern debris. Observed soils were largely composed of light brown sand with inclusion of gravel rocks and quartz. Survey conditions were documented using digital photographs and field notes.

The FCS Staff Archaeologist examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration, and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No historic or prehistoric cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were observed.

Native American Heritage Commission

On June 30, 2020, FCS sent a letter to the NAHC to determine whether any sacred sites are listed on its Sacred Lands File for the project site and a 0.5-mile search radius beyond the project boundaries. A response was received on June 30, 2020, stating that the Sacred Lands File search failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC included a list of seven tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by the project are addressed, a letter containing project information and requesting any additional information was sent to each tribal representative on July 17, 2020. Two response were received on July 22, 2020, from the San Manuel Band of Mission Indians and the Quechan Tribe of the Fort Yuma Reservation. The San Manuel Band of Mission Indians requested review of the cultural

report during AB 52 consultation with the lead agency, and the Quechan Tribe provided no comment and deferred to local tribes. No other responses have been received to date.

Assembly Bill 52

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to defined TCRs may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the proposed project. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCRs. AB 52 makes the above provisions applicable to projects that have a Notice of Preparation (NOP) or a Notice of Intent (NOI) to adopt an ND/MND circulated on or after July 1, 2015. AB 52 amends Public Resource Code Section 5097.94 and adds Public Resource Code Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3, relating to Native Americans.

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

No impact. CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the CRHR or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the NRHP and which recognizes properties that are significant at the federal, State, and local levels. To be eligible for listing in the NRHP, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture.[25] In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

The records search conducted at the SCCIC for the project site determined that there are no historic resources within the project site; however, four historic resources are within a 0.5-mile radius of the project boundaries. Of the four resources, the closest to the project site is the SR-18 roadway. Activities related to construction and operation of the proposed project would not change the significance of or otherwise result in impacts to this resource.

The other historic resources within a 0.5-mile radius of the site include two historic refuse scatters and one historic building foundation and a refuse scatter. Construction and operation of the

[25] National Register of Historic Places (NRHP). 2020. Publications of the National Register of Historic Places. Website: https://www.nps.gov/subjects/nationalregister/publications.htm. Accessed September 12, 2022.

proposed project would not change the significance or otherwise result in impacts to these historic resources.

Additionally, because the site is currently undeveloped and has not been developed in the past, there are no buildings or structures on-site that would qualify as a historical resource. Therefore, there would be no impacts.

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

Less than significant impact with mitigation incorporated. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

Results from the SCCIC indicate that four historic resources are within a 0.5-mile radius of the project site. There are no recorded prehistoric or unique archaeological resources located within the project site or within an 0.5-mile radius. Therefore, it is not anticipated that the proposed project would cause any change in the significance of an archaeological resource. However, as with any ground-disturbing activities that occur on previously undisturbed soil, it is possible that project construction could result in the discovery of previously unknown and unrecorded archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Should any significant cultural resources be discovered during construction activities, implementation of MM CUL-1 would ensure that potential impacts on archaeological resources are reduced if previously unknown resources are discovered. As such, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 with the implementation of MM CUL-1. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less than significant impact with mitigation incorporated. As discussed above, the project site does not contain any known cemeteries or burial sites. While it is unlikely that human remains exist within or near the project site, there is always a possibility that ground-disturbing activities as grading or trenching could result in the discovery of previously unknown human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. MM CUL-2 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-2 would reduce potential impacts. Therefore, impacts would be less than significant with mitigation incorporated.

Tribal Cultural Resources

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:

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

Less than significant impact with mitigation incorporated. A review of the CRHR, local registers of historic resources, a records search conducted at the SCCIC, an NAHC Sacred Lands File search failed to identify any listed TCRs that may be adversely affected by the proposed project. As such, no eligible or potentially eligible TCRs will adversely be affected by the proposed project. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2 would reduce potential impacts to a less than significant level.

e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant with mitigation incorporated. AB 52 notification letters were sent out by City staff in January 2023. No responses have been received to date and the AB 52 process is still ongoing. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, which pertain to the inadvertent discovery of cultural resources and human remains, would reduce potential impacts to a less than significant level.

Mitigation Measures

MM CUL-1 **Inadvertent Discovery of Cultural Resources.** In the event that significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The lead agency shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the lead agency concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered resources found during construction within the project area should be

recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA Guidelines.

MM CUL-2 **Accidental Discovery of Human Remains.** In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. During the course of project development, if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for appropriate treatment and disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project site, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.

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

Environmental Evaluation

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?

Construction Impacts

Less than significant impact. The anticipated construction schedule was assumed to begin in June 2023 and conclude after seven months, in December 2023. If the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. Project construction would involve site preparation, grading, building construction, architectural coating, and paving activities. Petroleum-based fuels such as diesel and gasoline would be the primary sources of energy for these tasks.

Types of on-site equipment used during the construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including but not limited to trucks, bulldozers, front-end loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of 12,754 gallons of diesel fuel over the entire construction duration (Appendix D).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated. Vehicle trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the proposed project site was based on (1) projected number of trips the proposed project would generate, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the Emission Factors mobile source emission model (EMFAC). Appendix D provides the specific parameters used to estimate fuel usage. In total, the proposed project is estimated to generate 53,890 Vehicle Miles Traveled (VMT) and a combined 2,342 gallons of gasoline and diesel for vehicle travel during construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Section 17.90.020 of the Adelanto Code of Ordinances restricts construction activity to the weekday hours of 7:00 a.m. to dusk, while construction may not occur on weekends or State holidays, without prior consent of the Building Official.[26] As on-site construction activities would be restricted to these hours, it is anticipated that use of construction lighting would be minimal. Singlewide mobile office trailers, commonly used in construction staging areas, generally range in size from 160 to 720 square feet. A typical 720-square-foot office trailer would consume approximately 3,606 kilowatt-hours (kWh) during the approximately seven-month construction phase (Appendix D).

The overall construction schedule and process is already designed to be efficient and avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to added expenses associated with renting, maintaining, and fueling equipment. Therefore, opportunities for future efficiency gains during construction are limited. Also, the California Code of Regulations, Title 13, Sections 2449 and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Therefore, it is anticipated that the proposed project's construction phase would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

Operational Impacts

The proposed project would consume energy as part of building operations and transportation activities. Project energy consumption is summarized in Table 6.

Table 6: Estimated Annual Project Energy Consumption

Energy Consumption Activity	Annual Consumption
Operational Electricity Consumption	72,684 kWh/year
Operational Natural Gas Consumption	147,166 kBTU/year
Operational Fuel Consumption	28,264 gallons of gasoline and diesel/year
Note: kBTU = kilo-British Thermal Unit Source: Appendix D.	

Operation of the proposed project would consume an estimated 72,684 kWh of electricity and an estimated 147,166 kilo-British Thermal Unit (kBTU) of natural gas on an annual basis. The proposed project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These Standards are widely regarded as the most advanced building energy efficiency standards, and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.

Project-related passenger vehicle trips are anticipated to result in 773,032 VMT and consume an estimated 28,264 gallons of gasoline and diesel combined on an annual basis. Fuel consumption

[26] City of Adelanto. 2020. Adelanto Code of Ordinances Section 17.90.020 – Noise Construction Practices.

associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

A project driveway directly off US -395 would provide regional access to the site. Regional access would also be provided to the site via SR-15, located approximately 4.7 miles east of the proposed project site. In addition, the proposed project site is approximately 0.2 mile from the nearest bus stop at US-395 and Palmdale for Victor Valley Transit routes 31, 33, and 54. With nearby public transit options, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Impacts would be less than significant.

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

Less than significant impact. The proposed project would be served with electricity provided by SCE. In 2019, SCE estimates approximately 34 percent of its delivered electricity was generated from eligible renewable energy sources.[27] The proposed project building would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings as applicable. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning and water heating systems), and indoor and outdoor lighting. Incorporation of Title 24 standards into the design of the proposed project would ensure that the proposed project would not result in wasteful energy use.

The proposed project would comply with existing State energy standards. As such, the proposed project would not conflict with State or local renewable or energy efficiency objectives. Impacts would be less than significant.

Mitigation Measures

None required.

[27] Edison International. 2019. Edison International Sustainability Report 2019. Website: https://www.edison.com/content/dam/eix/documents/sustainability/eix-2019-sustainability-report.pdf. Accessed September 12, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology and Soils *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Evaluation

Setting

The information in this section is based in part on the Adelanto Quick N Clean Geotechnical Engineering Report produced by Terracon Consultants, Inc., on February 28, 2020, as well as

paleontological records search results from the Natural History Museum of Los Angeles County. These documents are included as Appendix E of this Draft IS/MND.

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 42.3

Less than significant impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo (AP) Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault.

According to the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, the project site is not located within an Alquist-Priolo Earthquake Fault Zone,[28] and no active faults have been mapped on or near the project site. The nearest Alquist-Priolo Earthquake Fault Zone is the Helendale Fault, located 2.36 miles northeast of the project site.[29] As such, the proposed project would not expose substantial numbers of people or structures to significant risk of loss, injury, or death due to a rupture of a known fault. Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The project site is located in Southern California, which is a seismically active region where strong seismic ground shaking can be expected to occur. There are several faults in the regional area that have the potential to cause moderate to large earthquakes, such as the San Andreas fault zone and the Helendale Fault. Although the project site is not located in an Alquist-Priolo Earthquake Fault Zone, the proposed project could be subject to substantial adverse effects due to strong seismic ground shaking from faults located in the region, such as the Helendale Fault. Compliance with applicable seismic design parameters including the Building Code of Regulations,

[28] California Department of Conservation. 2019. California Earthquake Hazards Zone Application ("EQ Zapp"). Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed July 9, 2020.
[29] Ibid.

Title 24, Part 2 (the California Building Standards Code [CBC] 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act), as well as applicable local regulations, would ensure that the potential adverse impacts from seismic ground shaking are minimized. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction describes the behavior whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually strong ground shaking during an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction.

According to the Geotechnical Engineering Report prepared for the project site, the site is not located within an area identified as having potential for liquefaction. Moreover, historic groundwater levels are deeper than 100 feet; therefore, liquefaction is not anticipated.[30] Furthermore, the Geotechnical Engineering Report indicates that the underlying native soils on the project site are comprised predominately of silty sand. The analysis in the Geotechnical Engineering Report concludes that seismic settlement is not considered a significant geologic hazard at the project site. As such, the proposed project would not cause adverse impacts related to seismic ground failure, including liquefaction. Impacts would be less than significant.

iv) Landslides?

Less than significant impact. The risk of landslides is typically associated with hillsides and steep slopes. The project site is relatively flat, and the surrounding area does not have steep slopes or hillsides that could pose a risk of landslides on the project site. Therefore, the proposed project would not be expected to cause adverse impacts related to landslides. Thus, impacts would be less than significant.

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

Less than significant impact with mitigation incorporated. The project site is currently vacant and undeveloped. The proposed project would require ground-disturbing activities such as grading, excavation, and other earthmoving activities prior to and during construction. These activities could have the potential to erode soils or result in the loss of topsoil if measures are not taken to prevent erosion and runoff during site construction. Pursuant to MM GEO-1, the proposed project would be required to implement measures during site preparation to prevent soil erosion and topsoil loss, including stripping of unsuitable soils.

The proposed project would comply with the CBC and with required erosion control measures, including (Municipal Code Section 17.93.050, which would require an Erosion and Sediment Control Plan to be implemented. Compliance with the CBC and Municipal Code would ensure that the

[30] Terracon Consultants, Inc., 2020. Adelanto Quick N Clean Geotechnical Engineering Report. February 28, 2020.

proposed project would not result in substantial soil erosion or loss of topsoil. Additionally, implementation of MM GEO-1 would reduce any potential impacts associated with soil erosion or the loss of topsoil. Therefore, impacts would be less than significant with mitigation incorporated.

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?

Less than significant impact with mitigation incorporated. As discussed in Impact 2.7(a)(iii) and 7(a)(iv), the proposed project would not result in risks associated with seismically induced liquefaction or from landslides. The underlying native soils are comprised predominantly of silty sand. The relative density of the soils encountered generally are loose to very dense. Seismic settlement was estimated using a soil profile from test borings. The analysis determined that seismic settlement is not considered a significant geologic hazard at this site.[31] Furthermore, there is a moderate collapse potential in the upper on-site soils, according to the Geotechnical Engineering Report. Compliance with the CBC, which requires that a site-specific ground motion study be performed in accordance with Section 11.4.8 of ASCE 7-16, would ensure that the soil would be stable. Additionally, implementation of MM GEO-1 would reduce potential impacts related to the soils. Pursuant to MM GEO-1, the proposed project would be required to implement the applicable recommendations presented in the Geotechnical Engineering Report for site preparation, excavation, subgrade preparation, and placement of engineered fills, which would be implemented prior to ground-disturbing and activities and throughout the construction period, as necessary. Implementation of these recommendations would reduce any risks related to landslides, lateral spreading, subsidence, liquefaction, or collapse due to geotechnical conditions and soil at the site. Therefore, with implementation of MM GEO-1, the proposed project would not result in landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant with mitigation incorporated.

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

Less than significant impact with mitigation incorporated. As discussed in Impact 2.7(c), recommendations were provided in the Geotechnical Engineering Report. Pursuant to MM GEO-1, implementation of the recommendations presented in the Geotechnical Engineering Report would reduce any potential impacts due to the existing soil conditions on the site. Recommendations include that the proposed structures be supported on engineered fill extending to a minimum depth of 2 feet below the bottom of foundations, or 5 feet below existing grades, whichever is greater. The recommended fill soils would comply with established standards to minimize soil expansiveness as recommended in the Geotechnical Engineering Report.[32] Therefore, impacts related to expansive soil would be less than significant with mitigation incorporated.

[31] Terracon Consultants, Inc., 2020. Adelanto Quick N Clean Geotechnical Engineering Report. February 28, 2020.
[32] ASTM International. 2019. ASTM D4829 – 19 Standard Test Method for Expansion Index of Soils. Website: https://www.astm.org/Standards/D4829.htm. Accessed September 12, 2022.

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?

No impact. No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impacts would occur as a result of the capacity of the soils on the project site to support septic tanks or alternative wastewater disposal systems.

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

Less than significant impact with mitigation incorporated. The project site does not contain any unique geologic features. In regard to paleontological resources, records search results were provided by the Natural History Museum of Los Angeles County on July 14, 2020 (Appendix E). The purpose of paleontological records search was to determine whether the presence of known paleontological resources existing within the project site or within an 0.5-mile radius beyond the project boundaries. The results of the records search indicate that there are no vertebrate fossil localities within the project boundaries. However, there are localities nearby from sedimentary deposits similar to those that may occur near the project site. According to the results of the paleontological records search, the uppermost layers of this area typically do not contain significant vertebrate fossil remains, and shallow excavations in this area are unlikely to result in the discovery of significant vertebrate fossils. However, deeper excavations that extend into older Quaternary deposits have the potential to result in the inadvertent discovery of vertebrate fossils.

However, the proposed project would require ground-disturbing activities such as grading and excavation on previously undisturbed soils. The potential exists for previously unknown paleontological resources, including vertebrate fossils, to be uncovered during excavations of the project site that extend into older Quaternary deposits. Implementation of MM GEO-2 would require monitoring and soil sampling to evaluate the site for the presence of paleontological resources, as well as preservation of any fossils recovered. Implementation of MM GEO-2 would reduce impacts to less than significant.

Mitigation Measures

MM GEO-1 The Adelanto Quick N Clean Geotechnical Engineering Report prepared by Terracon Consultants, Inc., dated February 28, 2020, and included as Appendix E, detail recommendations on pages 7 through Page 19 which shall be implemented during construction of the proposed project.

Recommendations related to site preparation include the following:

- Removal of existing vegetation and debris.
- Uniform compaction of the soil.
- Specific grading and fill recommendations.
- Topsoil stripping and removal.
- Removal and excavation backfill placement and/or construction if any unexpected fills or underground facilities are encountered.

Recommendations related to subgrade preparation include the following:

- Engineered fill to be placed beneath the footprint of the structures.
- Scarification, moisture conditioning, and compaction of subgrade soils and exposed areas.

Additional measures that shall be implemented include recommendations related to the following:

- Excavation, composition and placement of fill materials.
- Compaction requirements.
- Utility trenches.
- Soil shrinkage factors.
- Grading and drainage.
- Exterior slab design and construction.
- Construction considerations for subgrading and earthwork.
- Construction observation and testing by a geotechnical engineer during construction.
- Foundation design parameters and footing excavations.
- Floor slabs.
- Pavement design parameters.
- Pavement section thickness.
- Pavement drainage.
- Pavement maintenance.
- Corrosion engineering.

MM GEO-2 All ground disturbance activities conducted in the project area shall be monitored closely by a qualified Paleontologist to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples shall be collected and processed to determine the small fossil potential in the proposed project area. In the event that any significant paleontological resources (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants) be unearthed, all work in the immediate vicinity of the discovery shall be diverted at least 15 feet until a professional Paleontologist assesses the find and, if deemed appropriate, salvages it in a timely manner. All recovered fossils shall be deposited in an appropriate repository, where they shall be properly curated and made accessible for future study

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less than significant impact. The MDAQMD established a 100,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year threshold, or 548,000 pounds of CO_2e per day.[33] Because implementation of the proposed project would result in construction and operational activities occurring in the same year, the daily threshold of 548,000 pounds of CO_2e was utilized herein to determine whether the proposed project would have a significant impact with regard to greenhouse gas (GHG) emissions.

The proposed project would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution to GHG emissions. Table 7 displays the construction emissions that were modeled using CalEEMod version 2020.4.0.

Table 7: Maximum Daily Construction GHG Emissions

GHG Emissions Source (Season)	Maximum Daily GHG Emissions (Pounds of CO_2e per Day)
Project Construction (Summer)	2,990
Project Construction (Winter)	2,960
Maximum Daily Construction GHG Emissions	**2,990**

[33] Mojave Desert Air Quality Management District (MDAQMD). 2020. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. February. Website: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/637406182097070000. Accessed September 12, 2022.

GHG Emissions Source (Season)	Maximum Daily GHG Emissions (Pounds of CO_2e per Day)
MDAQMD Daily GHG Threshold	548,000
Exceeds MDAQMD Threshold?	**No**

Notes:
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
MDAQMD = Mojave Desert Air Quality Management District
* Maximum daily GHG emissions are retrieved from the maximum emission volume for each activity between the summer and winter CalEEMod Output Files. See Appendix A for output files and emission summary sheets.
Source: Appendix A.

Operational or long-term emissions occur over the life of the proposed project. Project operations were modeled for the 2023 operational year, following the completion of construction. Sources for operational emissions are summarized below. Sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the proposed project site.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the proposed project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the proposed project.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the proposed project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

Table 8 presents the estimated annual GHG emissions from the proposed project's operational activities when it becomes operational in 2023. As shown in Table 8, the proposed project would generate approximately 5,452pounds of carbon dioxide equivalent (CO2e) per day.

Table 8: Maximum Daily Operational GHG Emissions

GHG Emissions Source	Maximum Daily GHG Emissions (Pounds CO_2e per Day)
Summer Seasonal Results	
Area	<1
Energy	48

GHG Emissions Source	Maximum Daily GHG Emissions (Pounds CO_2e per Day)
Mobile	5,284
Waste	53
Water	67
Total Daily Summer GHG Emissions	**5,452**
Winter Seasonal Results	
Area	<1
Energy	48
Mobile	4,912
Waste	53
Water	67
Total Daily Summer GHG Emissions	**5,079**
Maximum Daily Emissions Between Summer and Winter Seasons	
Maximum Daily Operational GHG Emissions	**5,452**
Applicable Threshold of Significance	548,000
Exceeds Threshold of Significance?	**No**

Notes:
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
* Maximum daily GHG emissions are retrieved from the maximum emission volume for each source between the summer and winter CalEEMod Output Files. See Appendix A for output files and emission summary sheets.
Source: Appendix A.

As shown in Table 8, the proposed project's maximum daily operational GHG emissions would not exceed the applicable threshold of significance of 548,000 pounds of CO_2e per day. Thus, the proposed project's construction and operational GHG emissions would not result in a significant impact. Thus, project impacts related to GHG emissions would be less than significant.

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

Less than significant impact. The San Bernardino County Transit Authority (SBCTA) authorized the preparation of a county-wide Regional Greenhouse Gas Reduction Plan. This plan was completed and finalized in March of 2014. The plan contains multiple reduction measures that would be effective in reducing GHG emissions throughout the SBCTA region and in the City of Adelanto.[34] These measures range from investments in public transit, development of trails and multi-purpose

[34] San Bernardino Council of Governments (formerly known as San Bernardino Associated Governments). 2014. San Bernardino County Regional Greenhouse Gas Reduction Plan. March. Website: https://www.gosbcta.com/wp-content/uploads/2019/10/Final-Plan-.pdf. Accessed September 12, 2022.

corridors, transition of City fleets to low emission and fuel-efficient vehicles as they are retired from service, and encourage carpooling, among other measures. As the proposed project would involve the development of a car wash, it would not preclude the implementation of these GHG reduction measures.

The lack of development in the immediate area may preclude residents from obtaining employment or commercial services within City boundaries, thus compelling residents to travel outside of City boundaries for employment and commercial services. By providing more jobs in the area, the proposed project would contribute to an incremental improvement in the City's housing-employment balance, reducing the distance by which local patrons and employees would need to travel to a similar facility. It is important to note that the California Department of Transportation and the Counties of Los Angeles and San Bernardino are engaged in an effort to construct a multimodal transportation corridor consisting of public transit, a new freeway, and bicycle lanes known as the High Desert Corridor. The proposed project would involve the construction and operation of a Quick N Clean car wash facility and would not preclude the construction or operation of the planned High Desert Corridor or the implementation of other GHG reduction measures in the SBCTA Regional Greenhouse Gas Reduction Plan. Therefore, the proposed project would not conflict with or obstruct the implementation of the applicable plan adopted for the purpose of reducing GHG emissions.

As neither the MDAQMD nor the City of Adelanto have any adopted GHG reduction targets for new development, and the proposed project would not preclude the implementation of regional GHG reduction measures included in the SBCTA Regional Greenhouse Gas Reduction Plan, the proposed project would not conflict with an applicable GHG emissions reduction plan, policy, or regulation. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Evaluation

Setting

The information in this section is based in part on the Phase I Environmental Site Assessment (Phase I ESA) prepared for this project by Terracon Consultants, Inc., on February 14, 2020, and included as Appendix F of this Draft IS/MND.

Would the project:

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

Less than significant impact. Construction activities would potentially require the routine transport, use, and disposal of small amounts of hazardous materials such as fuels, paints, or solvents, which are required during construction. Operational transport, use, or disposal of hazardous substances would be limited to small quantities as required for operation of the proposed project. The proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations related to transporting, using, or disposing hazardous materials, including Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; federal Clean Air Act; and the Occupational Safety and Health Administration (OSHA) that regulates worker safety hazards. Construction activities that involve hazardous materials would be governed by several agencies, including the California Environmental Protection Agency (CalEPA), Caltrans, California Division of Occupational Safety and Health (Cal/OSHA), California Department of Toxic Substances Control (DTSC), as well as applicable local regulations. Compliance with the provisions of these agencies would ensure that the routine transport, use, or disposal of hazardous materials does not create a significant hazard to the public. Therefore, impacts would be less than significant.

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

Less than significant impact. As discussed in Impact 2.9(a), the proposed project would require the routine transport, use, and disposal of small amounts of hazardous materials during construction and operation. However, these materials would be in limited quantities and would not pose a substantial risk to the public or the environment. The proposed project would not use or store large quantities of hazardous materials. Additionally, the proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations for the transportation, use, and storage of hazardous materials during construction-related activities that are designed to prevent the release of hazardous materials into the environment. Although construction of the proposed project could potentially result in the use of hazardous materials, quantities of these materials would not be significant enough to pose a substantial risk to the public or the environment. Once operational, the car wash would not use or store large quantities of hazardous materials. Compliance with existing regulations outlined in the General Plan and Municipal Code would ensure that the project does not create a significant hazard to the public or the environment through upset or accident conditions. Therefore, impacts would be less than significant.

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

No impact. There are no schools within 0.25 mile of the project site. The nearest school is Vista Verde Elementary School, located 1.4 miles to the south at 13403 Vista Verde Street in Victorville. This condition precludes the possibility of hazardous emissions or the handling of hazardous or

acutely hazardous materials, substances, or waste within 0.25 mile of a school. Therefore, no impacts would occur.

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?

Less than significant impact. According to the Phase I ESA, the site was not identified in the current regulatory databases, and the remaining facilities listed in the database report do not appear to represent Recognized Environmental Conditions (RECs) to the site. No indications of RECs were observed during a site visit as part of the Phase I ESA. Additionally, the Phase I ESA indicated that there was no evidence of former septic tanks, wells, traps, pipelines, or underground storage tanks (USTs), hazardous waste, or chemical waste on-site. Therefore, impacts would be less than significant.

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

No impact. The nearest public or public use airports to the project site include the Southern California Logistics Airport, located 4.75 miles north of the site at 18374 Phantom Way in Victorville; the Hesperia Airport, located 10.44 miles from the project site at 7070 Summit Valley Road in Hesperia; and the Apple Valley Airport, located 12.59 miles from the project site at 21600 Corwin Road No. 13 in Apple Valley. The project site is located outside the boundaries of the Southern California Logistics Airport Land Use Planning Area.[35] The project site is outside of the area affected by federal aviation regulations and the airport influence area and is therefore not subject to the noise and safety regulations pursuant to the Apple Valley Airport Land Use Plan.[36] The project site is also located outside of Hesperia Airport's Noise Impact Area, Safety Impact Area, and Height Restriction Area.[37] Therefore, the proposed project is not located within an airport land use plan or within an airport influence area or within 2 miles of a public or public use airport; there would be no impact.

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

Less than significant impact. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site would have adequate emergency access, and the site plan would be reviewed by the San Bernardino Fire Department prior to implementation. The project site is located along a designated emergency evacuation route. US-395, which the project site is adjacent to, is a major evacuation route within the City of Adelanto.

[35] Coffman Associates, Inc. 2008. Comprehensive Land Use Plan – Southern California Logistics Airport, Victorville, CA. Exhibit 1a: Planning Area. September. Website: http://www.sbcounty.gov/Uploads/lus/Airports/SCLA.pdf. Accessed September 12, 2022.

[36] Apple Valley Comprehensive Airport Land Use Plan. 1995. Figure LU-5: Airport Influence Area. March 14. Website: http://www.sbcounty.gov/Uploads/lus/Airports/AppleValley.pdf. Accessed September 12, 2022.

[37] Vidal, Ray A. San Bernardino County Airport Land Use Commission. 1991. Comprehensive Land Use Plan Hesperia Airport. January. Website: http://www.sbcounty.gov/Uploads/lus/Airports/Hesperia.pdf. Accessed September 12, 2022.

This evacuation route leads south and east to SR-18 and Victorville, north to Highway 58 and I-15, and connects to several westerly evacuation routes to unincorporated San Bernardino County.[38] The proposed project would be able to access the evacuation route and would not cause any street obstructions that would interfere with the evacuation route during construction or operation. Therefore, impacts would be less than significant.

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

Less than significant impact. The project site is not located within the Fire Hazard Severity Zone in the State Responsibility Area.[39] The project site is located within an area designated as outside of the Very High Fire Hazard Severity Zone in the Local Responsibility Area.[40] The City of Adelanto has not historically been subject to wildland fires; there have been no wildland fires on or near the project site.[41] Therefore, the project site is not in an area that is at risk of wildland fires. Impacts would be less than significant.

Mitigation Measures

None required.

[38] City of Adelanto General Plan. 1993. Chapter Nine: Safety Element, Figure IX-5: Emergency Evacuation Routes.

[39] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Fire Hazard Severity Zones in SRA. SW San Bernardino County. November 7. Website: https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf. Accessed September 12, 2022.

[40] California Department of Forestry and Fire Protection (CAL FIRE). 2008. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. November 13. Website: https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf. Accessed September 12, 2022.

[41] California Department of Forestry and Fire Protection (CAL FIRE). 2022. California Fire Perimeters, 1950+. Website: https://hub.arcgis.com/maps/653647b20bc74480b335e31d6d81a52f/explore?location=34.625071%2C-117.304552%2C9.68. Accessed September 12, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☒	☐	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(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	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Evaluation

Setting

The information in this section is based in part on the Hydrological Letter of Intent provided by CEI Solutions for Land and Life on May 13, 2021, and saved as Appendix G of this document. Additionally, this section is based in part on the Geotechnical Engineering Report prepared by Terracon Consultants, Inc., on February 28, 2020, included as Appendix E of this document.

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. As shown in Appendix G, the proposed project would include commercial developments on an approximately 1.60-acre parcel with approximately 68 percent impervious coverage or 47,356 square feet. The project site is currently undeveloped and does not currently have any public stormwater infrastructure. It is anticipated that stormwater would be privately managed on-site in a variety of water quality and retention facilities.

The Mojave River is located approximately 6.5 miles to the northeast of the project site and is a listed 303(d) impaired waterbody.[42] The Mojave River would be the receiving water body in extreme storm conditions, though it is not anticipated that runoff from the project site would reach the Mojave River before infiltrating into the surrounding soils. The proposed project would be required to comply with applicable sections of the San Bernardino County Mojave River Watershed Technical Guidance Document for Water Quality Managements Plans under water quality order No. 2013-0001-DWQ dated April 4, 2016, or the most current version thereof, for stormwater management.

Stormwater discharges from construction activities that disturb one or more acres are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. The proposed project would involve developing approximately 1.60 acres of land and therefore would be subject to NPDES permit requirements during construction activities and would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

Pursuant to Municipal Code Chapter 17.93, Erosion and Sediment Control, a Soil Erosion and Sediment Control Plan is required for activities involving land clearing or grading and must be submitted to the City prior to the issuance of building or grading permits. The City of Adelanto Director of Public Works would review the project's Soil Erosion and Sediment Control Plan prior to prior to approval of permits. Additionally, pursuant to Municipal Code Section 17.93.060, Runoff Control, runoff from activities subject to a development permit must be properly controlled to prevent erosion through the use of infiltration basins, percolation pits, trenches, or on-site detention, as well as berms, vegetated filter strips, catch basins, or buffer zones.

The City of Adelanto would review and approve BMPs contained in the project applicant's submitted SWPPP to be implemented to reduce the discharge of pollutants during construction. The project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs would include sediment and erosion control measures in compliance with the Municipal Code. Therefore, impacts with regard to construction would be less than significant. Furthermore, the proposed project would use water reclamation system on-site, and the car wash facilities would not contribute to runoff. Water would be recovered by a trench in the wash tunnel, and solids would be removed and treated to make it acceptable for use in

[42] United States Environmental Protection Agency (EPA). 2021. Clean Water Act Section 303(d): Impaired Waters and Total Maximum Daily Loads (TMDLs). Website: https://www.epa.gov/tmdl. Accessed September 12, 2022.

the wash and rinse process. With approval and implementation of the project's Soil Erosion and Sediment Control Plan, which may include infiltration basins, percolation pits, trenches, or on-site detention, as well as berms, vegetated filter strips, catch basins, or buffer zones, operational impacts regarding runoff would be less than significant.

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

Less than significant impact. Construction of the proposed project would not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The project site is currently undeveloped, and the proposed project would include commercial development with approximately 68 percent impervious coverage. According to the Geotechnical Engineering Report, there is no shallow groundwater under the project site; the groundwater depth is confirmed as deeper than 100 feet. Therefore, the proposed development would not interfere with the groundwater aquifer and would not interfere with overall groundwater flow or impact the deeper groundwater aquifers. Impacts would be less than significant.

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

(i) result in substantial erosion or siltation on- or off-site;

Less than significant impact with mitigation incorporated. As discussed in Section 2.7, Geology and Soils, construction of the proposed project would include ground-disturbing activities such as grading, excavation, and other earthmoving activities. These activities have the potential to erode soils or result in the loss of topsoil if measures are not taken to prevent erosion and runoff during construction. Pursuant to MM GEO-1, the proposed project would implement measures to prevent soil erosion and loss of topsoil. Additionally, the proposed project would comply with the CBC and with required erosion control measures, including Municipal Code Section 17.93.050, which would require an Erosion and Sediment Control Plan to be implemented. Therefore, with implementation of MM GEO-1, the proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant with mitigation incorporated.

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

Less than significant impact. The project site is located in Zone D as mapped by the Federal Emergency Management Agency (FEMA), which is defined as an area of undetermined flood hazard and is not considered a special flood hazard area. The project site is not located adjacent to or near a special flood hazard area.[43] The project site would incorporate BMPs such as infiltration areas in compliance with the Municipal Code and SWPPP; therefore, project site modifications would not change the rate or amount of surface runoff in a manner that would result in on or off-site flooding.

[43] Federal Emergency Management Agency (FEMA). 2008. Flood Map Number 06071C5795H. Website: https://msc.fema.gov/portal/search?AddressQuery=Seneca%20Road%2C%20Adelanto%2C%20CA#searchresultsanchor. Accessed September 12, 2022.

As noted above, the proposed project would be subject to a State NPDES General Construction Permit that imposes strict requirements and control on construction and post construction activities to prevent impacts from surface runoff. Therefore, this impact would be less than significant.

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

Less than significant impact. During project construction and operation, use of the project site by motor vehicles would typically result in the deposit of various materials on the roadway and adjacent areas that constitute urban pollution. Engine oil, antifreeze, heavy metals, transmission fluid, rubber, and other sources of pollution can be transported in surface water runoff during storm events. As discussed previously, the Municipal Code would require the project to implement BMPs to protect water quality from potential contaminants in stormwater runoff. Therefore, construction-related and operational impacts to water quality would be less than significant.

(iv) impede or redirect flood flows?

Less than significant impact. The project site is located in Zone D as mapped by FEMA, which is not considered a special flood hazard area. The project site is not located adjacent to or near a special flood hazard area.[44] Additionally, as previously discussed, the project applicant would implement BMPs to control stormwater runoff, such as infiltration basins, catch basins, or on-site detention. With implementation of the BMPs pursuant to the Municipal Code, the proposed project would not impede or redirect flood flows. Therefore, impacts would be less than significant.

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

Less than significant impact. The project site is located in Zone D by FEMA, which is not considered a special flood hazard area. Zone D indicates areas with possible but undetermined flood hazards.[45] The project site is not located adjacent to or near a special flood hazard area.[46] Additionally, the project site is located more than 70 miles inland from the Pacific Ocean and is therefore not at risk of a tsunami. Additionally, the nearest large body of water is Silverwood Lake, located 15 miles south of the project site; therefore, the project site is not at risk of seiche. Because the project site is not in a special flood hazard area and is not in a tsunami or seiche zone, impacts would be less than significant.

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

Less than significant impact. The proposed project would comply with Municipal Code Chapter 17.93, which outlines responsibilities for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation would not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge

[44] Ibid.
[45] Federal Emergency Management Agency (FEMA). 2022. Zone D. Website: https://www.fema.gov/glossary/zone-d. Accessed September 12, 2022.
[46] Ibid.

activities on-site or in the vicinity. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Mitigation Measures

Implement MM GEO-1.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No impact. The physical division of an already established community typically refers to the construction of a linear feature, such as an interstate highway, railroad tracks, or removal of a means of access, such as a bridge, which would impact mobility within an existing community and an outlying area. The proposed project does not propose construction of any roadway or other structures that would physically divide any portion of the community. The proposed project would consist of the development of a Quick N Clean Car Wash facility on a site that is currently undeveloped and adjacent to US-395. The nearest neighborhood is located on the western side of Pearmain Street in an area zoned R-3, approximately 0.19 mile west of the project site. Development of the proposed project would not divide this established community. Therefore, impacts would be less than significant.

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?

Less than significant impact. The project site's land use and zoning is Commercial per the General Plan Zoning Map.[47] The proposed project would include the development of a car wash facility, which is a conditionally permitted use in the C zone district.[48] Additionally, the proposed project would be consistent with the City of Adelanto Land Use Element goals and policies, including Policy 2(b), which states, "Commercial uses shall be encouraged to locate along major or secondary highways and at major intersections." Therefore, the proposed project complies with the applicable land use plans, policies, and regulations. Impacts would be less than significant.

[47] City of Adelanto. 2014. 2014 North Adelanto Sustainable Community Program. General Plan Zoning Map. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/578/General-Plan-Land-Use-and-Zone-Change-Map. Accessed September 12, 2022.

[48] City of Adelanto. 2018. Adelanto Zoning Code, City of Adelanto Appendix A – Regulation of Uses by Zoning District. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/1207/Zoning-Matrix. Accessed September 12, 2022.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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?

Less than significant impact. The Conservation/Open Space Element of the General Plan provides policies and strategies for the preservation and utilization of natural resources, which includes mineral resources. According to the General Plan, many portions of the City may have the potential for mineral and resource extraction. Mineral resources primarily consist of sand and gravel, although the potential for oil and gas reserves exists. Policy NR 1.5 states that the City will restrict development in those areas which are determined to have significant reserves of natural resources, including gas, oil, and aggregate materials. Implementation Strategy NR 1.1.1 states that the City will seek to identify potential natural resources which may occur within the City.[49] However, the General Plan does not designate the project site as containing known mineral resources. According to the General Plan, the greatest potential for mineral resources occur in low-density residential or industrial areas.[50] The project site is zoned Commercial and is surrounded by areas zoned Commercial to the north and south and by areas zoned R-1 to the east and R-3 to the west. The project site is in Mineral Resource Zone 3a (MRZ-3a).[51] Areas classified MRZ-3a are considered to be of undetermined mineral resource significance. These areas contain known mineral deposits that may qualify as mineral resources. These areas are considered to have a moderate potential for the discovery of economic mineral deposits. This designation indicates that the site does not contain a known mineral resource. Additionally, there are no active mineral extraction activities occurring on the site. Furthermore, there are no wells located on the site.[52]

[49] City of Adelanto General Plan. 1993. Chapter Seven: Conservation/Open Space Element, Section II(D).
[50] Ibid.
[51] California Department of Conservation, Guidelines for Classification and Designation of Mineral Lands. Website: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf. Accessed September 12, 2022.
[52] California Department of Conservation. 2020. Well Finder. Website: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.40165/34.51360/16. Accessed September 12, 2022.

Because the project site is not identified as an area with the greatest potential for mineral resources and is in MRZ-3a, the proposed project would not result in the loss of availability of a known mineral resource. Impacts would be less than significant.

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?

Less than significant impact. As discussed in the previous question, the General Plan has not designated the site as a mineral resource recovery site. According to the General Plan Land Use and Zoning Map, the site is zoned Commercial and is not designated for mineral resources or as a mineral resource recovery site. Additionally, the site is not in an area with the greatest potential for mineral resources to occur, according to the General Plan. Therefore, the proposed project would not result in the loss of a locally important mineral resource recovery site delineated in the General Plan or another local land use plan. Impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Setting

This Noise Impact Analysis has been prepared by FCS to determine the off-site and on-site noise impacts associated with the proposed project. Parking noise calculations are included as Appendix H.

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the

Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Regulatory Framework

The project site is located within the City of Adelanto, in San Bernardino County. The City of Adelanto addresses noise in the Noise Element of its General Plan and in the Municipal Code.

City of Adelanto General Plan

The City of Adelanto adopted its General Plan in November of 1993. The General Plan includes a Noise Element, which contains goals and policies to control and abate environmental noise and to protect the citizens of Adelanto from excessive exposure to noise. Policy NS 1.10 requires exterior noise levels at commercial and industrial areas to not exceed 75 dBA. Policy NS 1.14 limits exterior noise levels at noise-sensitive uses (including single and multiple family residential uses, group homes, hospitals, schools, and other learning institutions, park and open space areas where quiet is a basis for use) to 65 dBA CNEL.

The Noise Element also establishes noise level guidelines for noise land use compatibility, as shown in Table VIII-2, "Land Use Compatibility Guidelines Related to Noise Exposure" in the Noise Element. These guidelines reflect the levels of noise exposure that are generally considered to be compatible with various types of land uses. For commercial land uses, noise environments up to 70 dBA CNEL are considered to be compatible, while noise environments above 70 dBA CNEL are considered to be compatible when exterior noise has been reduced to 45 dBA CNEL in habitable interior spaces. For residential land uses, noise environments above 65 dBA CNEL are considered to be compatible when exterior noise has been reduced to 45 dBA CNEL in habitable interior spaces, and noise environments above 75 dBA CNEL are considered to be incompatible.

City of Adelanto Municipal Code

The Municipal Code prohibits noise levels in excess of the noise standards contained in Table VIII-2 of the Noise Element above the increases listed below:

- Plus 3 dBA for a cumulative period of more than 30 minutes in any hour; or
- Plus 5 dBA for a cumulative period of more than 5 minutes in any hour; or
- Plus 10 dBA for a cumulative period of more than 3 minutes in any hour; or
- Plus 15 dBA for a cumulative period of more than 1 minutes in any hour; or
- Plus 20 dBA for any period of time.

If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level. If a noise consists entirely of impact noise or simple tone noise, the noise limits above shall be reduced by 5 dBA.

The Municipal Code restricts construction activity to the hours between 7:00 a.m. to dusk on weekdays. Construction may not occur on weekends or State holidays, without prior consent of the Building Official. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be acoustically shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.

The Municipal Code prohibits vibration that can be felt without the aid of instruments at or beyond the subject property line, and any vibration that produces a particle velocity greater than or equal to 0.2 inch/second as measured at or beyond the lot line.

Would the project result in:

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

Short-Term Construction Impacts

Less than significant impact with mitigation incorporated. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the City's permissible hours for construction that would result in annoyance or sleep disturbance of nearby sensitive receptors. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Construction-related Traffic Noise

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impacts that could occur during project construction would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site.

The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the Average Daily Traffic (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not be expected to double the hourly traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would be minor when averaged over a longer time-period and would not be expected to result in a

perceptible increase in hourly- or daily-average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers is not expected to be used during construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction of the proposed project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. The maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA L_{eq}.

The closest noise-sensitive receptors to the project site is the single-family residential home located west of the project site. The façade of this residence would be located approximately 750 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during site preparation. This nearest construction area would be the off-site internal roadway improvements. At this distance, relative worst-case maximum construction noise levels would attenuate to below 66 dBA L_{max}, with relative worst-case hourly average construction noise levels attenuating to below 62 dBA L_{eq} at this receptor. Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small but could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, restricting the permissible hours of construction to daytime hours would reduce the effects of construction

activities on longer-term (hourly or daily) ambient noise levels, and it would reduce potential impacts that could result in annoyance or sleep disturbances at nearby sensitive receptors. Therefore, noise producing construction activities shall be restricted to the hours of 7:00 a.m. to dusk on weekdays. Construction may not occur on weekends or State holidays. Restricting construction activities to these stated time-periods, as well as implementing the best management noise reduction techniques and practices outlined in MM NOI-1, would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, the impact would be less than significant with mitigation incorporated.

Operational/Stationary Source Noise Impacts

Less than significant impact. A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of any of the City's noise limits. The City's General Plan establishes an exterior noise limit of 65 dBA CNEL as measured at receiving noise-sensitive land uses, and 75 dBA CNEL as measured at receiving commercial and industrial land uses.

As noted in the characteristics of noise discussion, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of greater than 3 dBA above the established noise performance thresholds would be considered a substantial permanent increase in ambient noise levels.

The proposed project would generate noise from parking lot activities, which includes people conversing, doors shutting, engine startup, and slow-moving vehicles, and from new exterior mechanical equipment sources, such as rooftop ventilation systems on the proposed car wash building.

Parking Lot Activities

The proposed project would include parking lot activities, including vehicles cruising at slow speeds, doors shutting, or cars starting that would generate approximately 60 dBA to 70 dBA L_{max} at 50 feet. Conversation between two persons at a distance of 3 to 5 feet apart would generate a noise level of 60 dBA L_{eq} at 5 feet, or approximately 40 dBA L_{eq} as measured at 50 feet. Parking activities could be located as close as 1,110 feet from the property line of the nearest off-site residential receptors, which are the homes located west of the project site. Assuming a minimum of one parking movement per stall per hour, reasonable worst-case hourly average noise levels associated with daily parking lot activities would be approximately 32 dBA L_{eq} as measured at the nearest residential receptor. As a result, noise from these activities, when averaged over a period of time such as minutes or hours, would not exceed the noise level standards of 65 dBA CNEL exterior at the property line of the nearest residential homes. Parking activities could be located as close as 750 feet from the property line of the nearest off-site commercial receptor, which is the Carl's Jr. located south of the project site. At this distance, parking lot activity could result in a reasonable worst-case hourly average noise level of 36 dBA L_{eq}. As a result, noise from these activities, when averaged over

a 24-hour period, would not exceed the City's exterior noise level standard of 75 dBA CNEL as measured at the nearest commercial land use. Therefore, noise impacts from operational parking lot activity would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds, and would be less than significant.

Mechanical Equipment Operations

At the time of preparation of this analysis, details were not available pertaining to proposed rooftop mechanical ventilation systems for the project; therefore, a reference noise level for typical rooftop mechanical ventilation systems was used. Noise levels from typical rooftop mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet. Rooftop mechanical ventilation systems could be located as close as 1,065 feet from the property line of the nearest off-site residential receptors, which are the homes located west of the project site. At this distance, noise generated by rooftop mechanical ventilation equipment would attenuate to approximately 27 dBA L_{eq} at the property line of these residential homes. Rooftop mechanical ventilation systems could be located as close as 785 feet from the property line of the nearest off-site commercial receptor, which is the Carl's Jr. located south of the project site. At this distance, noise generated by rooftop mechanical ventilation equipment would attenuate to approximately 30 dBA L_{max}.

The proposed project would also include self-vacuum parking stalls utilizing a central vacuum system. The make and model of the central vacuum system was not known at the time this analysis was prepared. However, documented reference noise levels of car wash facilities utilizing central vacuum systems range from 45 dBA to 60 dBA L_{eq} at a distance of 25 feet from the vacuum system(s). Proposed self-vacuum units could be located as close as 1,160 feet from the property line of the nearest off-site residential receptors, which are the homes located west of the project site. At this distance, and assuming all units operated simultaneously, noise generated by proposed self-vacuum equipment operations would attenuate to approximately 21 dBA L_{eq} at the property line of these residential homes. Proposed self-vacuum systems could be located as close as 755 feet from the property line of the nearest off-site commercial receptor, which is the Carl's Jr. located south of the project site. At this distance, and assuming all units operated simultaneously, noise generated by proposed self-vacuum equipment operations would attenuate to approximately 25 dBA L_{eq}.

Combined stationary source operational noise levels would range up to 28 dBA and 31 dBA L_{eq} as measured at the nearest residential and commercial receptors, respectively.

Therefore, implementation of the proposed project would not result in noise levels in excess of the City's 65 dBA CNEL exterior noise limit at receiving residential land uses or the City's 75 dBA CNEL exterior noise limit at receiving commercial land uses, and the impact of mechanical ventilation equipment operational noise levels on sensitive off-site receptors would be less than significant.

Operational/Mobile Source Noise Impacts

Less than significant impact. A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project. Typically, a doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the

characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, a doubling of the existing ADT volumes would result in a substantial permanent increase in traffic noise levels.

Based on the traffic analysis prepared for the project, there are approximately 5,970 existing average daily trips along Seneca Road and approximately 20,840 existing average daily trips along US-395; the proposed project would generate up to 280 trips per day along Seneca Road and up to 430 trips per day along US US-395.[53] These average daily project trips would not result in a doubling of the average daily trips along these roadway segments or any other roadway segments in the project vicinity. Therefore, the increase in traffic noise resulting from project operations would not be perceptible along any roadway segment in the project vicinity. Therefore, implementation of the proposed project would not result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City of Adelanto prohibits vibration that can be felt without the aid of instruments at or beyond the subject property line, and any vibration that produces a particle velocity greater than or equal to 0.2 inch/second as measured at or beyond the lot line.

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects such as the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 microinch per second. To distinguish these vibration levels referenced in decibels from noise levels referenced in decibels, the unit is written as "VdB."

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For purposes of this analysis, project-related impacts are expressed in terms of PPV.

Short-term Construction Vibration Impacts

Of the variety of equipment that would be used during construction, small vibratory rollers would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers is not expected to be used during construction of this project. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

Heavy construction equipment could operate within 22 feet of the project's western lot line. At this distance, groundborne vibration levels would attenuate to approximately 0.12 PPV in/sec at the lot line from the operation of a small vibratory roller. This is below the City's vibration threshold of 0.2

[53] Urban Crossroads. 2022. Quick N Clean Car Wash Traffic Analysis. July 22.

PPV in/sec as measured at the lot line. Therefore, construction-related groundborne vibration impacts would be considered less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any new permanent sources of equipment that would generation vibration. Therefore, the proposed project would not expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. Additionally, there are no active sources of groundborne vibration in the project vicinity that would produce vibration levels that would be perceptible without instruments within the project site. Therefore, there would be no impact related to operational groundborne vibration.

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

No impact. The nearest public use airport to the project site is the Southern California Logistics Airport, located approximately 4.7 miles north of the project site. The nearest private airport is the Adelanto Airport, located approximately 3.8 miles northwest of the project site. Because of the orientation of the airport runways, the project site is located outside of both airport's 65 dBA CNEL airport noise contours. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project to excessive noise levels. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

Mitigation Measures

Project construction activity noise could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors unless they are restricted to daytime hours. Implementation of MM NOI-1 would ensure construction noise would be reduced to a less than significant level with implementation of the following multi-part mitigation measure.

MM NOI-1 Implementation of the following multi-part mitigation measure shall be required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.

- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.
- The construction contractor shall ensure that all on-site construction activities, including the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work, are limited to the hours of 7:00 a.m. to dusk on weekdays. Construction may not occur on weekends or State holidays.

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

Environmental Evaluation

Would the project:

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

No impact. The proposed project would not include any residential dwelling units or new roads and infrastructure that could induce substantial population growth. Because no residential units are proposed, the proposed project would not directly induce population growth in the City of Adelanto, and buildout of the proposed project would not contribute to or exceed the City's projected population numbers.

The 2016 SCAG population projections for the City of Adelanto estimates a population of 61,900 by 2035 and employment growth of 7,500 by 2035.[54] Two to three employees would be working during the hours of operation between 7:00 a.m. and 7:00 p.m. However, because of the nature and location of the project, employees would likely be from the surrounding areas and the numbers employed would not exceed the planned growth as estimated by SCAG. Therefore, the proposed project would not directly or indirectly induce unplanned population growth either directly or indirectly. Thus, there would be no impacts.

[54] Southern California Association of Governments (SCAG). 2016. The 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. Website: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071. Accessed September 12, 2022.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project site is currently vacant and undeveloped. Therefore, the proposed car wash facility would not have the potential to displace any residential housing units or people and would not necessitate the construction of replacement housing.

Mitigation Measures

None required.

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

Environmental Evaluation

Setting

The information in this section is based, in part, on correspondence with Adelanto public service providers, and included as Appendix I of this report. Correspondence consists of responses to inquiries sent by FCS staff via email to public service providers on August 3, 2020. Responses were provided between August 6 and August 31, 2020.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. San Bernardino County Fire provides fire protection services to the City of Adelanto.[55] The nearest fire stations are Victorville Fire Station 312, Victorville Fire Station 313, and San Bernardino County Fire Station 322. The proposed project would be served by San Bernardino County Fire Station 322 located at 10370 Rancho Road in Adelanto. San Bernardino County Fire Station 322 is located approximately 5.1 miles southwest of the project site, or an approximately 8-minute drive. Daily staffing includes 11 Captains, 11 Engineers, 15 Firefighter/Paramedics, and two Battalion Chiefs, for a total of 39 staff. Total equipment for the division consists of 10 engines, one ladder truck, one paramedic squad, two Battalion Chief Command Units. Fire Station 322 has six firefighting personnel and one Battalion Chief on duty daily. Emergency response times from San Bernardino County Fire Station 322 to the project site would be

[55] City of Adelanto. 2020. Departments. Website: https://www.ci.adelanto.ca.us/101/Departments. Accessed September 12, 2022.

approximately 10 minutes.[56] According to correspondence with the San Bernardino Fire Department, the proposed project would be expected to generate a very low call volume. There are no anticipated issues or challenges that would cause the proposed project to create impacts to fire department services in the City of Adelanto.[57] Additionally, the proposed project would be required to comply with the required development fees and operational permits, which would ensure that the fire department services maintain its capacity to serve the proposed project (Appendix I). Therefore, impacts associated with fire protection services would be less than significant.

b) Police protection?

Less than significant impact. Police protection services are provided by the San Bernardino County Sheriff's Department. The Victor Valley Patrol Station, located at 11613 Bartlett Street in the City of Adelanto, provides law enforcement services to the communities of Adelanto, Helendale, Oro Grande, Silver Lakes, El Mirage, Spring Valley Lake, Oak Hills, Wrightwood and the unincorporated areas of the Victor Valley area that do not receive police protection services from the City of Hesperia, City of Victorville, or the Town of Apple Valley.[58] The proposed project would be served by the San Bernardino County Sheriff's Department Victor Valley Patrol Station in Adelanto. The Victor Valley Patrol Station maintains three deputies on duty per shift in the service area and has an average response time of 11 minutes and 2 seconds for emergency response calls. The department maintains a ratio of 0.47 deputies per 1,000 residents.[59] According to correspondence with the San Bernardino County Sheriff's Department, development of the proposed project would not impair the department's ability to maintain established response time standards with current staff and equipment levels.[60] Therefore, impacts associated with police services would be less than significant.

c) Schools?

No impact. As discussed in Impact 2.14(a), the proposed project would not include the construction of any residential dwelling units or new roads and infrastructure that could induce substantial population growth. Because the proposed project would not induce population growth in the City of Adelanto, buildout of the proposed project would not contribute to an increased number of students or an increased demand for school facilities. Therefore, the proposed project would not create a need for new or expanded public school facilities. The proposed project would not involve any uses that would affect a school or increase the number of students. The nearest school is Vista Verde Elementary School, located 1.4 miles south of the project site at 13403 Vista Verde Street, Victorville, CA. The proposed project would not have any impacts on this school facility. Therefore, there would be no impacts.

[56] Horton, Michael A. Fire Marshal/Deputy Fire Warden, San Bernardino County Fire Protection District, Office of the Fire Marshal. Personal communication: email. August 12, 2020.
[57] Ibid.
[58] San Bernardino County Sheriff's Department. 2020. Victor Valley Patrol Station. Website: https://wp.sbcounty.gov/sheriff/patrol-stations/victor-valley/. Accessed September 12, 2022.
[59] Krusbe, Shelley. Captain, San Bernardino County Sheriff's Department. Personal communication: email. August 18, 2020
[60] Ibid.

d) Parks?

No impact. As discussed in Impact 2.14(a), the proposed project would not result in substantial population growth. Therefore, the proposed project would not contribute to an increased demand for park facilities and would not result in the need for new or expanded park facilities. The nearest park or recreational facility is the John Mgrdichian Park, located approximately 1 mile west of the project site at 11251 Seneca Road in Adelanto. The proposed project would not result in any improvements that would potentially affect this park or other recreational facilities or services. Therefore, there would be no impacts.

e) Other public facilities?

No impact. The proposed project would not induce unplanned population growth. Therefore, the proposed project would not increase the demand for other public facilities. There would be no impacts.

Mitigation Measures

None required.

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

Environmental Evaluation

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?

No impact. As previously discussed in Section 2.14, Population and Housing, there are no residential units proposed. Therefore, the proposed project would not induce population growth in the City of Adelanto, and buildout of the proposed project would not contribute to or exceed the City's projected population numbers. Since the proposed project would not induce unplanned population growth, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there would be no impacts.

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?

No impact. The proposed project does not include recreational facilities. Because the proposed project would not induce population growth, it would not require the construction or expansion of recreational facilities. There are no parks or recreational facilities currently on or adjacent to the site. The nearest park or recreational facility is the John Mgrdichian Park, located 1 mile west of the site at 11251 Seneca Road in Adelanto. The proposed project would not result in any improvements that would potentially affect this park or other recreational facilities or services. Therefore, there would be no impacts.

Mitigation Measures

None required.

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

Environmental Evaluation

Setting

The following analysis is based in part on the Traffic Impact Analysis (TIA) dated July 22, 2022, and the Vehicle Miles Traveled (VMT) Screening Analysis dated July 22, 2022, both prepared by Urban Crossroads, Inc. and are included as Appendix J of this document.[61]

Changes to the CEQA Guidelines were adopted in December 2018 to implement SB 743. CEQA Guideline 15064.3, which describes criteria for evaluating a project's transportation impacts, provides that VMT is generally "the most appropriate measure of transportation impacts," and that except for roadway capacity projects, a project's effect on traffic delays "shall not constitute a significant environmental impact." These provisions went into effect July 1, 2020. While CEQA Guideline 15064.3 governs a lead agency's assessment of traffic impacts under CEQA, it does not preclude a discussion of Level of Service (LOS) for informational purposes or other traffic analysis based on general plan or zoning standards, or on other agency policies.

Therefore, the VMT analysis evaluated the applicable San Bernardino County screening thresholds to determine whether the proposed project would be expected to create impacts related to VMT. Additionally, the findings from the TIA analysis are provided in this report in order to evaluate traffic impacts in support of General Plan consistency.

Would the project:

[61] Urban Crossroads. 2022. Quick N Clean Car Wash Traffic Analysis. July 22.

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

Less than significant impact.

Based on the analysis performed in the TIA, the project proposes the following roadway improvements:

- US-395 is a north–south oriented roadway located along the proposed project's eastern boundary, which classified as a Super Arterial identified as having six lanes of travel
- Separated by a 12-foot median along the project frontage. The proposed project shall be required to either contribute in-lieu fees, or shall construct a section of US-395 between the northern and southern project boundaries at its ultimate half-section width (130-foot right-of-way) in compliance with the circulation recommendations found in the General Plan. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site. Additional southbound through lanes may not be striped until such time in the future when US-395 is widened to the south to accommodate the receiving lanes.
- Project proposes to install a stop control on the northbound approach of Driveway 1 on Seneca Road and construct the intersection to accommodate full access.
- Project proposes to install a stop control on the northbound approach of Driveway 2 on Seneca Road and construct the intersection to restrict access to right-in/right-out only.
- Project proposes to install a stop control on the eastbound approach of Driveway 3 on US-395 and construct the intersection to restrict access to right-in/right-out only.

Wherever applicable, roadways adjacent to the proposed project, site access points, and site-adjacent intersections would be required to be constructed to be consistent with the identified roadway classifications and respective cross-sections in the General Plan Circulation Element.

Transit

The Victor Valley Transit Authority (VVTA) currently serves the City of Adelanto. Transit service is reviewed and updated by VVTA periodically to address ridership, budget, and community demand needs. VVTA Routes 31/33 runs along Palmdale Avenue (SR-18) between Bellflower Street and the Adelanto Marketplace. VVTA Route 54 runs along US-395 from the Adelanto Marketplace to south of Palmdale Avenue (SR-18). There is currently no existing transit route that passes the project site along US-395. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with VVTA to potentially provide additional bus service to the site.

Bicycle and Pedestrian Facilities

Sidewalks and other bicycle and pedestrian facilities are limited to the intersection of US-395 and Palmdale Avenue (SR-18). Sidewalks are also provided along the Adelanto Marketplace and Crossroads at 395 shopping centers on the corners of US-395 and Palmdale Avenue (SR-18). There

are no existing sidewalks or curb and gutter improvements in place adjacent to the proposed project; no pedestrian or bicycle facilities are proposed as part of the proposed project.

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

Less than significant impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3(b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA.

Screening Thresholds

Screening thresholds can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. The three types of screening thresholds include Transit Priority Area (TPA), Low VMT Area, and Project Type, as discussed below. A land use project need only to meet one of the screening thresholds to result in a less than significant impact.

TPA Screening

Projects located within a TPA (i.e., within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Projects that are located within 0.5 mile of an existing major transit stop or along a high-quality transit corridor meet the TPA screening threshold.

Low VMT Area Screening

Residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT.[62] A project meets this screening threshold if the project site is located within a low VMT-generating zone.

Project Type Screening

Retail and service development projects typically redistribute shopping and service trips rather than creating new trips. By adding retail opportunities and thereby improving retail and service destination proximity, these types of projects tend to shorten trips and reduce VMT. Thus, projects that serve the local community almost exclusively would meet the intent of the Project Type screening criteria.

According to the VMT Screening Analysis prepared for this project (Appendix J), the proposed project does not meet the screening thresholds for TPA or Low VMT Areas. The project meets the Project Type screening criteria because it would primarily serve the local community. A project need only to meet one of the screening thresholds to result in a less than significant impact. The proposed project

[62] State of California Governor's Office of Planning and Research. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Website: https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed September 12, 2022.

would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) because the project meets the screening criteria related to project type and impacts related to VMT would be less than significant.

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

Less than significant impact with mitigation incorporated. The proposed project would be required to ensure that US-395 and the project site do not increase hazards due to design features. In order to ensure that design features do not create hazards, the proposed project would comply with the circulation policies and recommendations of the General Plan, including Policy H.4, under which the proposed project would be required to either contribute in-lieu fees, or shall construct a section of US-395 between the northern and southern project boundaries at its ultimate half-section width (130-foot right-of-way) in compliance with the circulation recommendations found in the General Plan. However, additional southbound through lanes may not be striped until such time in the future when US-395 is widened to the south to accommodate the receiving lanes. Additionally, pursuant to MM TRANS-1, the proposed project would be required comply with the General Plan circulation recommendations. Implementation of MM TRANS-1 would reduce potential impacts to less than significant.

d) Result in inadequate emergency access?

Less than significant with mitigation. The proposed project would include the construction of three new driveways, including a driveway connecting to US-395, as well as an internal two-way drive aisle connecting to Seneca Road at two proposed driveways and the western edge of the project site. The proposed driveway on US-395 would be restricted to right-in/right-out access only. The internal two-way drive aisle would connect to one full access point at the western driveway and one right-in/right-out access point at the eastern driveway. Thus, resulting in adequate emergency access to the site. In order to ensure adequate site access during an emergency, the proposed project would be required to install stop controls on the northbound approaches of the driveways, as well as the eastbound driveway approach along US-395, pursuant to MM TRANS-2. Implementation of MM TRANS-2 would reduce potential impacts to less than significant.

Mitigation Measures

MM TRANS-1 The project applicant shall construct the segment of US-395 between the northern and southern project boundaries at its ultimate half-section width (130-foot right-of-way) in compliance with the circulation recommendations found in the City of Adelanto's General Plan. Additional southbound through lanes may not be striped until such time in the future when US-395 is widened to the south to accommodate the receiving lanes. Alternatively, the project applicant may contribute in-lieu fees for the future widening of US-395 as determined by the City of Adelanto. Wherever applicable, roadways adjacent to the project, site access points, and site-adjacent intersections shall be constructed to be consistent with the identified roadway

classifications and respective cross-sections in the City of Adelanto General Plan Circulation Element.

MM TRANS-2 The project applicant shall install a stop control on the northbound approach of Driveway 1 on Seneca Road and construct the intersection to accommodate full access. The project applicant shall install a stop control on the northbound approach of Driveway 2 on Seneca Road and construct the intersection to restrict access to right-in/right-out only. The project applicant shall install a stop control on the eastbound approach of Driveway 3 on US-395 and construct the intersection to restrict access to right-in/right-out only. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Evaluation

The information in this section is based, in part, on correspondence with Adelanto utility service providers, and included as Appendix I of this report. Correspondence consisted of responses to an inquiry sent via email to public service providers on August 3, 2020. Responses were provided to FirstCarbon Solutions between August 6 and August 31, 2020.

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?

Less than significant impact. The City of Adelanto Water Department provides water and wastewater services to approximately 27,139 Adelanto residents. The Director of Public Utilities and

the Public Utilities Authority are responsible for providing adequate water services to the City.[63] The City of Adelanto sources its supply of water from local groundwater in the Mojave River Groundwater Basin. During normal years, the City obtains all of its water supply from the local groundwater through its wells. The City does not have any surface water or stormwater diversion facilities or desalination facilities and is working to improve its recycled water facilities.[64] During normal water system operation, no water transfers or exchanges take place within the City's service area. However, the City has two available emergency interties, both with the Victorville Water District (VWD): One is located on Air Expressway Boulevard just east of US-395 and is a two-way connection from which the City and VWD can obtain or provide water. The other intertie is located near the intersection of Bellflower Street and Olivine Road and allows one-way flow from VWD to the City. Private wells are also used by a number of residences and businesses in the City of Adelanto.[65]

The City operates a 4 million gallons per day (MGD) active sludge wastewater treatment facility through an operations and maintenance contract with PERC Water Corporation (previously known as Pacific Environmental Resources Corporation). The City's wastewater treatment facility produces treated water meeting California's Title 22 requirements, which can be used for irrigation of lawns, public parks, and other greenbelt areas, as well as for construction and dust control purposes.[66] The City has existing sewer and water lines running along US-395, the proposed project's eastern frontage.[67] As such, the project proposes to connect to existing lines operated and maintained by the City's Water Department.[68]

The proposed project is expected to use water for the car wash tunnel, the employee bathroom, and up to 21,789 square feet of landscaping. The proposed project would not include any other features which would require any additional water consumption. Approximately 70 percent of the water usage would be reclaimed water that is recovered by a trench in the wash tunnel, with solids removed and treated for use in the wash and rinse process. Use of local reclaimed water would reduce overall water demand. Furthermore, the proposed project would be required to comply with the City's Mandatory Water Conservation Plan (Municipal Code Chapter 8.20), as well as the City's Landscaping/Water Conservation regulations, which provides the minimum water conservation and landscape development standards. For example, Chapter 8.20.030(B)(14) states that all current and future water customers are encouraged to install flow restrictors or pressure reducers. Municipal Code Section 17.60.070(c)(5) states that it is unlawful for any water user to wash any vehicle, equipment, or other object, or any driveway, parking lot, sidewalk, street, or other paved surface, in any manner permitting the continuous flow of water for more than five minutes. As such, the

[63] City of Adelanto. 2020. Water and Sewer. Website: https://www.ci.adelanto.ca.us/214/Water-Sewer. Accessed September 12, 2022.
[64] City of Adelanto. 2016. 2015 Urban Water Management Plan. June 22. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/167/Adelanto-2015-Urban-Water-Management-Plan-Final-PDF. Accessed September 12, 2022.
[65] California Department of Water Resources (DWR). 2020. Well Completion Report Map Application. Website: https://dwr.maps.arcgis.com/apps/webappviewer/index.html?id=181078580a214c0986e2da28f8623b37. Accessed September 12, 2022.
[66] City of Adelanto. 2016. 2015 Urban Water Management Plan. June 22. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/167/Adelanto-2015-Urban-Water-Management-Plan-Final-PDF. Accessed September 12, 2022.
[67] City of Adelanto. 2013. City of Adelanto Existing Sewer and Water. January 10. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/614/Sewer-and-Water-Map. Accessed September 12, 2022.
[68] Best, Daniel. Water Superintendent, PERC Water Corporation. Personal communication: email. August 6, 2020.

construction of new or expanded existing water or wastewater facilities is not anticipated for the proposed project. Impacts related to the need for relocation or construction of new or expanded water or wastewater facilities would be less than significant.

Storm drainage would be facilitated through implementation of water quality and retention facilities that comply with Municipal Code Chapter 17.93, Erosion and Sediment Control, and Chapter 17.93.060, Runoff Control. Additionally, the proposed project would comply with the NPDES permit requirements as discussed in Section 10, Hydrology and Water Quality. Therefore, the proposed project would not require or result in the construction of new stormwater drainage.

The proposed project would be required to submit an Industrial Wastewater Discharge Permit Application, which would include the anticipated water usage and discharged wastewater volume prior to construction.[69]

SCE and SoCalGas would provide electricity and gas services to the project. New or expanded facilities would not be required. While the car wash would increase potable water needs on-site as compared to the existing conditions, the proposed project would be adequately served by existing water facilities and providers for the City of Adelanto and within the vicinity of the project site. Therefore, impacts related to the need for relocation or construction of new or expanded water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

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

Less than significant impact. As previously discussed, the City's Water Department provides water services to residents and businesses in the City. The City's 2015 Urban Water Management Plan[70] illustrates that the projected groundwater production in 2020 would be an estimated 9,300 acre-feet per year (AFY) while projected groundwater demand in 2020 would be an estimated 4,578 AFY. As such, under projected 2020 conditions, the City's Water Department would have sufficient supplies to serve the proposed project. Impacts to water supply would be less than significant.

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

Less than significant impact. The City of Adelanto Public Utility Authority operates an activated sludge wastewater treatment facility through an operations and maintenance contract with PERC Water Corporation. In addition to operations, PERC performs routine collection system cleaning, sewage spill response and cleanup, and industrial sewage pretreatment.[71] The City operates a 4 MGD wastewater treatment facility, which would serve wastewater produced by the proposed

[69] Kachelski, Dave. Director of Operations, Adelanto WWTP, PERC Water Corporation. Personal communication: email. August 6, 2020.
[70] City of Adelanto. 2016. 2015 Urban Water Management Plan. June 22. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/167/Adelanto-2015-Urban-Water-Management-Plan-Final-PDF. Accessed September 12, 2022.
[71] City of Adelanto. 2020. Water and Sewer. Website: https://www.ci.adelanto.ca.us/214/Water-Sewer. Accessed September 12, 2022.

project. According to the City's 2007 Sewer Master Plan, the wastewater treatment plant will be upgraded to a capacity of 8 MGD when the City nears buildout. Additionally, two subregional wastewater treatment plants, one with a capacity of 6 MGD and one with a capacity of 3 MGD, are proposed to be constructed in incremental capacities at an undetermined time in the future.[72] As such, the City's wastewater treatment facility would have sufficient capacity to serve the proposed project. Impacts to wastewater capacity would be less than significant.

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

Less than significant impact. Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violates federal, State, and local statutes and regulations. The project consists of a car wash facility. Solid waste collection is provided through private contracts with AVCO Disposal Burrtec Waste. The nearest AVCO Burrtec operated Materials Recovery Facility (MRF) is the Victorville MRF, located at 17000 Abbey Lane, Victorville, California. However, San Bernardino County's Victorville Landfill, located at 18600 Stoddard Wells Road in Victorville, would be the primary landfill to be utilized for removal of solid waste. The Victorville Landfill has sufficient capacity to serve the project and would not result in the need for new facilities or the relocation or expansion of existing solid waste removal systems.[73]

Considering the current landfill throughput capacity and nature of the proposed project, the project would not have a significant impact on the capacity of the City's landfill. Impacts would be less than significant.

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

No impact. As of July 1, 2012, AB 341 mandates any business generating more than 4 cubic yards of solid waste a week to recycle. As a result, the City requires all businesses to reuse, recycle, compost, or otherwise divert its commercial solid waste from disposal by taking one or more of the actions identified in Municipal Code Section 8.01.101, Mandatory Commercial Recycling Program. The proposed project is required to comply with all applicable federal, State, County, and City management and reduction statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

Mitigation Measures

None required.

[72] City of Adelanto. 2016. 2015 Urban Water Management Plan. June 22. Website: https://www.ci.adelanto.ca.us/DocumentCenter/View/167/Adelanto-2015-Urban-Water-Management-Plan-Final-PDF. Accessed September 12, 2022.

[73] Peña, Sandy. Municipal Program Coordinator, Burrtec Waste Industries. Personal correspondence: email. August 31, 2020.

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

Environmental Evaluation

Would the project:

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

Less than significant impact with mitigation incorporated. As previously discussed in response to Impact 2.9(f), the proposed project would not impair an adopted emergency response plan or emergency evacuation plan. The City of Adelanto has not adopted an emergency response plan; however, the General Plan Safety Element provides emergency evacuation routes. The project site is located along a designated emergency evacuation route, US-395.[74] Development of the proposed project would not require the closure or blocking of an emergency evacuation route, and would maintain adequate access to the emergency evacuation route.

Additionally, the TIA that was prepared for the proposed project (Appendix J) determined that the proposed project would not significantly affect the LOS at Study Area intersections. The proposed project would have access to Seneca Road via a full access driveway and a right-in/right-out restricted access driveway, and access to US-395 via a right-in/right-out restricted access driveway. The driveways would be designed to accommodate peak-hour queues and provide adequate site access, including during an emergency. As discussed in Section 2.17, Transportation, implementation

[74] City of Adelanto General Plan. 1993. Chapter Nine: Safety Element, Figure IX-5: Emergency Evacuation Routes.

of MM TRANS-2 would ensure adequate site access during an emergency by requiring installation of stop controls on the northbound approaches for the driveways, as well as the eastbound driveway approach along US-395. Implementation of MM TRANS-2 would ensure the proposed project would not create traffic conditions that would impair the use of the emergency evacuation route either during construction or operation. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less than significant impact. The General Plan states that there is a high potential for wildfires in areas with undeveloped desert scrub vegetation in the City of Adelanto.[75] However, the risk of wildfires on the project site is no greater than the risks in the surrounding community and the rest of the City. Additionally, the proposed project would require the removal of undeveloped lands and vegetation. The site is located on a major highway, and a commercial shopping center is located 750 feet to the south. Additionally, as discussed in Impact 2.9(g), the project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone as designated by CAL FIRE.[76] The San Bernardino County Fire Department anticipates that the proposed project would generate a very low call volume.[77] As a result, the proposed project would not substantially affect fire department response times or capacity. The proposed project would be reviewed and approved by the San Bernardino County Fire Department. Because the project site is not in an area that is at risk of wildland fires as designated by CAL FIRE, is located near developed areas, would require removal of undeveloped lands and vegetation, and would not affect fire department response times, impacts would be less than significant.

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?

Less than significant impact. The proposed project would consist of new construction on a currently vacant and undeveloped site. The proposed project would require the installation of new infrastructure and utility services to the site. The new infrastructure would be constructed in compliance with the California Building and Fire Code, the San Bernardino County Fire Department's Fire Safety Standards and Fire Prevention Standards, and Municipal Code Chapter 14, Buildings and Construction, including Chapter 14.20, 2019 California Fire Code. Additionally, the proposed project would comply with the 2019 California Residential Code and the 2019 California Electrical Code pursuant to Municipal Code Chapter 14, Buildings and Construction. Therefore, the proposed project would not exacerbate fire risks. Impacts would be less than significant.

[75] City of Adelanto. 1994. General Plan Update. May.
[76] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Fire Hazard Severity Zones in SRA. SW San Bernardino County. November 7. Website: https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf. Accessed September 12, 2022.
[77] Horton, Michael A. Fire Marshal/Deputy Fire Warden, San Bernardino County Fire Protection District, Office of the Fire Marshal. Personal communication: email. August 12, 2020.

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

Less than significant impact. The General Plan states that there is a high potential for wildfires in areas with undeveloped desert scrub vegetation in the City of Adelanto.[78] However, the potential for wildfires is no greater at the project site than in the surrounding areas and the rest of the City, and the project site is not in a fire hazard zone as defined by CAL FIRE. Additionally, although there is a disturbed ephemeral drainage on the project site adjacent to US-395, the project site is flat and is not near any slopes. Additionally, the site is located in Zone D as mapped by FEMA, which is defined as an area of undetermined flood hazard and is not considered a special flood hazard area. The project site is not located adjacent to or near a special flood hazard area.[79] Therefore, because the project site does not have slopes and is not in a special flood hazard area, the project site would not be at risk of downstream or downslope flooding or landslides and slope instability. Impacts would be less than significant.

Mitigation Measures

None required.

[78] City of Adelanto. 1994. General Plan Update. May.
[79] Federal Emergency Management Agency (FEMA). 2008. Flood Map Number 06071C5795H. Website: https://msc.fema.gov/portal/search?AddressQuery=Seneca%20Road%2C%20Adelanto%2C%20CA#searchresultsanchor. Accessed September 12, 2022.

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

Environmental Evaluation

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. A significant impact may occur if a project would have an identified potentially significant impact for any of the above issues. Based on the discussion provided in Section 2.4, Biological Resources, the proposed project's impacts related to both special-status species and wetland habitat would be less than significant with mitigation incorporated. Because of the moderate potential for a special-status plant species, Beaver Dam breadroot (*Pediomelum castoreum*), to occur on the project site, MM BIO-1a through MM BIO-1d would be implemented. Implementation of MM BIO-1a through MM BIO-1d would reduce impacts to special-status species.

Additionally, due to the potential for the proposed project to impact burrowing owl and nesting birds, MM BIO-2a through MM BIO-2e and MM BIO-3 would be implemented. Implementation of MM BIO-2a through MM BIO-2e would reduce potential impacts to burrowing owls, and MM BIO-3, would reduce potential impacts to nesting birds.

Additionally, the proposed project could have a substantial adverse effect on potential jurisdictional waters of the State. The implementation of MM BIO-4 would reduce any impacts on potential jurisdictional waters.

With mitigation, the proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, potential impacts to biological resources would be less than significant with mitigation incorporated.

Based on the discussion provided in Section 2.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource. However, there is a low potential that ground-disturbing activities associated with project construction could result in the discovery of previously undiscovered archaeological resources. Implementation of MM CUL-1 would ensure that potential impacts on archaeological resources are reduced to a less than significant level. Additionally, there is a low potential that subsurface construction activities such as grading or trenching could potentially damage or destroy previously undiscovered human remains. MM CUL-2 specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of MM CUL-2 would reduce potential impacts on human remains to a less than significant level. Implementation of MM CUL-1 and MM CUL-2 would also reduce any impacts on TCRs.

Based on the discussion provided above, with implementation of the mitigation measures, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with incorporation of MM BIO-1a through MM BIO-1d, MM BIO-2a through MM BIO-2e, MM BIO-3, MM BIO-4, MM CUL-1, and MM CUL-2.

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

Less than significant impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The analysis presented in this Draft IS/MND included a review of proposed project's potential impacts related to air quality, biological resources, cultural resources, noise, and transportation, among other environmental issue areas. As presented throughout this Draft IS/MND, the proposed project's cumulative impacts would be either less than significant or there would be no impacts.

Furthermore, the Air Quality analysis presented herein considered cumulative impacts and determined that cumulative Air Quality impacts are considered less than significant, and that no

mitigation measures are required. The proposed project would not result in any potentially significant and unavoidable cumulative impacts to Air Quality.

The Transportation analysis presented herein determined that the addition of project traffic is anticipated to increase the delay at the intersection of US-395 and Palmdale Avenue (SR-18) during the PM peak -hour by less than 5.0 seconds. The impacts do not meet the City's criteria for determining significance at intersections. Additionally, CEQA Guidelines Section 15064.3, which describes criteria for evaluating a project's transportation impacts, provides that a project's effect on traffic delays, alone, "shall not constitute a significant environmental impact." Therefore, the proposed project would cause less than significant cumulative impacts associated with transportation.

Implementation of MM BIO-1a through MM BIO-1d, MM BIO-2a through MM BIO-2e, MM BIO-3, MM BIO-4, MM CUL-1, MM CUL-2, MM GEO-1, MM GEO-2, MM NOI-1, MM TRANS-1, and MM TRANS-2 would reduce the proposed project's impacts to less than significant. No additional mitigation measures would be required to reduce cumulative impacts. Therefore, with implementation of the specified mitigation measures, the proposed project would cause less than significant cumulative impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. Based on the discussion provided in the Project Description and the responses to Sections 2.1 through 2.19 of this Draft IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the project's potential impacts would be mitigated to a less than significant level. Therefore, with implementation of MM BIO-1a through MM BIO-1d, MM BIO-2a through MM BIO-2e, MM BIO-3, MM BIO-4, MM CUL-1, MM CUL-2, MM GEO-1, MM GEO-2, MM NOI-1, MM TRANS-1, and MM TRANS-2, the proposed project would not result in substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implementation of MM BIO-1a through MM BIO-1d, MM BIO-2a through MM BIO-2e, MM BIO-3, MM BIO-4, MM CUL-1, MM CUL-2, MM GEO-1, MM GEO-2, MM NOI-1, MM TRANS-1, and MM TRANS-2.

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