

MITIGATED NEGATIVE DECLARATION

United Truck Service & Wash

July 2024

PREPARED FOR:



City of Tehachapi
115 S. Robinson St.
Tehachapi, CA 93561

PREPARED BY:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Initial Study / Mitigated Negative Declaration
United Truck Service and Wash

Prepared for:



City of Tehachapi
115 S. Robinson St.
Tehachapi, CA 93561
(661) 822-2200 ext. 115

Contact: Jay Schlosser, P.E., Development Services Director
jschlosser@tehachapicity.com

Prepared by:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 310
Visalia, CA 93291
(559) 840-4414
Contact: Travis Crawford, AICP

July 2024



Project Reference No. 030-2401

TABLE OF CONTENTS

CHAPTER ONE - INTRODUCTION	1-1
1.1 Project Summary	1-1
1.2 Document Format	1-1
CHAPTER TWO – PROJECT DESCRIPTION	2-1
2.1 Project Location and Surrounding Land Use	2-1
2.2 Project Description	2-1
2.3 Objectives	2-2
2.4 Other Required Approvals	2-3
CHAPTER THREE – INITIAL STUDY CHECKLIST	3-1
CHAPTER FOUR – PREPARERS	4-1
LIST OF FIGURES	
1 – Vicinity Map	2-3
2 – Aerial Map	2-4
3 – Proposed Site Plan	2-5
LIST OF TABLES	
3.3-1 – EKAPCD Attainment Status	3-16
3.3-2 – Federal and California Standards	3-17
3.3-3 – EKAPCD CEQA Thresholds Significance	3-20
3.3-4 – Short Term Construction Emissions	3-22
3.3-5 – Operational Emissions	3-22
3.3-6 – 2021 California Energy Consumption	3-39
3.3-7 – Annual Project Energy Consumption Estimate	3-40
3.3-8 – Use Sensitivity Noise Standards	3-79
3.3-9 – Typical Construction Equipment	3-80
3.3-10 – Typical Vibration Levels During Construction	3-81
3.3-11 – Project Trip Generation	3-95
APPENDICES	
A- CalEEMod Output Files	
B- Traffic Impact Memorandum	

Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Mitigated Negative Declaration (IS/MND) on the potential environmental effects of the proposed United Truck Service and Wash Project (Project). The Project Applicant intends to construct a 16,886 square foot truck maintenance/service and wash facility. The approximately 3.28-acre site is located south of Tehachapi Boulevard and east of Monolith Street, in the eastern portion of Tehachapi. The proposed Project is more fully described in Chapter Two – Project Description.

The City of Tehachapi will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

1.2 Document Format

This IS/MND contains five chapters, and appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant

Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Negative or Mitigated Negative Declaration is appropriate if it is determined that:

- (1) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (2) The initial study identifies potentially significant effects, but:

- a. Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- b. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document has determined that the environmental impacts are less than significant and therefore a Mitigated Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Location and Surrounding Land Use

The approximately 3.28-acre site is located south of Tehachapi Boulevard and east of Monolith Street, in the eastern portion of Tehachapi. The site is comprised of Assessor’s Parcel Number 223-480-11-00-7 and is within the limits of the City of Tehachapi. The site is designated by the City’s General Plan as 5A – Freeway Corridor and zoned as Commercial/Industrial in the East Tehachapi Specific Plan. See Figure 1 – Vicinity Map and Figure 2 – Aerial Map.

Land uses and zoning designations of adjacent parcels surrounding the site are as follows:

Surrounding Land Use and Zoning

Location	Existing Land Use	Current General Plan Classification
North	Tehachapi Blvd. / vacant land	5A – Freeway Corridor
South	Vacant land	5A – Freeway Corridor
West	Love’s Truck Stop	5A – Freeway Corridor
East	Vacant land	5A – Freeway Corridor

2.2 Project Description

The Project Applicant intends to construct a truck maintenance/service and wash facility. The facility will provide two maintenance/service stalls and two wash stalls in a 16,886 square foot building. The lot consists of 3.28 acres and will include six car parking spaces and 23 truck parking spaces (in addition to ADA parking). Other improvements include landscaping, paving, stormwater management, trash facilities and related improvements.

Refer to Figure 3 – Site Plan for details.

Existing City services (water, sewer, and stormwater) are located in adjacent roadways and the Project Applicant will be required to tie into these existing facilities. Construction is expected to begin in 2024 and will take approximately 12 months to complete.

2.3 Objectives

The following are the primary goals of the United Truck Service and Wash Project:

- To provide a strategically located truck maintenance and wash facility that will service existing truck traffic in the area.
- To provide a truck maintenance and wash facility that is compatible with surrounding land uses and is near major services.
- To provide a commercial development that provides employment opportunities to the local employment base.

2.4 Other Required Approvals

The proposed Project would include, but not be limited to, the following regulatory requirements:

City

The City of Tehachapi will be the Lead Agency for the proposed Project, pursuant to the California Environmental Quality Act (CEQA). The following approvals will be required:

- Adoption of the Mitigated Negative Declaration and associated findings
- Architectural Design and Site Plan Approval
- Issuance of grading, encroachment and building permits

Other Public Agencies

The Project will require various permits and/or entitlements from regulatory agencies. These may include, but not be limited to the following:

- Eastern Kern Air Pollution Control District – approval of construction and/or operational air quality permits
- Storm Water Pollution Prevention Plan
- Regional Water Quality Control Board
- Kern County Fire Department

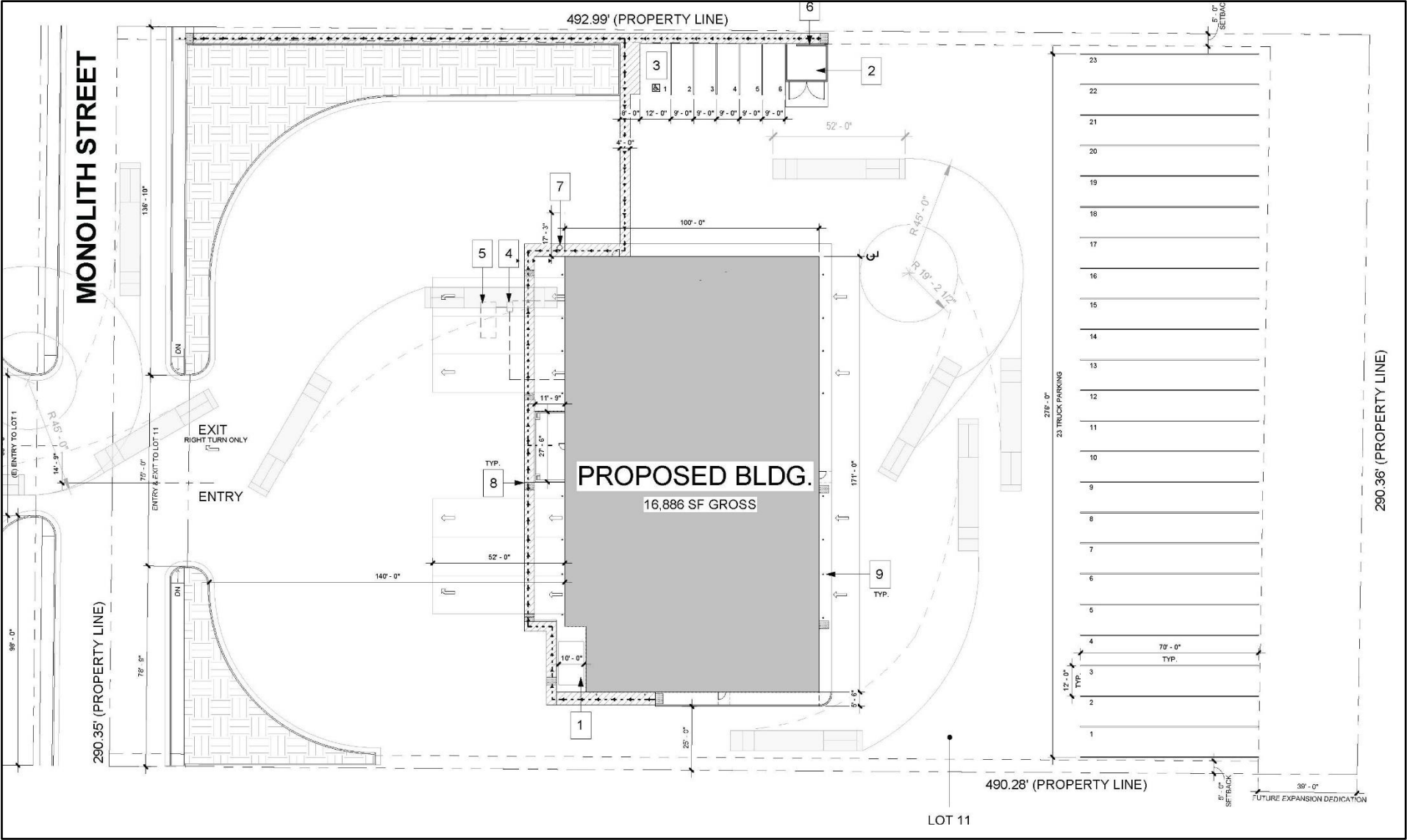
Figure 1
Vicinity Map



Figure 2
Aerial Map



Figure 3
Proposed Site Plan



Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

United Truck Service & Wash Project

Lead agency name and address:

City of Tehachapi
115 S. Robinson Street
Tehachapi, CA 93561

Contact person and phone number:

Jay Schlosser, P.E., Development Services Director
City of Tehachapi
661.822.2200 ext. 115

Project location:

The proposed Project site is located on an approximately 3.28-acre site, on Monolith Street, south of E. Tehachapi Boulevard, in the eastern portion of City of Tehachapi. The site is comprised of Assessor's Parcel Number 223-480-11-00-7.

Project sponsor's name/address:

Bhavjinder Singh
United Truck Service
3070 Emerald Bay Place
Tulare, CA 93274

General plan designation:

5A – Freeway Commercial

Zoning:

Commercial/Industrial (East Tehachapi Specific Plan)

Description of project:

See Section Two – Project Description.

Surrounding land uses/setting:

See Section Two – Project Description.

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

- Eastern Kern Air Pollution Control District
- Regional Water Quality Control Board (SWPPP)
- Kern County Fire Department

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

The City provided AB 52 consultation letters to the appropriate Native American Tribes. Refer to Section 3.18 – Tribal Cultural Resources for more information.

3.2 Environmental Factors Potentially Affected

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

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

3.3 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 measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Jay Schlosser, P.E.
 Development Services Director
 City of Tehachapi

Date

I. AESTHETICS

Would the project:

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

SETTING

Environmental Setting

The proposed Project is located in the eastern area of Tehachapi, Kern County, California. The Project site consists of approximately 3.28 acres on Monolith Street, south of E. Tehachapi Boulevard and is currently vacant with minimal vegetation.

The site is located in a rural area surrounded by vacant disturbed land to the north, east, and south. A gas and truck service station is located adjacent to and west of the proposed site, and a truck-trailer storage yard to the southeast.

The visual features of the existing visual environment in the proposed Project area are relatively uniform, consisting mainly of commercial gas and truck service station and/or vacant disturbed land. The existing structures in the area are typical of a rural commercial area. There is no existing lighting on the Project site.

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to the proposed Project because it will not be located on lands administered by a federal agency, and the proposed Project applicant is not requesting federal funding or a federal permit.

State

Nighttime Sky – Title 24 Outdoor Lighting Standards

The latest round of changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards were adopted in August 2021, and will be effective from January 2023. Requirements for outdoor lighting remained consistent with or improve upon past Standards and the requirements vary according to which “Lighting Zone” the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the Project is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50% of the existing luminaires, for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least amount of power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4.

The Energy Commission defines the boundaries of Lighting Zones based on U.S. Census Bureau boundaries for urban and rural areas as well as the legal boundaries of wilderness and park areas. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government.

California Scenic Highway Program

The Scenic Highway Program allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program

which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

RESPONSES

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

Less than Significant Impact. The proposed Project consists of a new truck wash and truck service stop shop in the eastern portion of the city of Tehachapi, Kern County, California. The site is located on an approximately 3.28-acre site, on Monolith Street, south of E. Tehachapi Boulevard. The Project site is within the City limits of Tehachapi, and part of the East Tehachapi Specific Plan. The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project. The site is currently vacant and disturbed with minimal vegetation.

The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. Refer to Figure 2 in Chapter Two – Project Description for the Project site plan. The proposed building is a single story and will be up to 30 feet in height. The site is located in a rural area surrounded by vacant disturbed land to the north, east, and south. A gas and truck service station is located adjacent to and west of the proposed site, and a truck-trailer storage yard to the southeast. The proposed development will not result in a use that is visually incompatible with the surrounding area.

The City of Tehachapi General Plan does not identify any scenic vistas within the proposed Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project is located in an area of minimal topographic relief, and views of or from the site can easily be obscured by buildings and other structures. Neither the Project area nor any surrounding land use contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks).

Construction activities will occur over a single phase and will be visible from the adjacent roadsides; however, the construction activities will be temporary in nature and will not affect a scenic vista. The impact will be *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. See Response to Impact a, above. There are no trees, rock outcroppings or historic buildings located on or near the site. In addition, there are three state highways within Kern County that are listed as an “Eligible State Scenic Highway”, however none are located near the proposed Project site. These are Highways 395, 14 and 58 (east of Highway 14)¹. SR 58 is located approximately 350 feet south of the site, however, the section of SR 58 that is eligible for designation is approximately 14.5 miles east of the Project site and is not visible from the site. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. The proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

The structures will conform to design standards set forth by the City’s General Plan and Zoning Ordinance. Refer to Figure 2 in Chapter Two – Project Description for the site plan. The proposed Project site is located in an area that consists primarily of vacant disturbed land and an existing gas and truck service station, and will not result in a use that is visually incompatible with the surrounding area. Therefore, the Project will have similar visual character to other commercial uses in the area. Thus, the proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings. The impact will be *less than significant*.

Mitigation Measures: None are required.

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. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and waste energy, and if designed incorrectly, could be considered unattractive.

¹ California Scenic Highways, Caltrans. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed April 2024.

Light that falls beyond the intended area is referred to as “light trespass”. Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Currently the sources of light in the Project area are from streetlights and the vehicles traveling along SR 58 to the south-southeast, East Tehachapi Boulevard to the north, and the truck-trailer yard to the southeast. The Project would include street lighting and other associated lighting for the commercial service stations. However, compliance with the City’s General Plan Policies as well as City Ordinance Code Section 4.40.090 will ensure that impacts remain less than significant. Lighting fixtures for security would be designed with “cutoff” type fixtures or shielded light fixtures, or a combination of fixture types to cast light downward, thereby providing lighting at the ground level for safety while reducing glare to adjacent properties. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The proposed Project site is located in an area of the City considered *Grazing Land* by the State Farmland Mapping and Monitoring Program. The Project site is surrounded by vacant disturbed land, an existing gas and truck service station, and a truck-trailer yard.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

State regulations for agriculture and forest resources are not relevant to the proposed Project because no agricultural resources exist on the site.

RESPONSES

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

Less Than Significant Impact. The Project site is located in an area of the City considered *Grazing Land* by the State Farmland Mapping and Monitoring Program.² The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project. The Project is located in an area consisting of vacant disturbed land, an existing gas and truck service station, and a truck-trailer yard. As such, the proposed Project will not result in the conversion of Prime Farmland to non-agricultural uses. No land under the Williamson Act

² DLRP Important Farmland Finder, California Department of Conservation. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

Accessed April 2024.

contract occurs in the Project area. The proposed Project does not have the potential to result in conversion or loss of forestland uses to non-forestland. There is *less than significant impact*.

Mitigation Measures: None are required.

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

No Impact. The Project site is within City of Tehachapi limits and zoned as T5, Freeway Corridor. Since the site is not zoned for agriculture, and is not covered by a Williamson Act contract, there is *no impact*.

Mitigation Measures: None are required.

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

No Impact. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

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

No Impact. No conversion of forestland, as defined under Public Resource Code or General Code, as referenced above, would occur as a result of the Project. There is *no impact*.

Mitigation Measures: None are required.

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

Less than Significant Impact. No land conversion from Farmland would occur for the Project. The Project is located in a rural area consisting of primarily vacant disturbed land and an existing

gas and truck service station, with no active agricultural lands surrounding the site. As such, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *less than significant impact*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The proposed Project is located in Kern County within the westernmost portion of the Mojave Desert Air Basin (MDAB), where the Eastern Kern Air Pollution Control District (EKAPCD) acts as the regulatory agency for air pollution control and is the local agency empowered to regulate air pollutant emissions within the proposed Project area.

The MDAB includes the desert portions of Los Angeles and San Bernardino Counties, the eastern portion of Kern County and the northeastern desert portion of Riverside County. Key topographical features that define the MDAB are the Tehachapi Mountains to the west, the San Gabriel Mountains to the south, and the southern end of the Sierra Nevada Mountains to the north. These features surround the desert floor with peak elevations from between 7,000 and

10,000 feet and effectively remove most of the precipitable water from the atmosphere before it reaches the region.³

Climate of the proposed Project area is a continentally modified Mediterranean type, characterized by cool, moderately wet winters and warm, dry summers. Because of the elevation, colder winters occur than are typical of the Mediterranean climate. Mean monthly temperature for the year is reported to be 54°F with extremes of 105°F and -4°F. The growing season at the floor averages 168 days (April 28 – October 13). The mean annual precipitation in Tehachapi is 10.2 inches, 85 percent of which falls during the November through April period. Annual precipitation at higher elevations approaches 20 inches. Snowfall commonly occurs from December through March. Summer storms are infrequent, but rainfall may exceed 2 inches per 24 hours in August and September.

Regulatory Setting

Federal

Clean Air Act

The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

State

California Air Resources Board

The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H₂S), and vinyl chloride.

³ City of Tehachapi General Plan Draft EIR. Page 4.3-1.

Under the provisions of the U.S. Clean Air Act, the Kern County portion of the MDAB has been classified as non-attainment, attainment, unclassified/attainment or unclassified under the established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for various criteria pollutants. Table 3.3-1 provides the EKAPCD’s designation and classification based on the various criteria pollutants under both NAAQS and CAAQS. Table 3.3-2 provides the NAAQS and CAAQS.

**Table 3.3-1
Eastern Kern APCD Attainment Status**

Pollutant	Designation/Classification			
	National Ambient Air Quality Standards (NAAQS)			State Ambient Air Quality Standards
	EKAPCD	Kern River / Cummings Valley ^{1,2}	Indian Wells Valley ^{3,4,5}	
Ozone – 1 Hour	Attainment ^{6,7}	Part of EKAPCD Area	Part of EKAPCD Area	Nonattainment
Ozone – 8 Hour ⁸	Severe Nonattainment	Part of EKAPCD Area	Attainment	Nonattainment
PM10	Unclassifiable/Attainment	Serious Nonattainment	Attainment Maintenance	Nonattainment
PM2.5	Unclassifiable/Attainment	Part of EKAPCD Area	Part of EKAPCD Area	Unclassified
Carbon Monoxide	Unclassifiable/Attainment	Part of EKAPCD Area	Part of EKAPCD Area	Unclassified
Nitrogen Dioxide	Unclassified	Part of EKAPCD Area	Part of EKAPCD Area	Attainment
Sulfur Dioxide	Unclassified	Part of EKAPCD Area	Part of EKAPCD Area	Attainment
Lead Particulates	Unclassifiable/Attainment	Part of EKAPCD Area	Part of EKAPCD Area	Attainment

Source: Eastern Kern Air Pollution Control District (EKAPCD). 2023. Eastern Kern APCD Attainment Status: <http://www.kernair.org/Documents/Announcements/Attainment/EKAPCD%20Attainment%20Status%202023.pdf>.

Notes:

- ¹ Kern River Valley, Bear Valley, and Cummings Valley were previously included in the federally designated San Joaquin Valley PM10 Serious Nonattainment Area but were made a separate Nonattainment area in 2008.
- ² Kern River Valley, Bear Valley, and Cummings Valley are included in EKAPCD for all NAAQS other than PM10.
- ³ Indian Wells Valley is a separate planning area from the rest of EKAPCD for PM10 NAAQS.
- ⁴ Indian Wells Valley is a separate area for the 1997, 2008, and 2015 8-hour ozone NAAQS (80, 75, 70 ppb).
- ⁵ Indian Wells Valley is included in EKAPCD for all NAAQS other than PM10 and 8-hour ozone.
- ⁶ 1-hour ozone NAAQS was revoked effective June 15, 2004.
- ⁷ EKAPCD was in attainment for 1-hour ozone NAAQS at time of revocation; the proposed Attainment Maintenance designation’s effective date was June 21, 2004, therefore it did not become effective.
- ⁸ Attainment for 1997 8-hour Ozone NAAQS (80 ppb), Severe Nonattainment for 2008 (75 ppb) and 2015 (70 ppb), and Nonattainment State 8-hour standard (70 ppb).

**Table 3.3-2
Federal and California Standards**

Pollutant	Averaging Time	NAAQS	CAAQS
		Concentration	
O ₃	8-Hour	0.07 ppm ^c	0.07 ppm (137 µg/m ³)
	1-Hour	^a	0.09 ppm (180 µg/m ³)
CO	8-Hour	9 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1-Hour	35 ppm (40 mg/m ³)	20 ppm (23 mg/m ³)
NO ₂	Annual Average	0.053 ppm (100 µg/m ³)	0.030 ppm (57 µg/m ³)
	1-Hour	100 ppb (188.68 µg/m ³)	0.18 ppm (338 µg/m ³)
SO ₂	3-Hour	0.5 ppm (1,300 µg/m ³)	--
	24 Hour	0.14 ppm (365 µg/m ³)	0.04 ppm (105 µg/m ³)
	1-Hour	75 ppb (196 µg/m ³)	0.25 ppm (655 µg/m ³)
Respirable Particulate Matter (PM10)	Annual Arithmetic Mean	^b	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
Fine Particulate Matter (PM2.5)	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	--
Sulfates	24-Hour	--	25 µg/m ³
Pb ^d	Rolling Three-Month Average	0.15 µg/m ³	--
	30 Day Average	--	1.5 µg/m ³
H ₂ S	1-Hour	--	0.03 ppm (42 µg/m ³)
Vinyl Chloride (chloroethene)	24-Hour		0.01 ppm (26 µg/m ³)
Visibility Reducing particles	8 Hour (1000 to 1800 PST)		^e

ppm = parts per million; ppb = parts per billion; mg/m³ = milligrams per cubic meter; µg/m³ = micrograms per cubic meter

Source: California Air Resources Board (CARB) <https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf>.

Notes:

^a 1-Hour O₃ standard revoked effective June 15, 2005.

^b Annual PM 10 standard revoked effective December 18, 2006.

^c EPA finalized the revised (2008) 8-hour O₃ standard of 0.075 ppm on March 27, 2008. The 1997 8-hour O₃ standard of 0.08 ppm has not been revoked. In the January 19, 2010 Federal Register, EPA proposed to revise the 2008 O₃ NAAQS of 0.075 ppm to a NAAQS in the range of 0.060 to 0.070 ppm. EPA expects to finalize the revised NAAQS, which will replace the 0.075 ppm NAAQS, by July 29, 2011.

^d On October 15, 2008, EPA strengthened the Pb standard.

^e Statewide Visibility Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels. In May 2014, CARB approved the First Update to the Climate Change Scoping Plan (Update), which builds upon the initial Scoping Plan with new strategies and recommendations. The latest version, 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), lays out a path to achieve targets for carbon neutrality and reduce

anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.⁴

Thresholds Adopted for the Evaluation of Air Quality Impacts Under CEQA

In order to maintain consistency with CEQA, the EKACPD adopted guidelines to assist applicants in complying with the various requirements. According to the latest EKAPCD's Guidelines⁵, a proposed project does not have significant air quality impacts on the environment if, including but not limited to:

- Expected increase in cancer risk at any receptor outside the facility is less than 20 in one million; or
- Expected increase in noncancer risk (chronic hazard index) at any receptor outside the facility is less than or equal to 1; or
- Expected increase in noncancer risk (acute hazard index) at any receptor outside the facility is less than or equal to 1

The guideline thresholds are designed to implement the general criteria for air quality emissions as required in the State CEQA Guidelines, Appendix G, Paragraph III and CEQA (State of California CEQA Guidelines, §15064.7). As such, EKAPCD thresholds provide a means by which the general standards set forth by Appendix G may be used to quantitatively measure the air quality impacts of a specific project. According to the EKAPCD Guidelines and Thresholds of Significance for the City of Tehachapi, a proposed project would result in a significant impact if it exceeds any of the thresholds are presented in Table 3.3-3.

⁴ AB 32 Climate Change Scoping Plan, California Air Resources Board. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>. Accessed April 2024.

⁵ Appendix C, Amended Rule 208.2 "Criteria for Finding of No Significant Environmental Impact (California Environmental Quality Act). Revised December 2017. Pg C-2. http://www.kernair.org/Documents/Rules/Rules_Jan_2018/L&C%20and%20Rule%20208.2%20Final%20Staff%20Rpt%2012-11-17.pdf.

**Table 3.3-3
EKAPCD CEQA Thresholds of Significance**

Criteria Pollutant	Significance Level	
	Daily (Indirect Mobile Only)	Annual
NOx	137 lbs/day	25 tons/yr
ROG	137 lbs/day	25 tons/yr
SOx	-	27 tons/yr
PM10	-	15 tons/yr
PM2.5	-	15 tons/yr

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

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

Less than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed Project site is located within the jurisdictional boundaries of the EKAPCD. The proposed Project includes development of a truck maintenance-wash facility on an approximately 3.28-acre site in the eastern part of the City of Tehachapi. Specifically, the proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

As discussed in Impact b), below, predicted construction and operational emissions would not exceed the EKAPCD significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans, and would not result in a significant contribution to the region’s air quality non-attainment status. Additionally, the Project would comply with all applicable rules and regulations. Therefore, this impact is *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. Site preparation and Project construction would involve excavation, grading, hauling, and various activities needed to construct the Project. During construction, the Project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries.

PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. As such, the primary pollutants of concern during Project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}.

The California Emissions Estimator (CalEEMod) version 2020.4.0, was used to estimate construction and operational (vehicle trips) emissions resulting from the proposed Project. For purposes of calculating Project-related air emissions, it is assumed that the Project will be constructed by and operational in 2025. The modeling results are provided in Table 3.3-4 (Construction Emissions) and 3.3-5 (Operational Emissions), with the CalEEMod output files provided in Appendix A.

**Table 3.3-4
Short-Term Project Emissions (Construction)**

Emissions Source	Pollutant (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated						
Construction, 2024	0.14	1.22	1.38	0.003	0.17	0.1
Construction, 2025	0.38	0.84	1.12	0.003	0.08	0.05
Is Threshold Exceeded For a Single Year?	NO	NO	NO	NO	NO	NO
<i>Source: CalEEMod ver. 2020.4.0 output, Appendix A</i>						

Operational emissions occur over the lifetime of the project. In addition, the annual operational emissions are considered separately from construction emissions. Operational emissions associated with the proposed Project are shown below. Operational emissions were estimated using a full buildout scenario in the earliest year of operations (2025), which provides a conservative estimate of emissions and resulting potential impacts.

**Table 3.3-5
Operational Emissions**

Emissions Source	Pollutant (tons/year)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated						
Operational (Full Buildout)	0.17	0.12	0.53	0.001	0.11	0.03
Is Threshold Exceeded?	NO	NO	NO	NO	NO	NO
<i>Source: CalEEMod ver. 2020.4.0 output, Appendix A</i>						

As shown in Tables 3.3-4 and 3.3-5, the Project does not exceed any established air emission thresholds. Therefore, impacts are considered *less than significant*.

Mitigation Measures: None are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. Examples of sensitive receptors include hospitals, residences, convalescent

facilities, and schools. The closest existing sensitive receptors (to the site area) are residential land uses located approximately 0.37 miles southwest of the site, and separated by intervening land uses.

Based on Table 3.3-4 and 3.3-5 above, Project construction and operational emissions will not exceed the EKAPCD's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}, and will not lead to a cumulatively considerable net increase of these pollutants. Therefore, the Project would not potentially expose nearby sensitive receptors to substantial pollutant concentrations or result in other emissions. It will not cumulatively increase any criteria pollutant and will not result in substantial pollutant concentrations.

Any impacts to air resources would be considered *less than significant*.

Mitigation Measures: None are required.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The Project includes a commercial truck maintenance and wash facility, such as the existing gas and truck service station west of the proposed site. As such, would not be a source of ongoing objectionable odors.

During construction and operations, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the Project's site boundaries. The potential for diesel odor impacts would therefore be less than significant. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

IV. 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 Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

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

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

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

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

- 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?

SETTING

Environmental Setting

The Tehachapi Valley is rich in environmental resources, both within town and in the surrounding areas of the Valley. These resources range from the flora and fauna and ecosystems of the Tehachapi Mountains to the south end of the Sierra Nevada Mountains. Between the natural mountainsides, foothills, and the town of Tehachapi itself, agriculture provides a potential source of locally grown food, as well as a physical transition and economic resource for the town and surrounding communities.

Vegetation

Major terrestrial communities in the City of Tehachapi include foothill pine oak woodland, non-native grassland, scrub oak chaparral. Other vegetation types in the City of Tehachapi include urban, agriculture, riparian, and wetland types.

Regulatory Setting

Federal

Endangered Species Act

The Federal Endangered Species Act (FESA) protects plants and wildlife that are listed as endangered or threatened by the USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries. Section 9 of the FESA prohibits the taking of listed wildlife, where taking is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (50 CFR 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant on federal land and removing, cutting,

digging-up, damaging, or destroying any listed plant on non-federal land in knowing violation of state law (16USC1538). Pursuant to Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed plant or wildlife species or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity, provided the action will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits to private parties, provided a Habitat Conservation Plan (HCP) is developed.

Migratory Bird Treaty Act

The MBTA implements international treaties devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the CDFG Code.

Federal Clean Water Act

The federal Clean Water Act's (CWA's) purpose is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters". Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers (ACOE). The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b)". The USEPA also has authority over wetlands and may override an ACOE permit. Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or Waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the RWQCB.

*State***California Endangered Species Act**

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA, but unlike its federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called candidates by the state). Section 2080 of the CDFG Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in Section 86 of the CDFG Code as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The CESA allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with the CDFG to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered, threatened, or candidate species or result in destruction or adverse modification of essential habitat. The CDFG administers the act and authorizes take through Section 2081 agreements (except for designated fully protected species).

Fully Protected Species

The State of California first began to designate species as fully protected prior to the creation of the CESA and FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered pursuant to the CESA and/or FESA. The regulations that implement the Fully Protected Species Statute (CDFG Code Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFG prohibits any state agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

Native Plant Protection Act

Regarding listed rare and endangered plant species, the CESA defers to the California Native Plant Protection Act (NPPA) of 1977 (CDFG Code Sections 1900 to 1913), which prohibits importing of rare and endangered plants into California, and the taking and selling of rare and endangered plants. The CESA includes an additional listing category for threatened plants that are not protected pursuant to NPPA. In this case, plants listed as rare or endangered pursuant to the NPPA are not protected pursuant to CESA, but can be protected pursuant to the CEQA. In addition, plants that are not state listed, but that meet the standards for listing, are also protected pursuant to CEQA (Guidelines, Section 15380). In practice, this is generally interpreted to mean

that all species on lists 1B and 2 of the CNPS Inventory potentially qualify for protection pursuant to CEQA, and some species on lists 3 and 4 of the CNPS Inventory may qualify for protection pursuant to CEQA. List 3 includes plants for which more information is needed on taxonomy or distribution. Some of these are rare and endangered enough to qualify for protection pursuant to CEQA. List 4 includes plants of limited distribution that may qualify for protection if their abundance and distribution characteristics are found to meet the standards for listing.

California Lake and Streambed Alteration Agreement

Sections 1600 through 1616 of the CDFG Code require that a Lake and Streambed Alteration Program Notification Package be submitted to the CDFG for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” The CDFG reviews the proposed actions and, if necessary, submits to the applicant a proposal for measures to protect affected fish and wildlife resources. The final proposal on which the CDFG and the applicant agree is the Lake and Streambed Alteration Agreement. Often, projects that require a Lake and Streambed Alteration Agreement also require a permit from the ACOE pursuant to Section 404 of the CWA. In these instances, the conditions of the Section 404 permit and the Lake and Streambed Alteration Agreement may overlap.

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- 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 Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. The City of Tehachapi and its immediate surroundings retain an open character, and opportunity for movement between the Tehachapi and Sierra Nevada Ranges is likely to remain for medium and large-bodied mammal species tolerant of human development. However, development of State Route 58 has resulted in a disruption of traditional

wildlife corridors in the area. Vacant lands such as those associated with the Project provide foraging opportunities for a suite of migratory and colonial bird species.⁶

The 3.28-acre Project site is vacant, contains no trees or vegetation (other than scrub brush) and is routinely managed for weeds. The current nature of the site and its long disturbance history does not provide suitable habitat for many species known in the region. Due to the routine disturbance, it is highly unlikely that there is a viable seed bank for any special status vegetation present. Because of the lack of trees, there is no potential for nesting birds on the site. However, several bird species known in the region are protected under the Migratory Bird Treaty Act. Migratory birds can typically be seen foraging in fallow fields and grassland habitats and they nest in dense vegetation. However, because of the highly-disturbed nature of the site, and lack of dense vegetation and lack of trees, it is not anticipated that the site would provide suitable habitat for Migratory Birds. However, please see section (d.) below pertaining to protection of nesting and/or migratory birds.

Areas surrounding the site include similar vacant lands as well as commercial areas. The Project will not have any impact to any plant or animal species in surrounding areas.

As such, impacts to sensitive species will be *less than significant*.

Mitigation Measures:

None are required.

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

Less than Significant Impact. There are no waterways or vegetation on the proposed site and the area consists of primarily vacant disturbed land, with an existing gas and truck service station to the west, and a truck-trailer yard to the southeast, along with paved areas nearby. There is no riparian habitat or other sensitive natural community on site or adjacent to the Project. As such, any impacts would be *less than significant*.

⁶ City of Tehachapi General Plan DEIR. Page 4.4-2

Mitigation Measures:

None are required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. There are no aquatic features in the area. No wetlands occur in or near the Project site. Impacts would be *less than significant*.

Mitigation Measures:

None are required.

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

Less than Significant Impact with Mitigation. The Project has the potential to impede the use of nursery sites for native birds protected under the MBTA and CFGC. Migratory birds are expected to nest on and near the Project site. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort can be considered a ‘take’ under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region. Construction activities such as excavating, trenching, and grading that disturb a nesting bird in the Project site or immediately adjacent to the construction zone could constitute a significant effect. Implementation of mitigation measure BIO-1 (below) will reduce the potential effect to a less than significant level.

Mitigation Measure:

BIO-1. Protect nesting birds.

1. To the extent practicable, initial ground disturbance (site grading) shall be scheduled to avoid the nesting season, which extends from February through August.

2. If it is not possible to schedule initial ground disturbance between September and January, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.

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

No Impact. The proposed Project site and the surrounding vicinity are not part of any local policies or ordinances protecting biological resources. As such, the construction and operation of the proposed Project would have *no impact* on any policies or ordinances.

Mitigation Measures: None are required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed Project site and the surrounding vicinity are not part of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, the construction and operation of the proposed Project would have *no impact* on any adopted habitat conservation plan.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The proposed site is located on the eastern area of Tehachapi, Kern County, California. This places it within Tehachapi Valley, a mountain valley within the Tehachapi Mountains, at an elevation of approximately 3,970-feet above mean sea level (amsl). The Tehachapi Mountains, with elevations ranging from 4,000 to 8,000-feet amsl are part of the Transverse Ranges of California and run southwest to northeast for approximately 40 miles.

The Project site is approximately 3.28 acres, with the surrounding areas consisting primarily of vacant disturbed land with minimal vegetation, an existing gas and truck service station, and a truck-trailer yard. The site is vacant and disturbed, with minimal vegetation.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this proposed Project because it will not be located on lands administered by a federal agency and the Project applicant is not requesting federal funding.

State

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term “historical resources” to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (CCR 15064.5, 15126.4). For the purposes of this CEQA document, a significant impact would occur if project implementation:

- Causes a substantial change in the significance of a historical resource
- Causes a substantial adverse change in the significance of an archaeological resource
- Disturbs any human remains, including those interred outside of formal cemeteries

Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. CEQA guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC unless the preponderance of evidence demonstrates that it is not historically or culturally significant
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (CCR, Title 14, Division 6, Chapter 3, Section 15064.5(a))

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1(k), 5024.1, 5024.1(g)).

A historical resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage
 - Is associated with the lives of persons important in our past
 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
 - Has yielded, or may be likely to yield, information important in prehistory or history
- Properties that are listed in or eligible for listing in the National Register of Historic Places are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1(d)(1)).

Public Resources Code §5097.5

California Public Resources Code §5097.5 prohibits excavation or removal of any “vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands.” Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Senate Bill 18

SB 18 requires cities and counties to contact, and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.

Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie

adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper and dignified treatment of the remains and associated grave artifacts.

Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources.

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 (see above) also applies to paleontological resources.

RESPONSES

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? or
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact. The Project site consists of approximately 3.28 acres, bordered by established roadways, vacant land, and commercial establishments. The site is vacant, contains no trees or vegetation (other than scrub brush) and is routinely managed for weeds. Due to routine maintenance (weed management), it is unlikely that any historical, cultural, or archaeological resources exist on the surface of the site. In addition, the City's General Plan EIR did not specifically identify the Project site as containing any cultural or historical resources,

however, the General Plan EIR did identify measures to protect undiscovered cultural and historical resources as described below.

Subsurface construction activities associated with the proposed Project (grading, trenching, foundations, etc.) could potentially uncover previously undiscovered historic resources. This is considered a potentially significant impact; however, implementation of standard protective measures outlined in the City's General Plan EIR will ensure that significant impacts remain *less than significant*. These measures include the following:

- The City shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.
- All construction must stop if any human remains are uncovered, and the Kern County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.

With implementation of these protection measures, the impact is considered *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. Although unlikely given the highly disturbed nature of the site, subsurface construction activities associated with the proposed Project could potentially disturb previously undiscovered human burial sites. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. 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, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98.

Although considered unlikely, subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites. Implementation of the standard protective measures from the City's General Plan EIR (outlined in Response (a)) would require inadvertently discovery practices to be implemented should human remains be found during construction activities. Compliance with the City's General Plan EIR would ensure this impact remains *less than significant*.

Mitigation Measures: None are required.

VI. ENERGY

Would the project:

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

SETTING

Environmental Setting

California’s total energy consumption was the second-highest in the nation in 2020, but its per capita energy consumption was less than in all but three other states. In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation’s third-largest electricity consumer. In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California’s in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.⁷

Energy usage is typically quantified using the British Thermal Unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows⁸:

Energy Source/Fuel	BTUs
Motor Gasoline	120,214 per gallon
Natural Gas	1,036 per cubic foot
Electricity	3,412 per kilowatt-hour

⁷ California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA>. Accessed April 2024.

⁸ U.S. Energy Information Administration. Energy Units and Calculators Explained. <https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php>. Accessed April 2024.

According to latest available data, California energy consumption in 2021 was approximately 6,765.2 trillion BTU, as provided in Table 3.3-6.⁹ This represents an approximately 2.4% decrease from energy consumption in 2020.

**Table 3.3-6
2021 California Energy Consumption**

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,228.7	18.2
Commercial	1,157	17.1
Industrial	1,595.6	23.6
Transportation	2,783.9	41.2
Total	6,765.2	--

Total electrical consumption by Kern County in 2022 was 14,860.86 GWh¹⁰, while total Gas consumption was 1773.56 million Therms.¹¹

The California Department of Transportation (Caltrans) reported that approximately 35.66 million vehicles were registered in the state in 2022, while in 2021 a total estimated 310.9 billion annual vehicle miles were traveled (VMT).¹²

RESPONSES

- 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?

⁹ California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed April 2024.

¹⁰ California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed April 2024.

¹¹ California Energy Commission. Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed April 2024.

¹² Caltrans Fact Booklet. June 2023. California Department of Transportation. <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/caltransfacts2023a11y.pdf>. Accessed April 2024.

Less Than Significant Impact. The proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements. During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards would provide guidance on construction techniques for the plant house to maximize energy conservation and it is expected that contractors have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod version 2020.4.0 was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 3.3-7 and in Appendix A.

**Table 3.3-7
Annual Project Energy Consumption Estimate**

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
General Light Industry	46,400	332,600
Other Asphalt Surfaces	0	0

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic and the Transportation Impact Study, the proposed Project would generate approximately 88 vehicle trips per day. The length of these trips

and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level, such as Title 24. The Project would also be subject to energy conservation requirements in the California Energy Code and CALGreen for the new plant house. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to operation.

Therefore, any impacts are *less than significant*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

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 most recently

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

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

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

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

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

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

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

adopted Uniform Building Code
 creating substantial risks to life or
 property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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

SETTING

Environmental Setting

The study area is located in the eastern area of Tehachapi, Kern County, California. This places it within Tehachapi Valley, a mountain valley within the Tehachapi Mountains, at an elevation of approximately 3,970-feet above mean sea level (amsl). The Tehachapi Mountains, with elevations ranging from 4,000 to 8,000-feet amsl, are part of the Transverse Ranges of California and run southwest to northeast for approximately 40 miles.

The proposed Project is located in the eastern area of Tehachapi, Kern County, California. The Project site consists of approximately 3.28 acres on Monolith Street, south of E. Tehachapi Boulevard and is currently vacant with minimal vegetation.

According to the USDA Soils Report, the site is underlain by Havala sandy loam (0 to 2 percent slopes). The Havala series consists of deep, well drained soils, with slow to moderate runoff and moderately slow permeability.¹³

¹³ USDA Natural Resources Conservation – Web Soil Survey. Accessed April 2024.

The Project site is approximately 15 miles from the White Wolf fault and 6.5 miles from the Garlock fault (not ruptured in recorded history). In 1952, Tehachapi experienced a 7.5 earthquake on the White Wolf fault.¹⁴

Faulting and Seismicity

The proposed Project site is located in a seismically active area, as is the majority of southern California. The numerous faults in southern California include active, potentially active, and inactive faults. As defined by the California Geological Survey (CGS), active faults are faults that have ruptured within Holocene time, or within approximately the last 11,000 years. Potentially active faults are those that show evidence of movement during Quaternary time (approximately the last 1.6 million years), but for which evidence of Holocene movement has not been established. Inactive faults have not moved in the last approximately 1.6 million years.

The ground surface in the vicinity of the proposed Project site is not transected by known active or potentially active faults. The site is not located within a State of California Seismic Hazards Zone considered susceptible to liquefaction. The site is not located within an Earthquake Fault Zone (formerly Alquist-Priolo Special Studies Zone, Hart and Bryant, 1997). However, the site is located in a seismically active area, and the potential for strong ground motion at the site is considered significant.

The active Garlock (West) fault is located approximately 4.8 miles south-southeast of the site.¹⁵ Based on the proximity and number of known active and potentially active faults within the general region, it is reasonable to expect a strong ground motion seismic event during the lifetime of structures for the proposed Project. In general, potential hazards associated with seismic activity include strong ground motion, ground surface rupture, seismically induced liquefaction, and landslides.

Soils

According to the USDA Soils Report, the site consists of Havala sandy loam (0 to 2 percent slopes).

¹⁴ Tehachapi General Plan, page 2-106.

¹⁵ Earthquake Hazards Zone Application, Department of Conservation. <https://www.conservation.ca.gov/cgs/sh/eqzapp>. Accessed April 2024.

Regulatory Setting

Federal

Federal regulations for geology and soils are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

Uniform Building Code

The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. The Uniform Building Code is a widely adopted model building code in the United States published by the International Conference of Building Officials. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

Alquist-Priolo Earthquake Fault Zoning Act

“The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces.”

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?

Less Than Significant. The Project will result in the development of structures that are located in a seismically active area of California. The discussion herein identifies potential impacts and mitigation measures to reduce impacts to a less than significant level. The Project site is potentially located within the Tehachapi South Quad for Earthquake Fault Zones.¹⁶ The Project site is approximately 15 miles from the White Wolf fault and 6.5 miles from the Garlock fault (not ruptured in recorded history). In 1952, Tehachapi experienced a 7.5 earthquake on the White Wolf fault.¹⁷ In addition, the City's General Plan identified a low risk from surface rupture, liquefaction, slope failure and tsunami, and a high risk from ground-shaking.¹⁸ Low risk means no specific action is deemed necessary and the occurrence of a specific event is unlikely. High risk means risk is significant and occurrence of a particular emergency situation is highly probable or inevitable.

Surface Fault Rupture

As noted previously, the proposed Project site is located in a seismically active area, as is the majority of southern California. The numerous faults in southern California include active, potentially active, and inactive faults. The Project site is potentially located within a State of California Earthquake Fault Zone, but is not mapped as transected by a known active fault. The Garlock fault (to the southeast) is the nearest active earthquake fault (4.8 miles). However,

¹⁶ Regulatory Maps, Department of Conservation.

<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>. Accessed April 2024.

¹⁷ Tehachapi General Plan, page 2-106.

¹⁸ Tehachapi General Plan EIR, page 2-106.

according to the City's General Plan, the potential for impacts related to surface fault rupture at the Project site is considered to be low. Therefore, surface fault rupture impacts are considered less than significant.

Seismic Ground Shaking

The level of groundshaking at any given location within the City depends on many factors including the size and type of earthquake, distance from the earthquake and subsurface geologic conditions. The Garlock fault (to the southeast) is an active earthquake fault. In order to minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. The City of Tehachapi has incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level. Because all proposed structures on the Project site must be designed in conformance with these state and local standards and policies, any potential impacts would be less than significant. In addition, the Project will be required to perform a final geotechnical evaluation of the site as required by the California Building Code Title 24, Part 2, Chapter 18 as identified below:

Prior to ground-disturbing activities, a geotechnical engineer (or equivalent) shall be retained to perform a final geotechnical evaluation of the soils at a design-level. The evaluation shall be prepared in accordance with the standards and requirements outlined in California Building Code, Title 24, Part 2, Chapters 16-18, which addresses structural design, tests and inspections, and soils and foundation standards. The evaluation will be subject to review and approval by the City of Tehachapi. Structural elements shall then be designed to resist or accommodate appropriate site-specific ground motions and conform to the current California Building Code seismic design standards.

Liquefaction

Liquefaction occurs when soils lose their shear strength for short periods of time during an earthquake. Ground shaking of sufficient duration results in the loss of grain-to-grain contact, due to a rapid increase in pore water pressure, causing the soil to behave as a fluid for short periods of time. Potential effects of liquefaction may include loss of ground support, ground cracking, and/or settlement of structures founded on liquefying soils. According to the City's

General Plan, the potential for impacts in the City related to liquefaction are considered low¹⁹ and therefore the impact is less than significant.

Landslides

Landslides occur where slopes are too steep or the earth materials too weak to support themselves. Landslides may also occur by seismic ground shaking, particularly where high groundwater is present. Based on the relatively flat site topography, it is not anticipated that landslides could occur on the site. Therefore, the impact is less than significant.

Mitigation Measures: None are required.

b. Result in substantial soil erosion or the loss of topsoil? OR,

Less Than Significant Impact. Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by many different processes and may occur at the Project site where bare soil is exposed to moving water or wind. Future construction activities at the Project site may result in ground surface disruption during excavation, grading, and trenching that would create the potential for erosion to occur. Over land or via storm sewer systems, polluted runoff is discharged, often untreated, directly into local water bodies. Soil erosion and the loss of topsoil is one of the most common sources of polluted stormwater runoff during construction activities. When left uncontrolled, stormwater runoff can erode soil and cause sedimentation in waterways, which collectively result in the destruction of fish, wildlife, and aquatic life habitats; a loss in aesthetic value; and threats to public health due to contaminated food, drinking water supplies, and recreational waterways.

Under the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) Stormwater Program is a comprehensive two-phased national program for addressing the non-agricultural sources of stormwater discharges which adversely affect the quality of our nation's waters. The program uses the NPDES permitting mechanism to require the implementation of controls designed to prevent harmful pollutants, including soil erosion, from being washed by stormwater runoff into local water bodies. The construction activities for the proposed Project would be governed by the General Permit 2009-0009-DWQ (amended by 2010-0014-DWQ & 2012-0006-DWQ).

To ensure that construction activities are covered under General Permit 2009-0009-DWQ (amended by 2010-0014-DWQ & 2012-0006-DWQ), projects in California must prepare a

¹⁹ Tehachapi General Plan EIR, page 2:106.

Stormwater Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) to reduce erosion and sediments to meet water quality standards. Such BMPs may include: temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. The BMPs and overall SWPPP is reviewed by the Regional Water Quality Control Board (RWQCB) as part of the permitting process. The SWPPP, once approved, is kept on site and implemented during construction activities and must be made available upon request to representatives of the RWQCB and/or the lead agency.

Mitigation Measures: None are required.

- 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? OR,
- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact. Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. Expansive soils generally result from specific clay materials that have the capacity to shrink or swell in the response to changes in moisture content. Although impacts from land subsidence and expansive soils are considered less than significant, assessment of the potential for land subsidence and expansive soils will be evaluated during the design phase of the Project as identified in the geotechnical report that is required as identified in Response (a) above.

Mitigation Measures: None are required.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project will tie into the City’s existing wastewater system and will not require installation of a septic tank or alternate wastewater disposal system. Refer to Section 3. XIX – Utilities and Service Systems for more information. There is *no impact*.

Mitigation Measures: None are required.

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

Less than Significant Impact. There are no unique geological features or known fossil-bearing sediments in the vicinity of the proposed Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Implementation of the standard protective measures from the City's General Plan EIR (outlined in Response (a) above) would require inadvertently discovery practices to be implemented should previously undiscovered paleontological resources be located. As such, impacts to undiscovered paleontological resources would be *less than significant*.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

SETTING

Environmental Setting

Various gases in the earth’s atmosphere play an important role in moderating the earth’s surface temperature. Solar radiation enters earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth’s atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO₂), methane (CH₄), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising

temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

Regulatory Setting

Federal

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO₂-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare.

State

California is taking action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010
- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

In 2006, California passed AB 32, the California Global Warming Solutions Act of 2006 (Act). The Act requires ARB to design and implement emission limits, regulations, and other feasible cost-effective measures to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill 97 was signed into law in August 2007. The Senate Bill required the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resource Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. On April 13, 2009, the OPR submitted to the Secretary for Natural Resources its recommended amendments to the State CEQA Guidelines for addressing GHG emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting the amendments. Following a 55-day public comment period and 2 public hearings, and in response to comments, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010.

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program. The first regulation adopted by the ARB pursuant to AB 32 was the regulation requiring mandatory reporting of GHG emissions. The regulation requires large industrial sources emitting more than 25,000 metric tons of CO₂ per year to report and verify their GHG emissions from combustion of both fossil fuels and biomass-derived fuels. The California Cap and Trade program is being developed and the ARB must adopt regulations by January 1, 2011. Finally, Governor Schwarzenegger directed the ARB, pursuant to Executive Order S-21-09, to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020.

The most recent version of the ARB's Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), was adopted in December 2022. The 2022 Scoping Plan provides a detailed sector-by-sector guide to address climate change by reducing GHG emissions by 85

percent and achieving carbon neutrality by 2045, with the bulk of emission reductions efforts being tackled in the transportation and energy sectors. The elements of the framework proposed to achieve the emission reduction targets include: Transportation, Clean Electricity Grid, Sustainable Manufacturing and Buildings, Carbon Dioxide Removal and Capture, Short-Lived Climate Pollutants (Non-Combustion Gases), Natural and Working Lands.

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO₂) per year.

As shown in Appendix A (CalEEMod Air Emissions Calculations), the Project is estimated to produce 554.04 tons per year of CO₂ (combined construction and operational totals). This represents less than five percent of the reporting threshold and thus is determined to be less than significant. Additionally, emissions from construction are temporary in nature. As such, any impacts resulting from conflicting a GHG plan, policy, or regulation, or significantly impacting the environment as a result of project development is considered *less than significant*.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

SETTING

Environmental Setting

The proposed Project is located in the eastern area of Tehachapi, Kern County, California. The Project site is approximately 3.28 acres and is currently vacant and disturbed with minimal vegetation. The site is relatively flat and is generally surrounded by vacant disturbed land, with an existing gas and truck service station to the west.

A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).

Similarly, hazardous wastes are defined as materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).

Areas are evaluated where historic or on-going activities have resulted in the known or suspected release of hazardous materials to soil and groundwater or to the air, as identified by the State Water Resources Control Board and the U.S. Environmental Protection Agency. Tehachapi is known for its history of rich agricultural production stemming from the mid 1900's. Since that time, commercial, residential and industrial land uses have been introduced, but substantive agricultural areas with active farming practices remain. As a result, the potential for agricultural

chemical residues to be present in shallow soils exists within the City.²⁰

Wildfire Hazards

The major potential sources of wildland fire in Tehachapi are the natural brush lands that surround the community in the unincorporated lands but within the City's Sphere of Influence. The steeper slopes of the Tehachapi Mountains on the north and the vegetated slopes on the south pose a secondary threat to the City in that windborne embers may travel long distances in the wind.²¹

Airports

There are two airports in Tehachapi: The Tehachapi Municipal Airport (public airport near central Tehachapi) and the Mountain Valley Airport (private airport used for glider operations).²² The Project is located approximately 1.5 miles southeast of the Municipal Airport. The site is not located within the Airport Land Use Compatibility Plan.²³

Schools

The closest schools are the Tehachapi High School and Jacobsen Middle School located approximately 1.5 miles to the west of the site.

Regulatory Setting

Federal

The primary federal agencies with responsibility for hazardous materials management include the EPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). The Environmental Protection Agency (EPA) was created to protect human health and to safeguard the natural environment – air, water and land – and works closely with other federal agencies, and state and local governments to develop and enforce regulations under existing environmental laws. Where national standards are not met, EPA can issue sanctions and take other steps to assist the states in reaching the desired levels of

²⁰ Tehachapi General Plan EIR, page 4.7-2.

²¹ Ibid.

²² Ibid, page 4.7-5.

²³ County of Kern Airport Land Use Compatibility Plan (2012), page 4-136.

environmental quality. EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

State

The California Department of Industrial Relations, Division of Occupational Safety and Health is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection has designated the area that includes the proposed Project site as a Local Responsibility Area, defined as an area where the local fire jurisdiction is responsible for emergency fire response.

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. This impact is associated with hazards caused by the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Construction

Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the Project site. Therefore, no significant impacts would occur during construction activities.

Operation

The operational phase of the proposed Project would occur after construction is completed and employees move in to occupy the truck wash and maintenance facilities on a day-to-day basis, and customers come in on a short-term basis. The proposed Project will include land uses that are considered compatible with the surrounding uses.

The proposed land use may include use of household and/or commercial grade cleaners, paint, and vehicle maintenance fluid. It is likely that these hazardous materials and vehicles would be stored by the contractor(s) on-site during construction and operational activities. Improper use and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. However, all materials stored and shipped on-site would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA) and the Occupational Safety and Health Administration (OSHA). In addition, as discussed previously, a Storm Water Pollution Prevention Plan (SWPPP) is required for the Project and shall include emergency procedures for incidental hazardous materials releases. The SWPPP also includes Best Management Practices which includes requirements for hazardous materials storage.

Hazardous materials objectives and policies contained in the proposed General Plan would further ensure the safe transport of hazardous materials. For example, Community Safety Objective 12, Policy CS41 requires coordinating the use of approved routes and notification of all transport of hazardous materials utilizing routes through Tehachapi while Policy CS42 requires that property owners along approved haul routes be informed of the potential for hazard release.

The proposed Project includes land uses that are considered compatible with the surrounding uses. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. No schools are located within 0.25 miles of the Project site. This condition precludes the possibility of activities associated with the proposed Project exposing schools within a 0.25-mile radius of the project site to hazardous materials. Tehachapi High

School and Jacobsen Middle School are the nearest schools, located approximately 1.5 miles to the west of the site. Intervening land uses also separate the Project site with these schools. See also Responses (a) and (b) above regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

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?

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker²⁴ and EnviroStor²⁵ databases – accessed in November 2023). As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project is located approximately 1.5 miles southeast of the Tehachapi Municipal Airport. The site is not located within the Airport Influence Area per ALUCP.²⁶ Therefore, the Project is compatible with the Airport Land Use Plan and there is a *less than significant impact*.

Mitigation Measures: None are required.

²⁴ California State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/>. Accessed April 2024.

²⁵ California Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/>. Accessed April 2024.

²⁶ County of Kern Airport Land Use Compatibility Plan (2012), page 4-136.

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

Less than Significant Impact. The Project has been designed for adequate emergency access and has been reviewed by the City. The internal roadways will be designed with sufficient clearances for emergency vehicles to access the entire site. Therefore, the Project will not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Any impacts are *less than significant*.

Mitigation Measures: None are required.

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

No Impact. The Project site consists of vacant disturbed land with minimal vegetation. There are no wildlands on or near the Project site. There is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

Water System and Supply

The Tehachapi Basin (Basin) provides the main source of water supply for the City of Tehachapi and surrounding communities. Major rights holders in addition to Tehachapi include the Golden Hills Community Services District (CSD), industrial and agricultural users. The City’s water service area covers approximately 4,800 acres and operates six wells serving five pressure zones.²⁷ The City water service area includes a variety of residential, commercial, governmental, institutional, and industrial water users. Water is distributed via a City-maintained system of 2-inch through 16-inch mainline piping. All of the potable domestic water is currently derived from groundwater wells.

Regional Watershed

The principal drainage courses in the Tehachapi Valley are Tehachapi Creek, which flows west to the San Joaquin Valley, and Cache Creek, which flows east to the Mojave Desert. Proctor Dry Lake also collects surface drainage that flows eastward. The majority of the stream flow coming into Tehachapi Valley percolates through streambeds and does not exit the valley via stream flow. Any stream flow that is lost from the basin is generally through surface water outflow in

²⁷ Regional Urban Water Management Plan – 2015, page 4-2.

Tehachapi Creek, through evaporation from Proctor Dry Lake and in very wet years through surface water outflow to Cache Creek.

The Tehachapi basin is divided into two sub-basins: Tehachapi Valley East and Tehachapi Valley West. Immediately to the west is Brite Basin, a natural sink where several small streams that drain the surrounding valley walls disappear into the ground, mostly in the vicinity of Brite Lake. TCCWD operates three groundwater recharge sites within the adjudicated Tehachapi Basin. These are identified as China Hill, Antelope Dam and Gravel Pit. China Hill is operated on behalf of the Golden Hills Community Services District (GHCS D). GHCS D is credited for all imported water (minus losses) that are recharged at that location for its own use. TCCWD operates Antelope Dam and Gravel Pit as artificial recharge facilities using imported, State Water Project surface water. TCCWD distributes to customers, or retains for the common good, all net recharge at these locations. While other, smaller stormwater retention basins do exist throughout the basin, the recharge provided by these facilities is calculated and accounted for in the adjudicated NSY of 5,500 af/year.

Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), located in Sacramento, is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the

Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards.

The majority of the Greater Tehachapi Area is within the Tulare Lake hydrologic region under the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). A much smaller portion, generally east of the City of Tehachapi, including the proposed site, is in the South Lahontan hydrologic region under the jurisdiction of the Lahontan RWQCB.^{28,29}

Regional Water Quality Board

The Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley and Lahontan region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

In addition, the proposed Project is being evaluated pursuant to CEQA.

²⁸ Greater Tehachapi Area Specific Plan EIR, page 4.9-19.

²⁹ State and Regional Water Boards Map. https://www.waterboards.ca.gov/waterboards_map.html. Accessed April 2024.

RESPONSES

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

Less Than Significant Impact. The proposed Project includes development of a truck maintenance-wash facility on an approximately 3.28-acre site in the eastern part of the City of Tehachapi. Specifically, the proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements. The Project area primarily consists of vacant disturbed land, with an existing gas and truck station adjacent to and west of the site.

Grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, “good housekeeping” procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in the Stormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction. When properly designed and implemented, these

“good-housekeeping” practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

The City of Tehachapi will provide water to the Project site and the Project will be required to tie into the City’s existing water service infrastructure. The Project will comply with all City ordinances and standards to assure proper grading and drainage. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements. The Project will be required to prepare a grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits. Therefore, any impacts will be less than significant.

Mitigation Measures: None are required.

- 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. The proposed Project would not add significant demand for water to the City of Tehachapi water system, which is reliant on groundwater to serve its customers. The Project includes water use associated with commercial truck service stations, including vehicle wash and maintenance use, along with general office consumption such as for restroom and kitchen facilities, landscaping, and other similar Project components.

The City of Tehachapi relies on groundwater pumping from the adjudicated Tehachapi Basin to meet the demands of its customers. Based on ongoing monitoring of the Tehachapi Basin and conditions during prior years, the City anticipates that the safe yield (5,500 AFY) and water quality will remain close to current conditions for the next twenty years and beyond.

Water use from the proposed truck wash facility is difficult to estimate, as it will depend on the number of trucks being washed, the duration of the truck wash, gallons used per wash, and the amount of water that is recycled and re-used for washing. However, for purposes of this analysis,

the potential water needs of the facility were calculated in two separate ways to identify a reasonable potential range of use to facilitate a thorough analysis. The first method employed to determine potential water demand was to review water meter information provided by the Project sponsor for two similar sized truck washing operations in California. For each location, monthly average water use was taken and averaged over an entire year. The first truck wash utilized approximately 470,000 gallons per year or 1.5 AFY. The second truck wash utilized approximately 1,650,000 gallons per year or 5.0 AFY.

Second, the City of Tehachapi used its Water Connection Fee Study conversion tables to aggregate the expected water uses from each of the proposed building uses (Office, Auto Repair, Vehicle Wash, etc.). Water use from the maintenance facility and office building will include kitchen and restroom facilities, air conditioner units, landscaping, and other minor water using components. Based on the City's analysis of all Project components (including the truck wash), the Project would require approximately 8 AFY, or the equivalent of approximately 25 dwelling units in the City.

Taken together, these two analytical methods suggest that this facility will likely require between 1.5 and 8.0 AFY.

The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project, and has been accounted for in the City infrastructure planning documents. Project demands for groundwater resources would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Tehachapi. Future demand can be met with continued groundwater pumping and conservation measures. The City currently has a 300 AF surplus of water and is under its pumping allocation by at least 200 AF. In addition, the City has long term leases for water supply that are supported/funded through City impact fees. Thus, the water used by this facility is not considered to be significant in the context of water used by the City as a whole.

The proposed Project would not require or result in the construction of new water facilities or expansion of existing facilities that could cause a significant environmental effect. Also, the City would have sufficient water supply available to serve the Project from its existing entitlements and resources available under the Tehachapi Basin amended Judgment and new and expanded entitlements would not be needed. The City of Tehachapi imposes a variety of development impact fees based on land use, size, and service impact area. The Water Fees would be paid upon issuance of a building permit. Thus, implementation of the proposed Project's impacts on water supply and facilities would be *less than significant*.

Mitigation Measures: None are required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- i. result in substantial erosion or siltation on- or offsite;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or
 - iv. impede or redirect flood flows?

Less Than Significant Impact. The Project site is currently vacant and disturbed, minimal vegetation. The proposed Project will change drainage patterns of the site through the installation of impervious surfaces and structures (truck service stalls, office, driveways, streets, etc.) and will be required by the City to be graded to facilitate proper stormwater drainage into the stormwater basin included with the Project. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP will be retained on-site during construction. The storm water collection system design will be in compliance with the City of Tehachapi Development Standards and Kern County Hydrology Manual, and subject to review and approval by the City Public Works Department.

The southern portion of the proposed Project site is located within Flood Zone “X” as indicated by FEMA flood hazard map 06029C3250E, effective 9/26/2008, while the northern portion is located in the map 06029C2850E, effective 9/26/2008. Flood Zone “X” is defined as defined as having a 0.2% Annual Chance Flood Hazard.³⁰

The proposed development will be built in accordance with the current City ordinances and California Building Code regarding construction in flood zones. The Project will be designed for adequate storm drainage. Accordingly, the chance of flooding (and therefore the release of pollutants due to flooding) at the site is remote. Impacts are *less than significant*.

Mitigation Measures: None are required.

³⁰ National Flood Hazard Layer Viewer (NFHL), FEMA. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed April 2024.

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

Less Than Significant Impact. As discussed in Impact X(c), the proposed Project site is located within a FEMA Flood Zone “X”, which has 0.2% Annual Chance Flood Hazard. The proposed development will be required to prepare and submit a water quality control plan to be implemented during construction, as required by the National Pollutant Discharge Elimination System. This plan must be reviewed and approved by the City Engineer prior to the start of construction. There are several reservoirs, lakes and levees within the Tehachapi region. However, only Brite Lake has an associated Dam Inundation Zone³¹.

There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Tehachapi. This precludes the possibility of a mudflow inundating the Project site. Any impacts are *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. The Project will not conflict with any water quality control plans or sustainable groundwater management plan. However, as mentioned in Section IX and X, all new development within the City must conform to local and state standards and plans for stormwater drainage and management. By conforming to all standards and policies as outlined, there will be *less than significant impacts* associated with the Project.

Mitigation Measures: None are required.

³¹ Greater Tehachapi Area Specific Plan EIR, page 4.9-60.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

The Project site is located in the eastern area of the City of Tehachapi and is currently vacant with minimal vegetation.

Land uses and zoning designations of adjacent parcels surrounding the site are as follows:

Surrounding Land Use and Zoning

Location	Existing Land Use	Current General Plan Classification
North	Tehachapi Blvd. / vacant land	5A – Freeway Corridor
South	Vacant land	5A – Freeway Corridor
West	Love's Truck Stop	5A – Freeway Corridor
East	Vacant land	5A – Freeway Corridor

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the proposed Project because it is not a federal undertaking (the proposed Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

The proposed Project is being evaluated pursuant to CEQA; however, there are no state regulations, plans, programs, or guidelines associated with land use and planning that are applicable to the proposed Project.

RESPONSES

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The proposed Project includes development of a truck maintenance-wash facility on an approximately 3.28-acre site in the eastern part of the City of Tehachapi. Specifically, the proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

The Project site is within the City limits of Tehachapi, and part of the East Tehachapi Specific Plan. The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project. The proposed site is part of the Northern Foothills Planning Sub-Area.³² The site is currently vacant and disturbed with minimal vegetation.

³² Figure Intro-2, Introduction, Tehachapi General Plan.

The proposed commercial Project is an allowed use and is consistent with the General Plan designation and zoning, and surrounding land uses. There is *less than significant impact*.

Mitigation Measures: None are required.

XII. 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?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

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

SETTING

Environmental Setting

Kern County has approximately 2,971 square miles of land classified as Mineral Resource Zones. Significant mineral resources located in southeastern Kern County include borates, limestone, gold and dimension stone.³³ The nearest mining district to the Project site is the Lorraine Mining District, which is comprised of approximately 60 square miles and is located north of the City of Tehachapi. That site has produced heavy minerals such as gold, silver tungsten, lead and zinc.

Regulatory Setting

Federal

There are no federal or local regulations pertaining to mineral resources relevant to the proposed Project.

State

California Surface Mining and Reclamation Act of 1975

³³ GTA Specific Plan EIR, page 4.11-3.

Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., ensures a continuing supply of mineral resources for the State.

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- 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?

No Impact. According to the Tehachapi General Plan, The Planning Area does not contain any Mineral Resource Zones (MRZ) within its boundaries.³⁴ As shown in Figure 4.11-1 of the Greater Tehachapi Area Specific Plan, the proposed Project site is not located in a Mineral Resource Zone. In addition, soil disturbance for the proposed Project would be limited site groundwork such as grading, foundations, and installation of infrastructure. Therefore, there is *no impact*.

Mitigation Measures: None are required.

³⁴ Ch. 2.1.E. Natural Resources Element, Tehachapi General Plan, January 2012. Pg 2:83.

XIII. NOISE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

SETTING

Environmental Setting

The Project site is located in the eastern area of the City of Tehachapi and is currently vacant with minimal vegetation. The site is located on Monolith Street, south of E. Tehachapi Boulevard, SR 58 is located approximately 350 feet south of the site. The 3.28-acre site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project.

The closest existing sensitive receptors (to the site area) are residential land uses located approximately 0.37 miles southwest of the site, and separated by intervening land uses.

Existing noise levels in the Project vicinity are dominated by traffic noise along East Tehachapi Boulevard, vehicles traveling to and from the existing gas and truck service station west of the Project site, and the truck-trailer yard southeast of the site.

Regulatory Setting

Federal

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA has identified the human annoyance response to vibration levels as 80 RMS.

State

The California Noise Control Act was enacted in 1973 (Health and Safety Code § 46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff will work with the OPR to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

California State Building Code

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room.

Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

City of Tehachapi General Plan Noise Element

Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the State. The Noise Element of the City of Tehachapi General Plan is intended to provide a framework within which future planning and noise mitigating decisions would be made and implemented. In addition, the Noise Element is intended to provide a set of correlated procedural guidelines and criteria to be used by the City planning and engineering departments to minimize noise conflicts in existing situations and in new developments. Implementation of the Noise Element is to be achieved through improved planning and zoning regulations reflecting quantified noise criteria, development of noise abatement strategies, introduction of noise criteria in the building code, application of noise regulations controlling stationary and moving noise sources, and practical tools which can be used in the day-to-day activities of the City.

The City's Noise Element indicates that sources of noise in the City include railroad operations, vehicular traffic, construction work, commercial operations, human activities, emergency vehicles, and aircraft departures, landings, and overflights. The Noise Element defines the following three noise sensitivity land use classifications in the City:

- Sensitive – Uses where a quiet outdoor environment is important to health and quality of life. This category includes residential uses which feature an outdoor lifestyle; convalescent uses where the outdoor environment is important and parks which are relaxation-oriented.
- Conditionally Sensitive – Uses which are noise-sensitive but which can be made compatible to a more severe noise environment by noise insulation features in building construction, and/or noise abatement techniques of layout, shielding barriers, topography, etc. Uses which can meet the above criteria, under appropriate controlling conditions, include residential uses not featuring outdoor life styles, schools, churches, hotels and general hospitals.
- Non-sensitive Land Uses – Uses where a quiet outdoor environment is not critical to indoor or outdoor activities. Included are most commercial uses, industrial uses, parks that are sports oriented, playgrounds, and land devoted to transportation systems. Without implying that noise mitigating considerations are not to be applied in the planning for these land uses, these uses are classified as “non-sensitive.”

The City's Noise level standards for these three noise sensitivity land use classifications are shown in Table 3.3-8.

**Table 3.3-8
Use Sensitivity Noise Standards**

Land Use Sensitivity Classifications	Exterior Noise Standard	Interior Noise Standard
Sensitive	L _{dn} 65	L _{dn} 55
Conditionally Sensitive	L _{dn} 75	L _{dn} 55
Non-Sensitive	L _{dn} 75	L _{dn} 75

Source: City of Tehachapi Noise Element, October 1999.

In addition, this proposed Project is being evaluated pursuant to CEQA.

RESPONSES

- 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?

Less Than Significant Impact.

Short-term (Construction) Noise Impacts

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Table 3.3-9 indicates the anticipated noise levels of the typical construction-related equipment (i.e., graders, trenchers, tractors) based on a distance of 50-feet between the equipment and the sensitive noise receptor.³⁵

³⁵ The Noise and Vibration Impact Assessment Manual, Federal Transit Administration, U.S. Department of Transportation. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Table 7-1. Accessed April 2024.

**Table 3.3-9
Typical Construction Noise Levels**

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Dozer	85
Generator	82
Grader	85
Jack Hammer	88
Loader	85
Paver	85
Truck	84

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion. Additionally, the site is located in a rural area surrounded by vacant disturbed land to the north, east, and south. A gas and truck service station is located adjacent to and west of the proposed site, and a truck-trailer storage yard to the southeast.

Construction activities would not exceed established noise thresholds and would be temporary in nature and would most likely occur only during the daytime hours. The City’s General Plan does not allow for nighttime construction.

Long-term (Operational) Noise Impacts

The primary source of on-going noise from the Project will be from the trucks entering and exiting the site, and from truck maintenance and washing equipment. On-going noise will also be generated from other vehicles traveling on internal access roads and from traffic traveling along East Tehachapi Boulevard and SR 58. The Project will result in an increase in traffic on some

roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount. The proposed Project is a commercial truck maintenance and wash facility, which would not directly increase the traffic volume in the area, and is not expected to increase ambient noise levels significantly. The area is active with commercial and personal vehicles because of the existing gas and truck service station west of the site and a truck-trailer yard southeast of the site, so the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area.

Vibration Levels

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 3.3-10 describes the typical construction equipment vibration levels.³⁶

**Table 3.3-10
Typical Construction Vibration Levels**

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the Federal Transit Administration (FTA) threshold.

Therefore, the impact is considered *less than significant*.

Mitigation Measures: None are required.

³⁶ Ibid.

- 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?

Less than Significant Impact. The Project site is located approximately 1.5 miles southeast of the Tehachapi Municipal Airport; and according to the City's General Plan EIR, the Tehachapi Municipal Airport has enough activity to generate noise contours. However, the site is not located within the Airport Influence Area per ALUCP.³⁷

Additionally, as discussed in Impact (a) above, the site is already exposed to increased noise levels due to its proximity to East Tehachapi Boulevard and an existing gas and truck service station. Therefore, its location near the airport is not considered a significant noise impact either to or from the proposed Project. The impact is *less than significant*.

Mitigation Measures: None are required.

³⁷ County of Kern Airport Land Use Compatibility Plan (2012), page 4-136.

XIV. POPULATION AND HOUSING

Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

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

SETTING

Environmental Setting

The Project site is located in the eastern area of the City of Tehachapi and is currently vacant with minimal vegetation. The 3.28-acre site is within the City limits of Tehachapi, and part of the East Tehachapi Specific Plan. The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project.

Regulatory Setting

The proposed Project is being evaluated pursuant to CEQA; however, there are no federal, state or local regulations, plans, programs, and guidelines associated with population or housing that are applicable to the proposed Project.

RESPONSES

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

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project includes development of a truck maintenance and wash facility in the eastern portion of the City of Tehachapi. The proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

There are no new homes associated with the proposed Project. There are no residences within the immediate Project area, with the closest residences located approximately 0.37 miles southwest of the site. The proposed Project includes commercial operations that would provide new jobs in the Tehachapi area, which could be readily filled by the existing employment base, given the City's existing unemployment rates. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is *no impact*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

Fire Services

The City of Tehachapi provides firefighting and emergency response service through a contract with the Kern County Fire Department (KCFD). The KCFD operates Fire Station 12 at 800 South Curry Street, which provides a central location within the City. Station 12 consists of 2 fire engines, 1 patrol vehicle, and 3 firefighters per shift. In addition to Station 12, KCFD provides emergency response service in neighboring Golden Hills (Station 13), Bear Valley Springs (Station 16) and Stallion Springs (Station 18). Each station supports the other as necessary and, because the KCFD operates all the stations, the staffing and operations are seamless. This mutual support

is critically important particularly given the rural and remote physical conditions of the Tehachapi Valley and Tehachapi itself.

The Insurance Service Office (ISO)—a private organization that surveys fire departments in cities and towns across the United States—rates Station 12 as Class 5 for most of the City (1 being highest and 10 being lowest). For some portions of the City, the KCFD received a rating of Class 9 and 10. This rating considers a community’s fire defense capacity versus fire potential, and then uses the score to set property insurance premiums for homeowners and commercial property owners.³⁸

Police Services

The Tehachapi Police Department (TPD) is the local law enforcement agency for the City of Tehachapi. The TPD is located at 220 West C Street. The TPD provides 24-hour police services within the City limits. The Police Station is staffed by 18 sworn officers plus support staff³⁹ and is responsible for the area within Tehachapi’s Sphere of Influence. The purpose of the TPD Manual of Policy and Procedures is to guide the employees of the Tehachapi Police Department in carrying out their assigned responsibilities.⁴⁰ The TPD opened its own dispatch center in June 2016 and began taking its own calls from the public 24 hours a day. Previously, calls were routed through the Bear Valley Police Department’s dispatch center. The Federal Bureau of Investigation (FBI) recommends a planning standard of 2.0 officers per 1,000 residents to determine adequate staffing levels.

The California Highway Patrol (CHP) provides services throughout the Tehachapi Valley on State highways and unincorporated roadways. The CHP provides traffic regulation enforcement, oversees response to emergency incidents on California’s highways, and promotes the safe and efficient movement of people and goods on California highways to minimize loss of life, injuries, and property damage. State Highways that pass through the City include State Route 58 and State Route 202. The closest CHP office is located at 1365 Highway 58 in Mojave.

Schools

The Tehachapi Unified School District (TUSD or District) encompasses an area of 522 square miles with a student enrollment of about 4,900 students in Kindergarten through the 12th grade. The

³⁸ Tehachapi General Plan EIR, page 4.12.1-1.

³⁹ Police Department, City of Tehachapi. <https://www.liveuptehachapi.com/directory.aspx?did=9>. Accessed April 2024.

⁴⁰ Tehachapi Police Department Manual of Policy and Procedures. <https://www.liveuptehachapi.com/451/Policies-ProceduresTraining-Standards>. Accessed April 2024.

district operates three elementary schools, one middle school, two alternative education center and two high schools.⁴¹

Parks

The City of Tehachapi offers eight parks, museums and theatre for the community and visitors, Aviator Park, BeeKay Theatre, Braves Park, Historic Railroad Depot, Pioneer Park, Railroad Park, Valley Park, and Warrior Park.⁴² Additionally, Tehachapi Valley Recreation & Park District (TVRPD) maintains 116 acres of parks and five facilities throughout the Tehachapi Valley. Tehachapi Valley Recreation and Park District is a special district operating under Section 5780 of the California State Code.⁴³

Libraries

The Kern County Library leases building space at 212 Green Street in the City of Tehachapi to provide library services in the Tehachapi area. The library facility is approximately 10,000 square feet in size. The library does not have adopted service standard for library services. The American Library Association recommends a planning standard of 0.6 square feet per capita to determine adequate library space.⁴⁴

Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

⁴¹ Tehachapi Unified School District. <https://www.tehachapiusd.com/en-US/schools>. Accessed April 2024.

⁴² City of Tehachapi, Facilities. <https://www.liveuptehachapi.com/facilities>. Accessed April 2024.

⁴³ Tehachapi Valley Recreation & Park District. <https://www.tvrpd.org/parks-facilities>. April 2024.

⁴⁴ Tehachapi General Plan EIR, page 4.12.5-1.

*State***California Fire Code and Building Code**

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

In addition, the proposed Project is being evaluated pursuant to CEQA.

RESPONSES

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

Fire protection?

Less Than Significant Impact. The proposed Project would be served by the Kern County Fire Station 12, which is located at 800 South Curry Street, Tehachapi, approximately 2.4 miles west of the Project site. The Kern County Fire Department offers a full range of services including fire/rescue, emergency medical treatment and transport, fire prevention, and hazardous materials first response.

The Project would be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure fire safety elements are incorporated into final Project design, including the providing designated fire lanes marked as such. Proposed interior streets will be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The Project will also be designed to meet Fire Department requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. As a result,

appropriate fire safety considerations will be included as part of the final design of the Project. The proposed Project at full buildout will add to the number of “customers” served, however, the Fire Department has capacity for the additional service need. No additional fire equipment, personnel, or services are anticipated to be required by Project implementation. In addition, the Project applicant will be required to pay all associated impact fees related to public services. As such, any impacts are *less than significant*.

Police Protection?

Less Than Significant Impact. Protection services would be provided to the proposed Project site from the existing Tehachapi Police Department, which is approximately 2.4 miles west of the Project site at 220 West C Street, Tehachapi. The Project site is located in an area currently served by the Tehachapi Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site. In addition, the Project applicant will be required to pay all associated impact fees related to public services. Impacts are *less than significant*.

Schools?

No Impact. The proposed Project does not include any residential uses. The direct increase in demand for schools is normally associated with new residential projects that bring new families with school-aged children to a region. The proposed Project, therefore, would not result in an influx of new students in the Project area and is not expected to result in an increased demand upon District resources and would not require the construction of new facilities. There is *no impact*.

Parks?

No Impact. The Project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. Accordingly, the proposed Project would have *no impacts* on parks.

Other public facilities?

Less than Significant Impact. The proposed Project is within the land use and growth projections identified in the City’s General Plan and other infrastructure studies. The Project, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services. Accordingly, *less than significant impacts* would occur.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

SETTING

The City of Tehachapi offers eight parks, museums and theatre for the community and visitors, Aviator Park, BeeKay Theatre, Braves Park, Historic Railroad Depot, Pioneer Park, Railroad Park, Valley Park, and Warrior Park. Additionally, Tehachapi Valley Recreation & Park District (TVRPD) maintains 116 acres of parks and five facilities throughout the Tehachapi Valley. Tehachapi Valley Recreation and Park District is a special district operating under Section 5780 of the California State Code.

Regulatory Setting

The proposed Project is being evaluated pursuant to CEQA; however, there are no additional federal, state or local regulations, plans, programs, and guidelines associated with recreation that are applicable to the proposed Project.

RESPONSES

- 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? or

- 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 consists of a new truck service and wash facility in the eastern portion of the City of Tehachapi, Kern County, California. The proposed Project does not include the development of residential uses and would not directly or indirectly induce population growth. Therefore, the proposed Project would not cause physical deterioration of existing recreational facilities from increased usage or result in the need for new or expanded recreational facilities. The Project would have no impact on existing parks. *No impact* would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

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

SETTING

A Transportation Impact Memorandum (Memo) was prepared on behalf of the Project by TJKM in May 2024. The following impact analyses directly references this Memo. The Memo can be found in its entirety in Appendix B.

Regulatory Setting

Kern County Regional Transportation Plan

The Kern County Regional Transportation Plan is a long-range planning document used for identifying and prioritizing long-range transportation improvements over a 25-year period. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight and finances. The RTP must be revised at least every four years, as the County is designated as non-attainment for federal air quality standards.

Airport Land Use Compatibility

Kern County Airport Land Use Compatibility Plan

The Kern County Airport Land Use Compatibility Plan (ALUCP) has been prepared to establish procedures and criteria by which Kern County and the affected incorporated cities can address compatibility issues when planning and discussing airports and the land uses around them. The Plan addresses all properties on which land uses could be affected by present or future aircraft operations at 16 airports, including the Tehachapi Municipal Airport and the Mountain Valley Airport.⁴⁵ The ALUCP is enforced locally by the City of Tehachapi.

City of Tehachapi General Plan Policies

Mobility Element

Objective 1 Connect as many streets as possible.

- Policy 1 Require new through-roadways where necessary for additional connections and congestion relief.
- Policy 2 Extended bicycle and equestrian routes.
- Policy 3 Increase regional roadway connections to improve mobility.

Objective 2 Coordinate street function to exhibit a hierarchy of streets

- Policy 2 Reserve or acquire right of way for future roadway improvements consistent with the Mobility Element.

Objective 3 Coordinate a level of service that responds to physical context.

- Policy 1 Maintain / generate context-related level of service standards for each street type within Tehachapi’s SOI.

Objective 4 Fund roadway improvements from a variety of sources.

- Policy 1 Require new development to pay its fair share of transportation improvements per the Mobility Element.
- Policy 2 Generate a near- and long-term strategy for identifying and applying for state and federal transportation funds.
- Policy 3 Generate a local funding source for transportation maintenance.

⁴⁵ Ibid, page 4.7-16.

Objective 5 Correspond traffic-control devices to their physical context.

- Policy 1 Promote the use of stop signs, road diets (i.e. reconfiguration of existing oversized streets), or roundabouts on secondary and locals streets as practical.
- Policy 2 Implement traffic signals only when other traffic control measures are determined by the City to be inappropriate or unadvisable.
- Policy 3 Generate a local funding source for transportation maintenance.

Objective 6 Enhance regional transportation access.

- Policy 1 Develop interjurisdictional cooperative agreements with neighboring cities and counties that clearly define the roles and responsibilities of each agency with respect to transportation infrastructure.
- Policy 2 Pursue grade-separated North-South crossing of railroad.
- Policy 3 Generate a strategy for funding and constructing rail crossing improvements.

RESPONSES

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

Less Than Significant. The proposed Project consists of construction and operation of a truck maintenance/service and wash facility. The facility will provide two maintenance/service stalls and two wash stalls in a 16,886 square foot building. The lot consists of 3.28 acres and will include six car parking spaces and 23 truck parking spaces (in addition to ADA parking). Other improvements include landscaping, paving, stormwater management, trash facilities and related improvements.

The site is anticipated to have one access point along Monolith Street with full entry from any direction and right-turn-only for the exit.

Project Trip Generation

To estimate trips generated by the existing and proposed developments for the a.m. and p.m. peak hours as well as for weekday daily trips, TJKM collected 24-hour driveway data at a comparable truck service and wash facility (Golden State Truck Wash, 8342 E. Brundage Ln., Bakersfield). That facility similarly provides two service bays and two wash bays, and is similarly located near other truck related facilities and a freeway interchange. Field data was used as there is no appropriate land use in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 11th Edition* (TGM). Field data was analyzed to establish trip generation rates and in/out splits based on the number of total service/wash bays. The project is expected to generate 88 daily vehicle trips on weekdays including five trips (four in, one out) during the weekday a.m. peak hour, and five trips (three in, two out) during the weekday p.m. peak hour.

The trip generation is summarized in Table 3.3-11.

**Table 3.3-11
Proposed Project Trip Generation**

Land Use (ITE Code)	Size	Daily Trips	A.M. Peak				P.M. Peak					
			Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Truck Service/Wash	4 Bays	88	1.25	80:20	4	1	5	1.25	60:40	3	2	5
Total Trips		88			4	1	5			3	2	5

Notes:

Source: Calculated based on field data of similar facility.

As shown in Table 3.3-11, the Project is not expected to generate a significant amount of traffic either daily or during peak hour conditions. The proposed Project would be an allowed use in the 5A – Freeway Corridor zone and would be consistent with the City’s General Plan and associated General Plan EIR. Because the Project is not expected to generate significant traffic and is within the scope of what was analyzed in the City’s General Plan EIR, it is not expected that the Project will significantly impact any road segments or intersections in the area. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. In accordance with the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), published by the Governor’s Office of Planning and Research (OPR) as per California Senate Bill 743 (SB 743), a quantitative Vehicle Miles Traveled (VMT) assessment forms the basis of the CEQA analysis for the proposed project. The OPR guidelines state that “VMT” refers to automobile VMT, specifically passenger vehicles and light trucks; heavy truck traffic is typically excluded.

Given that the City of Tehachapi has yet to formally adopt VMT guidelines as per SB 743, OPR’s guidelines were utilized. The guidelines provide multiple screening thresholds for land use projects that can be assumed to cause a less-than-significant transportation impact. One such screening criterion is for small projects generating fewer than 110 trips per day. As the project is expected to generate approximately 88 trips per day, the proposed project would qualify for screening as a small project. Thus the project’s VMT can be considered *less than significant*.

Mitigation Measures: None are required.

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

- d. Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would not cause a substantial increase in traffic, reduce the existing level of service, or create any additional congestion at any intersections. The City of Tehachapi has reviewed the proposed site plan layout and has determined that the Project does not represent an incompatible land use and does not substantially increase hazards due to the design/layout of the site. In addition, no roadway design features are associated with the proposed Project that could interfere with existing emergency access and adequate emergency access is provided. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

Would the project:

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

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

SETTING

Federal

The National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established federal regulations for the purpose of protecting significant cultural resources. The legislation established the National Register of Historic Places and the National Historic Landmarks Program. It mandated the establishment of the State Historic Preservation Office (SHPO), responsible for implementing statewide historic preservation programs in each state. A key aspect of SHPO responsibilities include surveying, evaluating and nominating significant historic buildings, sites, structures, districts and objects to the National Register. The NHPA also established requirements for federal agencies to consider the effects of proposed federal Projects on historic properties (Section 106, NHPA). Federal agencies and recipients of federal funding are required to initiate consultation with the SHPO as part of the Section 106 review process.⁴⁶

State

California State Office of Historic Preservation (OHP)

The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), appointed by the governor, and the State Historical Resources Commission, a nine-member state review board appointed by the governor.

Among OHP's responsibilities are identifying, evaluating, and registering historic properties; and ensuring compliance with federal and state regulations. The OHP administers the State Register of Historical Resources and maintains the California Historical Resources Information System (CHRIS) database. The CHRIS database includes statewide Historical Resources Inventory (HRI) database. The records are maintained and managed under contract by eleven independent regional Information Centers. Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Information Center (Center), located in Bakersfield, CA. The Center

⁴⁶ Advisory Council on Historic Preservation, National Historic Preservation Program: Overview, <https://www.achp.gov/protecting-historic-properties>. Accessed April 2024.

provides information on known historic and cultural resources to governments, institutions and individuals.⁴⁷

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.⁴⁸

Tribal Consultation Requirements: SB 18 (Burton, 2004)⁴⁹

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. This bill amended Section 815.3 of the Civil Code, to amend Sections 65040.2, 65092, 65351, 65352, and 65560 of, and to add Sections 65352.3, 65352.4, and 65562.2 to, the Government Code, relating to traditional tribal cultural Places. SB 18, enacted March 1, 2005, creates a mechanism for California Native American Tribes to identify culturally significant sites that are located within public or private lands within the city or county’s jurisdiction. SB 18 requires cities and counties to contact, and offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe.

⁴⁷ California Office of Historic Preservation, Mission and Responsibilities, http://ohp.parks.ca.gov/?page_id=1066. Accessed April 2024.

⁴⁸ California Office of Historic Preservation, California Register: Criteria for Designation, http://www.ohp.parks.ca.gov/?page_id=21238. Accessed April 2024.

⁴⁹ Senate Bill No. 18, Chapter 905, http://www.leginfo.ca.gov/pub/03-04/bill/sen/sb_0001-0050/sb_18_bill_20040930_chaptered.html, Accessed April 2024.

Tribal Consultation Requirements: AB 52 (Gatto, 2014)⁵⁰

This bill was approved by Governor Brown on September 25, 2014 and became effective July 1, 2015. This bill amended Section 5097.94 of, and to add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to, the Public Resources Code, relating to Native Americans. The bill specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. This bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated (can be a tribe anywhere within the State of California) with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Existing law establishes the Native American Heritage Commission (NAHC) and vests the commission with specified powers and duties. This bill required the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within the geographic area in which the tribe is traditionally and culturally affiliated, the contact information of those agencies, and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

The NAHC provides protection to Native American burials from vandalism and inadvertent destruction, provides a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintains an inventory of sacred places.⁵¹

The NAHC performs a Sacred Lands File search for sites located on or near the Project site upon request. The NAHC also provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. The results of a *Sacred Lands File* search request submitted to the Native American Heritage

⁵⁰ Assembly Bill No. 52, Chapter 532, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52. Accessed April 2024.

⁵¹ Native American Heritage Commission, About the Native American Heritage Commission, <http://nahc.ca.gov/about/>. Accessed April 2024.

Commission (NAHC) were received on March 7, 2024. The *Sacred Lands File* search results showed no known sacred sites or tribal cultural resources in the vicinity of the study area. Outreach letters were sent on 12 March 2024 to tribes listed on the NAHC contact-list with follow-up emails sent 30 days later. No responses were received.

RESPONSES

a-i, a-ii. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or 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 the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Tehachapi, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of standard protection measures outlined in the City's General Plan EIR would ensure that impacts to unknown archaeological deposits, including TCRs, remains at a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. In addition, the City provided consultation letters to the Tribes on the NAHC list that was provided to the City. The results of a *Sacred Lands File* search request submitted to the Native American Heritage Commission (NAHC) were received on March 7, 2024. The *Sacred Lands File* search results showed no known sacred sites or tribal cultural resources in the vicinity of the study area. Outreach letters were sent on 12 March 2024 to tribes listed on the NAHC contact-list

with follow-up emails sent 30 days later. No responses were received. Any impacts to TCR would be considered *less than significant*.

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Environmental Setting

Water System and Supply

The Tehachapi Basin (Basin) provides the main source of water supply for the City of Tehachapi and surrounding communities. The Tehachapi-Cummings County Water District (TCCWD) serves as Watermaster over the Basin. The TCCWD is located within the Tehachapi mountain range east of Bakersfield in southeastern Kern County, and encompasses approximately 266,000 acres. The TCCWD provides imported water supplies (SWP), water resources management, and flood protection within several improvement districts in the Tehachapi Basin. The TCCWD serves as watermaster for three adjudicated groundwater basins: Brite Valley, Cummings Valley, and Tehachapi Valley.

The City's water service area covers approximately 4,800 acres and operates six wells serving five pressure zones.⁵² The City water service area includes a variety of residential, commercial, governmental, institutional, and industrial water users. Water is distributed via a City-maintained system of 2-inch through 16-inch mainline piping. All of the potable domestic water is currently derived from groundwater wells.

Surface Water

Surface water from the California State Water Project (SWP) is used to recharge the aquifer in the greater area. SWP water is delivered to the area through a transmission system and allocation program administered by the California Department of Water Resources (DWR). The Kern County Water Agency has a contract with the DWR and allocates up to 20,000 AFY to the Tehachapi-Cummings County Water District (TCCWD); this allocation is intended to recharge the groundwater aquifer.

Wastewater (Sewer)

The City of Tehachapi currently has approximately 2,800 sewer service connections. Thirty-five miles of sanitary sewers convey wastewater to the wastewater treatment plant (WWTP). The existing wastewater treatment plant, located between the Union Pacific Railroad right-of-way railroad and State Route 58 on the west side of the City, has a capacity of 1.25 million GPD, and an average daily flow of 0.75 million GPD. The WWTP was upgraded in 1992 and has the

⁵² Regional Urban Water Management Plan – 2015, page 4-2.

potential to expand to 2.5 million GPD, with some improvements to the head works structure, control building, electrical service and yard piping, among other improvements.

The WWTP currently treats incoming wastewater to a secondary level using a non-mechanical activated sludge biological treatment process. Effluent is then discharged to the borrow pit, where it is stored during the winter and used for irrigation of 140 acres of alfalfa fields near the Tehachapi Municipal airport during the summer.⁵³

Solid Waste

Waste Management, Inc., a private company, provides refuse collection and disposal services to the City of Tehachapi. Separate cans for waste and recyclables are provided in the City. Solid waste from the City of Tehachapi is currently disposed at the Tehachapi Sanitary Landfill, located approximately four miles east of the City limits. The Tehachapi Sanitary Landfill is a Class III landfill operated by the Kern County Waste Management Department and permitted to accept up to 1,000 tons of solid waste per day. The facility has permitted maximum design capacity of approximately 3.4 million cubic yards. The landfill accepts mixed municipal, construction/demolition, industrial and dead animal waste, and includes a transfer facility for green waste. Electronic waste (e-waste) is accepted at all Kern County disposal sites for recycling. Most household and business hazardous wastes are accepted at special facilities in Mojave.

Electricity

Electricity service is provided to the City of Tehachapi by Southern California Edison (SCE), which is a subsidiary of Edison International. SCE focuses on electricity generation and distribution to its customers in Southern California and is regulated by the California Public Utilities Commission. SCE maintains hydropower, coal, and nuclear power generating plants, such as the Big Creek Hydroelectric Plant, and the Mojave Generating Station. SCE also purchases power from independent power producers. After the power is produced or bought, it is conveyed to customers via SCE's electric transmission and distribution systems.

Electrical transmission lines owned and operated by the SCE currently traverse the Tehachapi Valley. Transmission lines generally follow transportation corridors and are routed above ground throughout much of the City and the Planning Area. Pursuant to Public Utility Commission

⁵³ Tehachapi General Plan EIR, page 4.14.2-1.

regulations, new development is required to place electricity infrastructure underground. Industrial users tie directly into major transmission lines.⁵⁴

Natural Gas

Natural gas is currently supplied and distributed to the City of Tehachapi by the Southern California Gas Company. The Gas Company serves an area bounded by the international border with Mexico to the south, San Gabriel Mountains to the east, Pacific Ocean to the west, and Visalia and San Luis Obispo to the north. The City of Tehachapi is within the Lamont-Arvin, Tehachapi, and Mojave-California City Service Area.

Natural gas resources are drawn from naturally-occurring reservoirs primarily located outside the State and delivered via high-pressure transmission lines. As the gas is transported to its destination, the pressure is maintained with the assistance of compressors. The gas is then received at a storage field and redistributed through another series of transmission lines. Natural gas is distributed throughout the City of Tehachapi by a system of transmission, supply, distribution, and service lines. As the pipeline transitions from one transmission line to a supply line, the pressure of the natural gas is regulated down to the most efficient level of pressure for the customer.⁵⁵

Cable Television/Internet

The City of Tehachapi is within the service area of Spectrum Networks. A local provider of digital cable and high speed Internet, Spectrum's service area includes the greater Bakersfield area. Spectrum's existing infrastructure in the Planning Area consists primarily of overhead lines, with approximately 33 percent of the lines underground. Aerial fiber fibers are generally collocated with SCE lines on poles, and underground transmission lines are located in a conduit separate from other utilities.⁵⁶

Telephone

Telephone service in the City of Tehachapi is provided by AT&T. Telephone facilities in the Planning Area include both aerial and underground fiber and copper transmission lines. Most of the underground and aerial telephone transmission lines are generally collocated with other

⁵⁴ Ibid, page 4.14.4-1.

⁵⁵ Tehachapi General Plan EIR, page 4.14.4-1.

⁵⁶ Ibid, page 4.014.4-2.

utilities on poles or in underground trenches and are constructed in public and roadway rights-of-way to reduce visual and aesthetic impacts and potential safety hazards.⁵⁷

Regulatory Setting

State

State Water Resources Control Board (SWRCB)

Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 2744. Several SWRCB programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

National Pollutant Discharge Elimination System (NPDES) Permit

As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits. The majority of the Greater Tehachapi Area is within the Tulare Lake hydrologic region under the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). A much smaller portion, generally east of the City of Tehachapi, including the proposed site, is in the South Lahontan hydrologic region under the jurisdiction of the Lahontan RWQCB.^{58,59}

In addition, the proposed Project is being evaluated pursuant to CEQA.

⁵⁷ Ibid, page 4.14.4-2.

⁵⁸ Greater Tehachapi Area Specific Plan EIR, page 4.9-19.

⁵⁹ State and Regional Water Boards Map. https://www.waterboards.ca.gov/waterboards_map.html. Accessed April 2024.

RESPONSES

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The proposed development consists of an approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements.

The proposed site is within Tehachapi City limits and designated as Commercial/Industrial, such as the proposed Project. Thus, the proposed development would be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications would be provided by private companies. The Project site is located within the service territory of the City's wastewater treatment plant and the City Services Department regularly monitors the waste discharge to meet City requirements. However, due to its location at the physical summit of the Tehachapi Pass, the Project site is in an area where a sewer lift station is needed in order to redirect the wastewater flow to the west to the City's active sewer system. Therefore, a new sewer lift station and associated force main in the area will be required to be installed concurrently with construction of the Project. This will be a condition of Project approval (see Mitigation Measure UTIL – 1).

As discussed in Section X, Hydrology and Water Quality, with an increase in the area of impervious surfaces on the Project site, an increase in the amount of storm water runoff is anticipated. The site will be designed so that storm water is collected and deposited in the City's existing storm drain system. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction.

No other infrastructure (other than those described above), will be required. The environmental impacts of installation of these components are covered by the analysis in this document (e.g. Aesthetics, Biological Resources, Traffic, etc.). Thus, the proposed Project would have a *less than significant impact with mitigation*.

Mitigation Measures:**UTIL - 1 Sewer Lift Station**

The Project Applicant shall be responsible for constructing a new lift station and associated force main located along East Tehachapi Boulevard to serve the Project area. Construction of the lift station and associated force main will be subject to reimbursement from future connections in the area, in accordance with the Tehachapi Municipal Code.

- 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. The proposed Project would not add significant demand for water to the City of Tehachapi water system, which is reliant on groundwater to serve its customers. The Project includes water use associated with commercial truck service stations, including vehicle wash and maintenance use, along with general office consumption such as for restroom and kitchen facilities, landscaping, and other similar Project components.

The City of Tehachapi relies on groundwater pumping from the adjudicated Tehachapi Basin to meet the demands of its customers. Based on ongoing monitoring of the Tehachapi Basin and conditions during prior years, the City anticipates that the safe yield (5,500 AFY) and water quality will remain close to current conditions for the next twenty years and beyond.

Water use from the proposed truck wash facility is difficult to estimate, as it will depend on the number of trucks being washed, the duration of the truck wash, gallons used per wash, and the amount of water that is recycled and re-used for washing. However, for purposes of this analysis, the potential water needs of the facility were calculated in two separate ways to identify a reasonable potential range of use to facilitate a thorough analysis. The first method employed to determine potential water demand was to review water meter information provided by the Project sponsor for two similar sized truck washing operations in California. For each location, monthly average water use was taken and averaged over an entire year. The first truck wash utilized approximately 470,000 gallons per year or 1.5 AFY. The second truck wash utilized approximately 1,650,000 gallons per year or 5.0 AFY.

Second, the City of Tehachapi used its Water Connection Fee Study conversion tables to aggregate the expected water uses from each of the proposed building uses (Office, Auto Repair, Vehicle Wash, etc.). Water use from the maintenance facility and office building will include kitchen and restroom facilities, air conditioner units, landscaping, and other minor water using components.

Based on the City's analysis of all Project components (including the truck wash), the Project would require approximately 8 AFY, or the equivalent of approximately 25 dwelling units in the City.

Taken together, these two analytical methods suggest that this facility will likely require between 1.5 and 8.0 AFY.

The site is currently designated for Commercial/Industrial uses under the East Tehachapi Specific Plan, such as the proposed Project, and has been accounted for in the City infrastructure planning documents. Project demands for groundwater resources would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Tehachapi. Future demand can be met with continued groundwater pumping and conservation measures. The City currently has a 300 AF surplus of water and is under its pumping allocation by at least 200 AF. In addition, the City has long term leases for water supply that are supported/funded through City impact fees. Thus, the water used by this facility is not considered to be significant in the context of water used by the City as a whole.

The proposed Project would not require or result in the construction of new water facilities or expansion of existing facilities that could cause a significant environmental effect. Also, the City would have sufficient water supply available to serve the Project from its existing entitlements and resources available under the Tehachapi Basin amended Judgment and new and expanded entitlements would not be needed. The City of Tehachapi imposes a variety of development impact fees based on land use, size, and service impact area. The Water Fees would be paid upon issuance of a building permit. Thus, implementation of the proposed Project's impacts on water supply and facilities would be *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. As discussed in Section XVIII(a), implementation of the proposed Project would result in wastewater being discharged to the City's existing wastewater treatment plant, which has sufficient capacity for the proposed development. There will be no need for additional wastewater treatment service. However, the Project will require that a new lift station

and associated force main be constructed in the Project area (see Impact Section XVIII(a) for more information). Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

Mitigation Measures: None are required.

- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? OR
- e. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. Proposed Project construction and operation will generate minimal amounts of solid waste. Waste Management, Inc., a private company, provides refuse collection and disposal services to the City of Tehachapi. Separate cans for waste and recyclables are provided in the City. Solid waste from the City of Tehachapi is currently disposed at the Tehachapi Sanitary Landfill, located approximately four miles east of the City limits. The Tehachapi Sanitary Landfill is a Class III landfill operated by the Kern County Waste Management Department and permitted to accept up to 1,000 tons of solid waste per day. The facility has permitted maximum design capacity of approximately 3.4 million cubic yards. The landfill accepts mixed municipal, construction/demolition, and industrial and dead animal waste. Electronic waste (e-waste) is accepted at all Kern County disposal sites for recycling. Most household and business hazardous wastes are accepted at special facilities in Mojave.

Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. The Project is not expected to generate an excess of solid waste beyond what is considered typical of commercial/industrial land uses. The proposed Project will comply with all federal, state and local statutes and regulations related to solid waste.

KCWMD has other landfills with capacity to accommodate solid waste materials that have a longer life such as the Taft Landfill with remaining capacity of approximately 6.7 million tons with a cease operation of 2123 in addition to other county landfills. The proposed Project would be required to comply with applicable State and local regulations, thus reducing the amount of

landfill waste by at least 50 percent. With adequate landfill capacity at KCWMD landfills and compliance with regulations, a *less than significant impact* would occur.

Mitigation Measures: None are required.

XX. WILDFIRE

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

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

Less Than Significant Impact. To determine adequate vehicular and pedestrian circulation and emergency vehicle access, the proposed Project development would be reviewed and conditioned by the City of Tehachapi and Kern County Fire Department for compliance with applicable code and regulations. Review and approval by the City would ensure that the proposed development

does not substantially impair the adopted emergency response plan or emergency evacuation plan. Therefore, the proposed Project would not substantially impair any emergency response plan and less than significant impacts would occur as a result of the proposed Project.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project will include development of a truck service and wash facility along with employee restrooms, parking, and other site improvements. The site is located in a rural area surrounded by vacant disturbed land to the north, east, and south. A gas and truck service station is located adjacent to and west of the proposed site, and a truck-trailer storage yard to the southeast. The 3.28-acre Project site is vacant, contains no trees or vegetation (other than scrub brush) and is routinely managed for weeds. The proposed Project is located in an area that is not anticipated to have a significant wildfire risk.

The Project site falls under Local Responsibility Area per CalFire State Responsibility Area Viewer.⁶⁰ There is no increased risk or on-going risk of wildfire beyond existing conditions associated with the Project. The Project will be designed to provide adequate fire flows and will be reviewed by the Kern County Fire Department for placement of fire hydrants and other fire related infrastructure. With the implementation of local policies and ordinances, any wildfire risk to the Project structures or people would be *less than significant*.

Mitigation Measures: None are required.

⁶⁰ State Responsibility Area Viewer, Cal Fire. <https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/>. Accessed April 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

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

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

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

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

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

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

RESPONSES

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to *less than significant*.

- 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. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc.). The impact is *less than significant*.

- 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. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human

beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to *than significant*.

Chapter 4

Preparers

LIST OF PREPARERS

List of Preparers

Crawford & Bowen Planning, Inc.

- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Associate Environmental Planner

Persons and Agencies Consulted

City of Tehachapi

- Jay Schlosser, Development Services Director

Appendices

Appendix A

CalEEMod Output Files

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**United Truck Service & Wash Project
Kern County APCD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	20.00	1000sqft	0.46	20,000.00	0
Other Asphalt Surfaces	2.82	Acre	2.82	122,839.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	32
Climate Zone	7			Operational Year	2025
Utility Company					
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project located in eastern Tehachapi, Kern County.

Land Use - Project includes approximately 16,886 sq. ft. truck wash / repair shop, including two service stalls and two wash stalls. The development also includes a parking lot, landscaping, new ground-up metal building, lighting, office space with restroom, employee lounging/break area with restrooms, and other site improvements. Truck Service and Wash building represented by Land Use Type: General Light Industry. Remaining project area represented by: Other Asphalt Surfaces.

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

2.0 Emissions Summary

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1355	1.2126	1.3728	2.7300e-003	0.1174	0.0526	0.1701	0.0498	0.0493	0.0991	0.0000	240.8190	240.8190	0.0490	4.5100e-003	243.3876
2025	0.3737	0.8324	1.1152	2.1800e-003	0.0377	0.0334	0.0711	0.0102	0.0314	0.0416	0.0000	191.7326	191.7326	0.0357	4.0900e-003	193.8426
Maximum	0.3737	1.2126	1.3728	2.7300e-003	0.1174	0.0526	0.1701	0.0498	0.0493	0.0991	0.0000	240.8190	240.8190	0.0490	4.5100e-003	243.3876

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1355	1.2126	1.3728	2.7300e-003	0.1174	0.0526	0.1701	0.0498	0.0493	0.0991	0.0000	240.8187	240.8187	0.0490	4.5100e-003	243.3874
2025	0.3737	0.8324	1.1152	2.1800e-003	0.0377	0.0334	0.0711	0.0102	0.0314	0.0416	0.0000	191.7324	191.7324	0.0357	4.0900e-003	193.8424
Maximum	0.3737	1.2126	1.3728	2.7300e-003	0.1174	0.0526	0.1701	0.0498	0.0493	0.0991	0.0000	240.8187	240.8187	0.0490	4.5100e-003	243.3874

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2024	8-31-2024	0.6477	0.6477
2	9-1-2024	11-30-2024	0.5277	0.5277
3	12-1-2024	2-28-2025	0.4989	0.4989
4	3-1-2025	5-31-2025	0.4965	0.4965
5	6-1-2025	8-31-2025	0.3769	0.3769
		Highest	0.6477	0.6477

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004
Energy	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543
Mobile	0.0555	0.1030	0.5095	1.0300e-003	0.1004	1.1000e-003	0.1015	0.0268	1.0400e-003	0.0279	0.0000	97.2313	97.2313	5.8500e-003	6.0900e-003	99.1930
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.4673	0.0000	1.4673	0.1507	3.5600e-003	6.2954
Total	0.1708	0.1193	0.5235	1.1300e-003	0.1004	2.3400e-003	0.1027	0.0268	2.2800e-003	0.0291	6.5015	114.9806	121.4820	0.4544	9.9800e-003	135.8150

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004
Energy	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543
Mobile	0.0555	0.1030	0.5095	1.0300e-003	0.1004	1.1000e-003	0.1015	0.0268	1.0400e-003	0.0279	0.0000	97.2313	97.2313	5.8500e-003	6.0900e-003	99.1930
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.4673	0.0000	1.4673	0.1507	3.5600e-003	6.2954
Total	0.1708	0.1193	0.5235	1.1300e-003	0.1004	2.3400e-003	0.1027	0.0268	2.2800e-003	0.0291	6.5015	114.9806	121.4820	0.4544	9.9800e-003	135.8150

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2024	6/28/2024	5	20	
2	Site Preparation	Site Preparation	6/29/2024	7/5/2024	5	5	
3	Grading	Grading	7/6/2024	7/17/2024	5	8	

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	7/18/2024	6/4/2025	5	230
5	Paving	Paving	6/5/2025	6/30/2025	5	18
6	Architectural Coating	Architectural Coating	7/1/2025	7/24/2025	5	18

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 2.82

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 7,370 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	60.00	23.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338
Total	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.9000e-004	3.3500e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9276	0.9276	3.0000e-005	3.0000e-005	0.9362
Total	4.1000e-004	2.9000e-004	3.3500e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9276	0.9276	3.0000e-005	3.0000e-005	0.9362

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338
Total	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	2.9000e-004	3.3500e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9276	0.9276	3.0000e-005	3.0000e-005	0.9362
Total	4.1000e-004	2.9000e-004	3.3500e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9276	0.9276	3.0000e-005	3.0000e-005	0.9362

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	6.6500e-003	0.0679	0.0458	1.0000e-004	0.0491	3.0700e-003	0.0522	0.0253	2.8300e-003	0.0281	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2783	0.2783	1.0000e-005	1.0000e-005	0.2809
Total	1.2000e-004	9.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2783	0.2783	1.0000e-005	1.0000e-005	0.2809

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	6.6500e-003	0.0679	0.0458	1.0000e-004	0.0491	3.0700e-003	0.0522	0.0253	2.8300e-003	0.0281	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2783	0.2783	1.0000e-005	1.0000e-005	0.2809
Total	1.2000e-004	9.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2783	0.2783	1.0000e-005	1.0000e-005	0.2809

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0681	0.0590	1.2000e-004		2.9000e-003	2.9000e-003		2.6700e-003	2.6700e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	6.6500e-003	0.0681	0.0590	1.2000e-004	0.0283	2.9000e-003	0.0312	0.0137	2.6700e-003	0.0164	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.3400e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3710	0.3710	1.0000e-005	1.0000e-005	0.3745
Total	1.6000e-004	1.1000e-004	1.3400e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3710	0.3710	1.0000e-005	1.0000e-005	0.3745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0681	0.0590	1.2000e-004		2.9000e-003	2.9000e-003		2.6700e-003	2.6700e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	6.6500e-003	0.0681	0.0590	1.2000e-004	0.0283	2.9000e-003	0.0312	0.0137	2.6700e-003	0.0164	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.3400e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3710	0.3710	1.0000e-005	1.0000e-005	0.3745
Total	1.6000e-004	1.1000e-004	1.3400e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3710	0.3710	1.0000e-005	1.0000e-005	0.3745

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0876	0.7999	0.9619	1.6000e-003		0.0365	0.0365		0.0343	0.0343	0.0000	137.9502	137.9502	0.0326	0.0000	138.7658
Total	0.0876	0.7999	0.9619	1.6000e-003		0.0365	0.0365		0.0343	0.0343	0.0000	137.9502	137.9502	0.0326	0.0000	138.7658

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8100e-003	0.0605	0.0236	2.8000e-004	9.1400e-003	4.1000e-004	9.5500e-003	2.6400e-003	3.9000e-004	3.0300e-003	0.0000	26.4304	26.4304	1.0000e-004	3.8300e-003	27.5733
Worker	9.7000e-003	6.8300e-003	0.0797	2.4000e-004	0.0288	1.3000e-004	0.0289	7.6400e-003	1.2000e-004	7.7700e-003	0.0000	22.0756	22.0756	6.5000e-004	6.4000e-004	22.2815
Total	0.0115	0.0673	0.1032	5.2000e-004	0.0379	5.4000e-004	0.0385	0.0103	5.1000e-004	0.0108	0.0000	48.5060	48.5060	7.5000e-004	4.4700e-003	49.8548

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0876	0.7999	0.9619	1.6000e-003		0.0365	0.0365		0.0343	0.0343	0.0000	137.9501	137.9501	0.0326	0.0000	138.7656
Total	0.0876	0.7999	0.9619	1.6000e-003		0.0365	0.0365		0.0343	0.0343	0.0000	137.9501	137.9501	0.0326	0.0000	138.7656

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8100e-003	0.0605	0.0236	2.8000e-004	9.1400e-003	4.1000e-004	9.5500e-003	2.6400e-003	3.9000e-004	3.0300e-003	0.0000	26.4304	26.4304	1.0000e-004	3.8300e-003	27.5733
Worker	9.7000e-003	6.8300e-003	0.0797	2.4000e-004	0.0288	1.3000e-004	0.0289	7.6400e-003	1.2000e-004	7.7700e-003	0.0000	22.0756	22.0756	6.5000e-004	6.4000e-004	22.2815
Total	0.0115	0.0673	0.1032	5.2000e-004	0.0379	5.4000e-004	0.0385	0.0103	5.1000e-004	0.0108	0.0000	48.5060	48.5060	7.5000e-004	4.4700e-003	49.8548

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0759	0.6921	0.8927	1.5000e-003		0.0293	0.0293		0.0275	0.0275	0.0000	128.7153	128.7153	0.0303	0.0000	129.4717
Total	0.0759	0.6921	0.8927	1.5000e-003		0.0293	0.0293		0.0275	0.0275	0.0000	128.7153	128.7153	0.0303	0.0000	129.4717

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6600e-003	0.0561	0.0216	2.5000e-004	8.5200e-003	3.8000e-004	8.9000e-003	2.4600e-003	3.6000e-004	2.8200e-003	0.0000	24.1536	24.1536	9.0000e-005	3.4900e-003	25.1945
Worker	8.3900e-003	5.6600e-003	0.0691	2.1000e-004	0.0268	1.2000e-004	0.0270	7.1300e-003	1.1000e-004	7.2400e-003	0.0000	20.0880	20.0880	5.5000e-004	5.5000e-004	20.2664
Total	0.0101	0.0617	0.0907	4.6000e-004	0.0354	5.0000e-004	0.0359	9.5900e-003	4.7000e-004	0.0101	0.0000	44.2416	44.2416	6.4000e-004	4.0400e-003	45.4608

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0759	0.6921	0.8927	1.5000e-003		0.0293	0.0293		0.0275	0.0275	0.0000	128.7151	128.7151	0.0303	0.0000	129.4716
Total	0.0759	0.6921	0.8927	1.5000e-003		0.0293	0.0293		0.0275	0.0275	0.0000	128.7151	128.7151	0.0303	0.0000	129.4716

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6600e-003	0.0561	0.0216	2.5000e-004	8.5200e-003	3.8000e-004	8.9000e-003	2.4600e-003	3.6000e-004	2.8200e-003	0.0000	24.1536	24.1536	9.0000e-005	3.4900e-003	25.1945
Worker	8.3900e-003	5.6600e-003	0.0691	2.1000e-004	0.0268	1.2000e-004	0.0270	7.1300e-003	1.1000e-004	7.2400e-003	0.0000	20.0880	20.0880	5.5000e-004	5.5000e-004	20.2664
Total	0.0101	0.0617	0.0907	4.6000e-004	0.0354	5.0000e-004	0.0359	9.5900e-003	4.7000e-004	0.0101	0.0000	44.2416	44.2416	6.4000e-004	4.0400e-003	45.4608

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	3.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0111	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.0858	1.0858	3.0000e-005	3.0000e-005	1.0955
Total	4.5000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.0858	1.0858	3.0000e-005	3.0000e-005	1.0955

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	3.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0111	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.0858	1.0858	3.0000e-005	3.0000e-005	1.0955
Total	4.5000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.9000e-004	1.0000e-005	3.9000e-004	0.0000	1.0858	1.0858	3.0000e-005	3.0000e-005	1.0955

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2745					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	0.2760	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.8000e-004	2.2400e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6515	0.6515	2.0000e-005	2.0000e-005	0.6573
Total	2.7000e-004	1.8000e-004	2.2400e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6515	0.6515	2.0000e-005	2.0000e-005	0.6573

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2745					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	0.2760	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.8000e-004	2.2400e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6515	0.6515	2.0000e-005	2.0000e-005	0.6573
Total	2.7000e-004	1.8000e-004	2.2400e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.6515	0.6515	2.0000e-005	2.0000e-005	0.6573

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0555	0.1030	0.5095	1.0300e-003	0.1004	1.1000e-003	0.1015	0.0268	1.0400e-003	0.0279	0.0000	97.2313	97.2313	5.8500e-003	6.0900e-003	99.1930
Unmitigated	0.0555	0.1030	0.5095	1.0300e-003	0.1004	1.1000e-003	0.1015	0.0268	1.0400e-003	0.0279	0.0000	97.2313	97.2313	5.8500e-003	6.0900e-003	99.1930

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	99.20	39.80	100.00	265,175	265,175
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	99.20	39.80	100.00	265,175	265,175

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.476054	0.056955	0.190414	0.143348	0.035885	0.009505	0.008694	0.034904	0.000656	0.000095	0.035244	0.001109	0.007136
Other Asphalt Surfaces	0.476054	0.056955	0.190414	0.143348	0.035885	0.009505	0.008694	0.034904	0.000656	0.000095	0.035244	0.001109	0.007136

5.0 Energy Detail

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Natural Gas Mitigated	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543
Natural Gas Unmitigated	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	332600	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	332600	1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.7900e-003	0.0163	0.0137	1.0000e-004		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	17.7488	17.7488	3.4000e-004	3.3000e-004	17.8543

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	46400	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	46400	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004
Unmitigated	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0861					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004
Total	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0861					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004
Total	0.1135	0.0000	2.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.1000e-004	4.1000e-004	0.0000	0.0000	4.3000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.4673	0.1507	3.5600e-003	6.2954
Unmitigated	1.4673	0.1507	3.5600e-003	6.2954

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.625 / 0	1.4673	0.1507	3.5600e-003	6.2954
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.4673	0.1507	3.5600e-003	6.2954

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.625 / 0	1.4673	0.1507	3.5600e-003	6.2954
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.4673	0.1507	3.5600e-003	6.2954

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.0342	0.2975	0.0000	12.4720
Unmitigated	5.0342	0.2975	0.0000	12.4720

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	24.8	5.0342	0.2975	0.0000	12.4720
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		5.0342	0.2975	0.0000	12.4720

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	24.8	5.0342	0.2975	0.0000	12.4720
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		5.0342	0.2975	0.0000	12.4720

9.0 Operational Offroad

United Truck Service & Wash Project - Kern County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix B

Traffic Impact Memorandum



TECHNICAL MEMORANDUM

Date: May 3, 2024
 To: Travis Crawford, AICP
 From: Renee Reavis

Crawford & Bowen Planning, Inc.
 TJKM

Subject: United Truck Service & Wash Focused Transportation Impact Study

This memorandum presents the results of the focused traffic study for the proposed United Truck Service & Wash located on Monolith Street south of E. Tehachapi Boulevard, in the City of Tehachapi. The project would construct a 16,886 square foot building housing two service bays and two wash bays for large trucks, as well as offices and storage. The project would also provide 23 parking spaces for tractor-trailers and six automobile parking spaces.

The project site plan is shown in **Figure 1**. This memorandum includes a trip generation assessment and a Vehicle Mile Travelled (VMT) analysis.

Projected Trip Generation Assessment

To estimate trips generated by the existing and proposed developments for the a.m. and p.m. peak hours as well as for weekday daily trips, TJKM collected 24-hour driveway data at a comparable truck service and wash facility (Golden State Truck Wash, 8342 E. Brundage Ln., Bakersfield). That facility similarly provides two service bays and two wash bays, and is similarly located near other truck-related facilities and a freeway interchange. Field data was used as there is no appropriate land use in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (TGM). Field data was analyzed to establish trip generation rates and in/out splits based on the number of total service/wash bays. Driveway data is attached in the **Appendix**. The trip generation is summarized in Table 1. The project is expected to generate 88 daily vehicle trips on weekdays including five trips (four in, one out) during the weekday a.m. peak hour, and five trips (three in, two out) during the weekday p.m. peak hour.

Table 1: Proposed Project Trip Generation

Land Use (ITE Code)	Size	Daily Trips	A.M. Peak						P.M. Peak			
			Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Truck Service/Wash	4 Bays	88	1.25	80:20	4	1	5	1.25	60:40	3	2	5
Total Trips		88			4	1	5			3	2	5

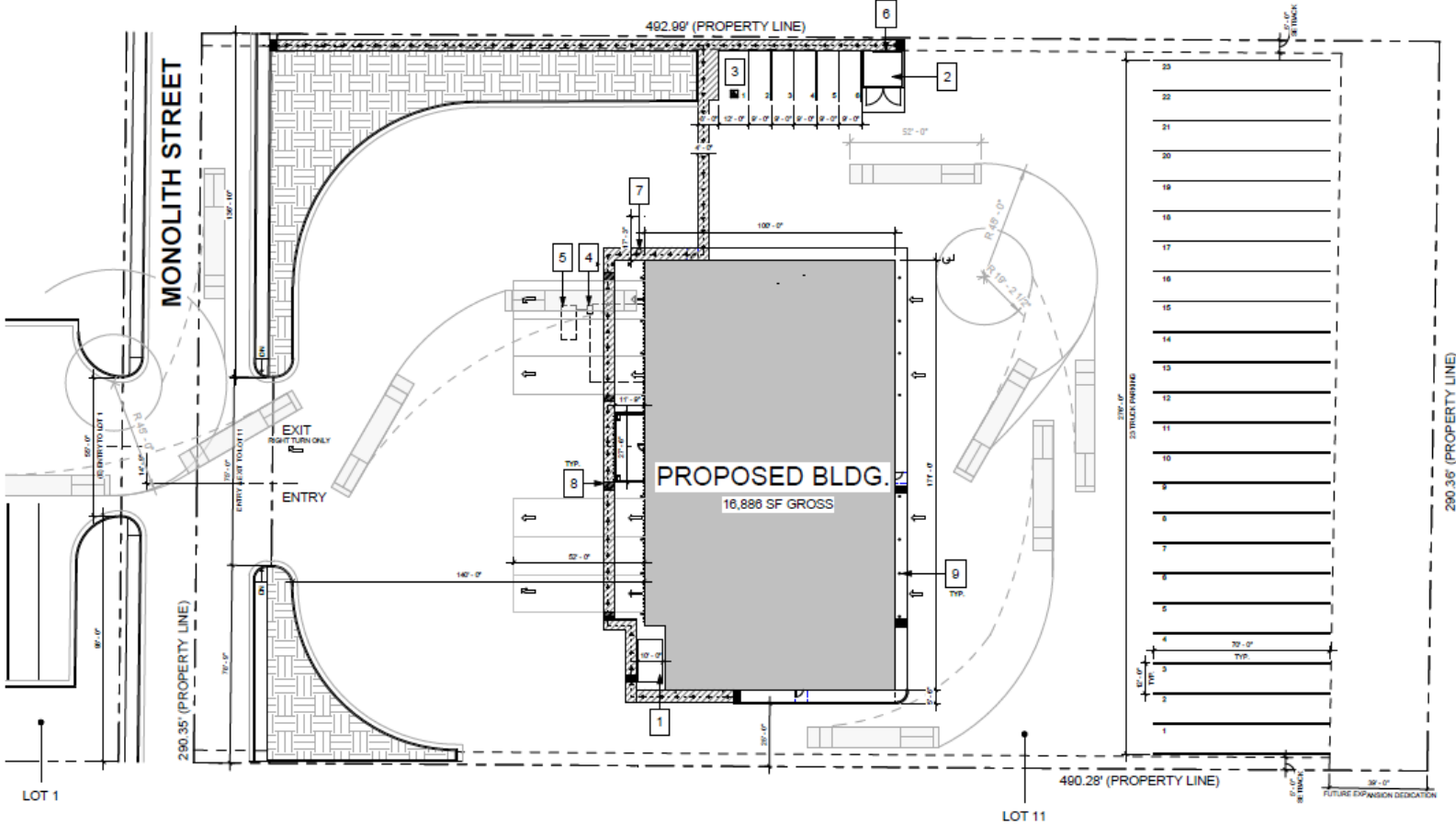
Notes:

Source: Calculated based on field data of similar facility.

CALIFORNIA | FLORIDA | TEXAS

Corporate Office 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588 925.463.0611
 www.TJKM.com

Figure 1: Site Plan



Source: AGD Architects

May 3, 2024

Vehicle Miles Traveled (VMT)

In accordance with the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), published by the Governor's Office of Planning and Research (OPR) as per California Senate Bill 743 (SB 743), a quantitative Vehicle Miles Traveled (VMT) assessment forms the basis of the CEQA analysis for the proposed project. The OPR guidelines state that "VMT" refers to automobile VMT, specifically passenger vehicles and light trucks; heavy truck traffic is typically excluded.

Given that the City of Tehachapi has yet to formally adopt VMT guidelines as per SB 743, OPR's guidelines were utilized. The guidelines provide multiple screening thresholds for land use projects that can be assumed to cause a less-than-significant transportation impact. One such screening criterion is for small projects generating fewer than 110 trips per day. As the project is expected to generate approximately 88 trips per day, the proposed project would qualify for screening as a small project. Thus the project's VMT can be considered **less-than-significant**.

Summary of Findings and Conclusions

TJKM analyzed the proposed United Truck Service & Wash facility in the City of Tehachapi. The development is expected to generate 88 daily vehicle trips on weekdays including five trips during the weekday a.m. peak hour, and five trips during the weekday p.m. peak hour. Based on OPR screening thresholds, the project qualifies as a small project generating under 110 trips per day. Thus the project's VMT can be considered **less-than-significant**.

United Truck Service & Wash Traffic Analysis

May 3, 2024

Appendix

Driveway Trip Data, Golden State Truck Wash

Trip Generation Study

Location: Golden State Truck Wash - 8342 E Brundage Ln
 City: Bakersfield

Date: 4/16/2024
 Day: Tuesday

TIME	East Driveway[001]		South Driveway[002]		Trip		
	IN	OUT	IN	OUT	IN	OUT	OUTCOME
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	2	1	2	1	1
7:00 AM	0	0	1	0	1	0	1
7:15 AM	0	0	1	0	1	0	1
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	1	1	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	1	0	1
8:45 AM	1	0	1	0	2	0	2
9:00 AM	1	0	0	1	1	1	0
9:15 AM	0	0	1	2	1	2	-1
9:30 AM	0	0	0	1	0	1	-1
9:45 AM	1	0	0	3	1	3	-2
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	1	1	1	1	0
10:30 AM	0	0	1	0	1	0	1
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	2	0	2	0	2

11:15 AM	1	0	0	2	1	2	-1
11:30 AM	0	0	0	0	0	0	0
11:45 AM	2	0	0	0	2	0	2
12:00 PM	3	1	0	0	3	1	2
12:15 PM	0	0	0	1	0	1	-1
12:30 PM	2	0	1	1	3	1	2
12:45 PM	1	0	0	1	1	1	0
1:00 PM	0	0	1	2	1	2	-1
1:15 PM	0	0	0	1	0	1	-1
1:30 PM	2	1	1	0	3	1	2
1:45 PM	2	0	0	2	2	2	0
2:00 PM	0	0	0	2	0	2	-2
2:15 PM	1	0	0	3	1	3	-2
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	1	0	1	-1
3:00 PM	2	0	1	1	3	1	2
3:15 PM	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	1	0	1
3:45 PM	0	1	0	1	0	2	-2
4:00 PM	0	0	0	1	0	1	-1
4:15 PM	3	0	0	0	3	0	3
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	1	-1
5:00 PM	0	0	0	1	0	1	-1
5:15 PM	1	0	0	1	1	1	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	2	0	2
6:00 PM	2	0	0	1	2	1	1
6:15 PM	0	0	0	1	0	1	-1
6:30 PM	0	0	0	1	0	1	-1
6:45 PM	0	0	0	2	0	2	-2
7:00 PM	0	0	1	1	1	1	0
7:15 PM	0	0	0	1	0	1	-1
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	1	0	1
Totals	29	3	17	39	46	42	4



N ↑

- All blue arrows are movements going IN
- All red arrows are movements going OUT

South Driveway

East Driveway

Golden State Truck Wash

Subway

Coramark Ct

Coramark Ct

E Brundage Ln



www.candbplanning.com