

Notice of Preparation of a Draft Environmental Impact Report

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Persons

From: Jay Schlosser, Development Services Dir.
City of Tehachapi
115 S. Robinson Street
Tehachapi, CA 93561
(661) 822-2200

Subject: Notice of Preparation / Initial Study – Tehachapi Pilot Flying J Travel Center

EIR Consultant: Travis Crawford, AICP
Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414

Notice is Hereby Given: The City of Tehachapi (City) is the Lead Agency on the below-described project and has prepared an Initial Study and Notice of Preparation (IS/NOP) of an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA). The complete project description, location and the potential environmental effects are contained in the Initial Study. Those environmental issues that have been determined to have no impact, or to be less than significant are detailed and evaluated in the Initial Study. The Initial Study also lists potentially significant environmental issues that will require detailed analysis and technical studies that will need to be prepared for the forthcoming EIR to determine the level of significance of the environmental effect. The IS/NOP is intended to disclose environmental information and to solicit the views of the public, interested parties, and/or agencies as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Specifically, we are requesting that commenters provide comments on the Initial Study, identify additional environmental topics (and/or special studies) that they believe need to be explored in the forthcoming EIR, and to identify other relevant environmental issues related to the Initial Study and scope and content of the forthcoming EIR.

Project Title: Pilot – Flying J Travel Center

Project Location: The proposed project is located at the southwest corner of E. Tehachapi Blvd. and Steuber Road (APN: 223-190-35) in the City of Tehachapi. The Applicant is proposing to subdivide the 18-acre site to use only 10.73 acres of the site for the project.

Project Description: A full project description and relevant maps are included in the Initial Study. To summarize, the proposed truck stop / travel center includes the following components:

- A 14,788 sq./ft. building that will house:
 - Convenience store
 - Restrooms
 - Showers
 - Fast food restaurant with drive-thru (approximately 2,728 sq. ft.)

- Drivers lounge and game room
- 9 diesel bays capable of fueling 9 trucks at one time (includes diesel, diesel exhaust fluid (DEF) and bio diesel);
- 8 gasoline pumps capable of fueling 16 vehicles at one time;
- 2 gasoline pumps for automobiles pulling RVs;
- Retail propane sales;
- Parking for approximately 99 trucks and 77 automobiles;
- CAT scale; and
- Above ground tank farms for fuel storage.

Access to the facility will be from SR 58 via the E. Tehachapi Blvd. exit ramp as well as direct access from E. Tehachapi Blvd. The project will be required to construct various improvements in and around the site including roadway improvements and to connect to existing infrastructure.

Document Availability and Public Review Timeline: Due to the time limits mandated by State law, your response to the IS/NOP must be sent at the earliest possible date *but not later than 30 days* after receipt of this notice. The review period for the IS/NOP will be from June 1, 2016 to July 2, 2016. Copies of the IS/NOP can be reviewed at the City of Tehachapi, 115 S. Robinson Street, Tehachapi, CA 93561.

Please send your comments to Jay Schlosser, Development Services Director at the address shown above. Please provide the name and return mailing address for a contact person in your agency (if applicable).



INITIAL STUDY

Pilot / Flying J Travel Center

June 2016

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
Pilot / Flying J Travel Center

Prepared for:



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

Contact: Jay Schlosser, Development Services Director

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June 2016



Project Reference No. 024-151

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study (IS) for the potential environmental effects of the Pilot – Flying J Travel Center (Project) located in the City of Tehachapi (City). The Project Applicant intends to construct and operate truck stop / travel center that includes a 14,788 sq. ft. building (convenience store, restrooms, showers, fast food drive through, drivers lounge and game room); diesel fueling stations, automobile fueling stations, and associated improvements at the southwest corner of E. Tehachapi Blvd. and Steuber Road. The development is an allowed use within the M-1 Light Industrial Designation.

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 contains four chapters. Chapter 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. 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 indicates that further analysis will be required in the forthcoming Environmental Impact Report (EIR). Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS.

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 15064 an Environmental Impact Report (EIR) is appropriate if:

- (1) There is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR.
- (2) When a final EIR identifies one or more significant effects, the lead agency and each responsible agency shall make a finding under Section 15091 for each significant effect and may need to make a statement of overriding considerations under Section 15093 for the project.

The Initial Study contained in Section Three of this document has determined that the project may have a significant impact on the environment and therefore an Environmental Impact Report will be prepared.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The Project Applicant intends to construct and operate truck stop / travel center that includes a 14,788 sq. ft. building (convenience store, restrooms, showers, fast food drive through, drivers lounge and game room); diesel fueling stations, automobile fueling stations, and associated improvements at the southwest corner of E. Tehachapi Blvd. and Steuber Road. The development is an allowed use within the M-1 Light Industrial Designation.

2.2 Objectives

The main objective of the project is to construct and operate a truck stop / travel center in the City of Tehachapi that includes fueling facilities, traveler amenities, parking facilities, a restaurant, and other related improvements. Specific objectives include:

- To create an economically sustainable truck stop / travel center that will provide business and job opportunities within the City of Tehachapi.
- To ensure the provision of services and facilities needed to accommodate planned population densities and increased truck/vehicle counts within the project vicinity and SR 58.

2.3 Location

The proposed project is located on a single parcel (APN 223-190-35) in northeast Tehachapi at the southwest corner of E. Tehachapi Blvd. and Steuber Road. The Applicant is proposing to subdivide the parcel (currently the parcel is 18+/- acres) to use only 10.73 acres of the site. The site is zoned M-1 (Light Industrial), is within the designated 5A Freeway Corridor (according to the City's General Plan), and is within the City limits of Tehachapi. See Figures 1 and 2– Regional Map and Site Aerial, respectively.

Figure 1
Regional Map

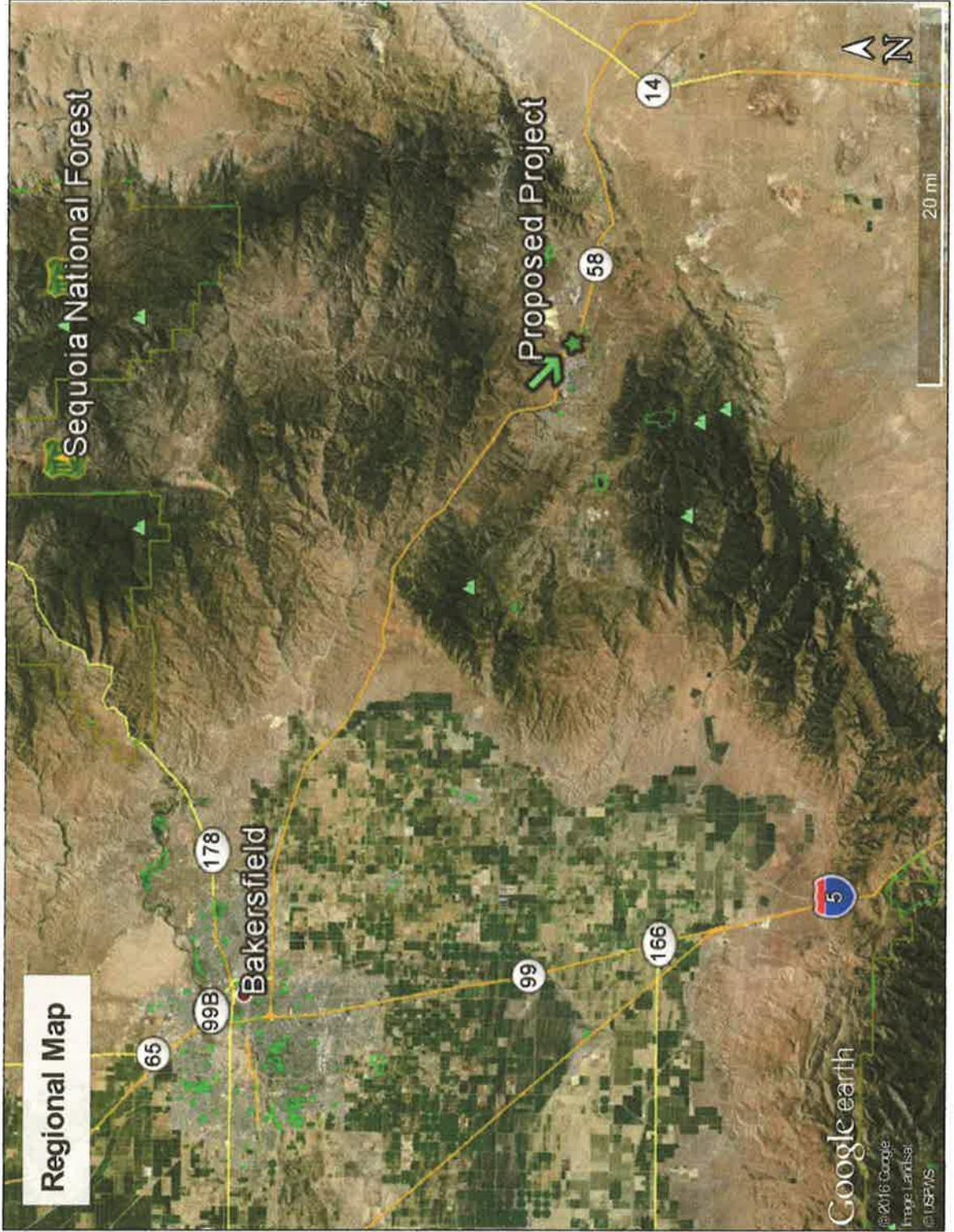


Figure 2
Site Aerial



2.4 Setting and Surrounding Land Use

The proposed Project site is located in the northeastern part of the City of Tehachapi and is currently a vacant lot. The site is generally flat and is void of substantial vegetation except for scrub brush. See Figure 2 – Site Aerial. The site is located in an area that provides a mix of land uses. Land uses nearby include a truck stop / travel center, gas station, and hotel.

The site is zoned M-1 (Light Industrial), is within the designated 5A Freeway Corridor (according to the City’s General Plan), and is within the City limits of Tehachapi. Permitted uses within the M-1 Light Industrial designation include convenience stores, fast food restaurants, and truck fueling stations. Surrounding land uses include:

Existing Land Use and Zoning

Location	Existing Land Use	Current Zoning Classification
North	E. Tehachapi Blvd. and undeveloped land	M-1 (Light Industrial) and is outside City limits
South	Undeveloped land and ponding basins	M-1 (Light Industrial)
West	Undeveloped land and ponding basins	M-1 (Light Industrial)
East	Steuber Road, Chevron gas station/ convenience store, and La Quinta Inn	M-1 (Light Industrial)

2.5 Project Description

The proposed project consists of construction and operation of a truck stop / travel center in the City of Tehachapi. See Figure 3 – Site Plan. The project includes the following components:

- o A 14,788 sq./ft. building that will house:

- Convenience store
- Restrooms
- Showers
- Fast food restaurant with drive-thru (approximately 2,728 sq. ft.)
- Drivers lounge and game room
- 9 diesel bays capable of fueling 9 trucks at one time (includes diesel, diesel exhaust fluid (DEF) and bio diesel);
- 8 gasoline pumps capable of fueling 16 vehicles at one time;
- 2 gasoline pumps for automobiles pulling RVs;
- Retail propane sales;
- Parking for approximately 99 trucks and 77 automobiles;
- CAT scale; and
- Above ground tank farms for fuel storage.

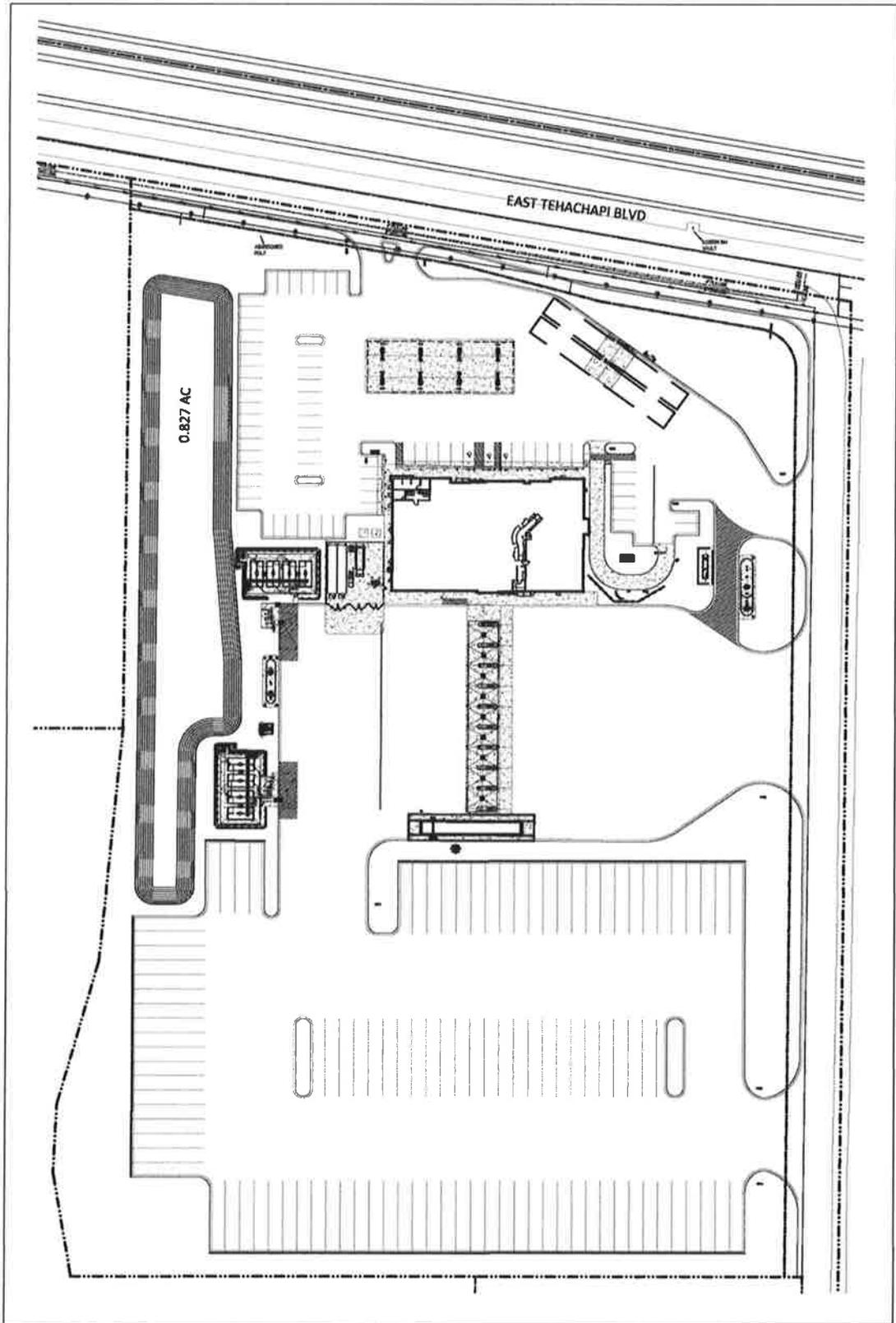
Site Circulation and Access

The project will generally attract trucks and vehicles travelling eastbound and westbound along SR 58 via the E. Tehachapi Blvd. exit ramp. However, vehicles can also access the site directly from E. Tehachapi Blvd. which is a major east/west road through the City. There will be four access points / driveways on the site; one ingress/egress at the northern end of the site on E. Tehachapi Blvd. and three ingress/egress points along Steuber Road. The two southern-most access points (along Steuber Road) are intended for truck traffic and the northern-most (along E. Tehachapi Blvd.) and northeastern (along Steuber Road) access points are intended for general automobile access.

Infrastructure

The project will require connection to various City-operated systems. These include sewer, water and storm drain facilities. The project will be responsible for construction of connection points to the City's existing infrastructure. The project also includes improvements and landscaping along the frontage roads and within the site itself.

Figure 3
Site Plan



2.6 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:

- Certification of the Project EIR and associated findings
- Site Plan Approval
- Issuance of grading, encroachment and building permits
- Approval of a Parcel Map

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
- Potential Caltrans Encroachment Permit (SR 58 interchange)
- Fire Department approval/permitting of fuel storage/pumps and related facilities
- Various permits/approvals for the restaurant and alcohol/tobacco sales

Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title:

Pilot – Flying J Travel Center

Lead agency name and address:

City of Tehachapi
115 S. Robinson St.
Tehachapi, CA 93561
Contact: Jay Schlosser, Development Services Director
(661) 822-2200

Contact person(s) and phone number:

Jay Schlosser, City Engineer
City of Tehachapi
(661) 822-2200

Project location:

The proposed project is located on a single parcel (APN 223-190-35) in northeast Tehachapi at the southwest corner of E. Tehachapi Blvd. and Steuber Road. The Applicant is proposing to subdivide the parcel (currently the parcel is 18+/- acres) to use only 10.73 acres of the site. See Figures 1 and 2– Regional Map and Site Aerial, respectively.

Project sponsor’s name/address:

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

General plan designation:

5A Freeway Corridor

Zoning:

M-1 (Light Industrial)

Description of project:

The Project Applicant intends to construct and operate truck stop / travel center that includes a 14,788 sq. ft. building (convenience store, restrooms, showers, fast food drive through, drivers lounge and game room); diesel fueling stations, automobile fueling stations, and associated improvements at the southwest corner of E. Tehachapi Blvd. and Steuber Road. See Chapter Two – Project Description.

Surrounding land uses/setting:

The proposed Project site is located in the northeastern part of the City of Tehachapi and is currently a vacant lot. See Figure 2 – Site Aerial. The site is located in an area that provides a mix of land uses. Land uses nearby include a truck stop / travel center, gas station, and hotel.

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

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:

- Certification of the Project EIR and associated findings
- Site Plan Approval
- Issuance of grading, encroachment and building permits
- Approval of a Parcel Map

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
- Potential Caltrans Encroachment Permit (SR 58 interchange)
- Fire Department approval/permitting of fuel storage/pumps and related facilities
- Various permits/approvals for the restaurant and alcohol/tobacco sales

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 checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | |

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, Development Services Director

 MAY 24, 2016
Date

City of Tehachapi

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect 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 site is located near the northeastern edge of the Tehachapi City limits and is currently a vacant lot. See Figures 1 and 2 – Regional Map and Site Aerial, respectively. Tehachapi lies at the convergence of the southern Sierra Nevada and Tehachapi Mountains. The Mojave Desert lies to the east. Elevations in the area range from a low of approximately 3,820 feet in the western Tehachapi Valley to a high of approximately 7,900 feet at the peaks of the Tehachapi and Double Mountains along the southern boundary. According to the City’s General Plan EIR, the aesthetic and beauty of Tehachapi’s natural landscapes is unique to the town and contributes significantly to its identity. The area’s varied topography, exposed geological formations, relatively good air quality and varied landscape, all combine to general viewsheds.¹

¹ Tehachapi General Plan EIR pg. 4.1-1

The site is located in an area that provides a mix of land uses. Land uses nearby include a truck stop / travel center, gas station, and hotel. The site itself generally consists of scrub brush, but little to no other vegetation.

The visual features of the existing visual environment in the proposed Project area are relatively uniform (travel center, gas station, hotel, and roadways). The remainder of surrounding area is undisturbed vacant land consisting of scrub brush. There are no scenic resources or scenic vistas in the area. State Routes (SR) in the proposed Project vicinity include SR 58. SR 58 is not a designated scenic highway.

RESPONSES

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

Less than Significant Impact. The City of Tehachapi General Plan does not identify any scenic vistas within the 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. 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 sporadically over approximately one year and will be visible from the adjacent roadsides and hotel occupants; however, the construction activities will be temporary in nature and will not affect a scenic vista. Operation of the proposed Project will not impede any views to or from the site. In addition, the proposed Project site is located in an area that is near urban uses and will not result in a use that is visually incompatible with the surrounding area. Therefore, the impact to scenic vistas 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 a., above. In addition, there are three state-designated scenic highways within Kern County, however none are located near the proposed Project site². Any impacts would be considered *less than significant*.

² GTA Specific Plan Initial Study/NOP, page 20.

Mitigation Measures: None are required.

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

Potentially Significant Impact. Tehachapi and surrounding areas are in an area of great topographic and natural diversity. Scenic resources include vistas of mountains, valleys, ranchlands and other areas. Because the project consists of new development, it may be viewed by some as a visual degradation of existing conditions. The project includes construction and operation of a truck stop / travel center that includes a 14,788 sq. ft. building (convenience store, restrooms, showers, fast food drive through, drivers lounge and game room); diesel fueling stations, automobile fueling stations, and associated improvements. The proposed Project site is located in an area that is near similar urban uses (existing travel center, gas station, hotel and convenience store). The site itself is relatively flat and contains an open field with minimal vegetation. See recent photos below.

View from east side looking south



View from across the road on east end looking northwest



View from east side looking west



The City of Tehachapi General Plan and other planning documents incorporate goals and policies to protect and enhance scenic resources. However, the proposed development may substantially degrade the existing visual character of the site. Therefore, the impact is considered *potentially significant* and will be examined in the forthcoming EIR.

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. 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 vehicles traveling along adjacent roadways, lighting from the hotel, gas station and travel stops to the east of the Project site, and security lighting in the area. The Project would include nighttime lighting for building and parking lot security, lighting from vehicles, as well as potentially illuminated signage. However, the Project will be required to comply with City Ordinance Code Section 4.40.090 which states:

“3. Light and Glare

a) Lighting fixtures shall be shielded or recessed to minimize light bleed to adjoining properties, by ensuring that the light source (e.g. bulb, etc.) is not visible from off the site and confining glare and reflections within the boundaries of the site to the maximum extent feasible.

b) Each light shall be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site.”

Adherence to this Ordinance will ensure that project impacts associated with light and glare remain *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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SETTING

Environmental Setting

The Project site is located within City limits in an area of the City considered urban, built up land by the State Farmland Mapping and Monitoring Program. The site is zoned M-1 (Light Industrial). No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the Project area.

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.

Local

Tehachapi General Plan Policies

Tehachapi General Plan Policies for agriculture and forest resources are not relevant to the proposed Project because no agricultural resources exist on the site and no agricultural or forest resources will be impacted by the Project.

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?

No Impact. The Project site is located in an area of the City considered urban, built up land by the State Farmland Mapping and Monitoring Program. The site is zoned M-1 (Light Industrial). No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the Project area. Surrounding land uses include urban uses and vacant land also zoned M-1; 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 *no 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 zoned M-1 (Light Industrial) and is not zoned for agriculture nor is the site covered by a Williamson Act contract; No impacts would occur. 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.

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?

No Impact. No land conversion from Farmland would occur for the Project. Surrounding land uses include urban uses and vacant land; 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 *no 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a.), b.), c.), d.) and e.):

Potentially Significant Impact. The project site is located within the Mojave Air Basin which is in close proximity to the San Joaquin Valley Air Basin. The entire area in and around Tehachapi is listed as either unclassified or attainment for various pollutants except for Ozone – 1-Hour & 8 Hour (0.08 ppm), PM10, and PM2.5. The project will contribute to air quality impacts from construction and operation of the project. As such, the Lead Agency will examine each of the five environmental checklist items checked above within the context of a forthcoming EIR.

The EIR will describe regional and local air quality in the vicinity of the proposed Project site and evaluate impacts to air quality associated with the construction, expansion, and continued

operation of the Project. The proposed Project's estimated air emissions will be compared to emissions thresholds of the Eastern Kern Air Pollution Control District. The EIR will describe existing air quality conditions within the Mojave Air Basin and will evaluate the proposed Project's potential air quality impacts. The EIR will also include a discussion of greenhouse gas emissions and the proposed Project's contribution to potential cumulative impacts on global climate.

The Project may result in exceedance of established thresholds. Therefore, this impact is *potentially significant* and this topic will be addressed in the Project's forthcoming EIR. The EIR will include an Air Quality Impact Analysis, Health Risk Analysis, Fugitive Dust Emission Control Plan and a Greenhouse Gas Mitigation Plan to assist in the environmental analysis.

IV. BIOLOGICAL RESOURCES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <p>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?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

- 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?

RESPONSES

a.), b.), c.), d.), e.), and f.):

Potentially Significant Impact. The project site is located in the northeastern portion of the City. Tehachapi is located in an area that consists of a unique suite of habitats as well as diverse flora and fauna. The Tehachapi Mountain Range and the area in and around the City form a linkage from the foothills and grasslands of the San Joaquin Valley to the west, to the high elevation forests within the Tehachapi Range itself, to the foothill transition into the Mojave Desert along the base of the southern Tehachapi Mountains. The site itself is vacant, semi-disturbed flat land that is generally void of vegetation except for scrub brush. However, the potential exists for special status plant or animal species and/or habitat to exist on the site.

The impact is considered *potentially significant*. Therefore, this topic will be addressed in the Project’s forthcoming EIR. A reconnaissance-level biological survey will be conducted and various biological databases will be consulted to assist in the evaluation.

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

RESPONSES

a.), b.), c.), and d.):

Potentially Significant Impact. The project site is located in the northeastern portion of the City. Tehachapi and surrounding areas include various historical, archaeological, unique paleontological and unique geologic features. The site itself is vacant, semi-disturbed flat land that is generally void of vegetation except for scrub brush. However, the potential exists for sensitive cultural and historical resources.

The impact is considered *potentially significant*. Therefore, this topic will be addressed in the Project’s forthcoming EIR. A cultural resources survey and report will be prepared to assist in the evaluation.

VI. GEOLOGY AND SOILS

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ii. Strong seismic ground shaking?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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iv. Landslides?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b. Result in substantial soil erosion or the loss of topsoil?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d. Be located on expansive soil, as defined in Table 18-1-B of the most recently

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

RESPONSES

a.), b.), c.), and d.):

Potentially Significant Impact. The Project site and other locations within and around the City of Tehachapi are in seismically active areas. The White Wolf Fault zone is located to the northwest of the Project area and the Garlock Fault zone is located to the southeast. There are smaller fault zones such as the Tehachapi Creek and Bear Mountain zones that are located in the area.

Development of the Project may also result in soil erosion and/or loss of topsoil and may be located on potentially unstable and/or expansive soils. Kern County and the City of Tehachapi recognize these geologic influences through building codes and regulations for all new development. Soils reports and structural engineering will be required as part of Project development.

The impact is considered *potentially significant*. Therefore, this topic will be addressed in the Project's forthcoming EIR.

e.): **No Impact.** The Project will be required to connect to the City's existing sewer system. In addition, septic is prohibited by the City of Tehachapi on this project site. This impact is discussed further in Section XVII – Utilities and Service Systems.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

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

RESPONSES

a.), and b.):

Potentially Significant Impact. 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.

The Project may result in exceedance of established thresholds and/or contribute to increased GHGs and global climate change. Therefore, this impact is *potentially significant* and this topic will be addressed in the Project's forthcoming EIR. The EIR will include an Air Quality Impact Analysis, Health Risk Analysis, Fugitive Dust Emission Control Plan and a Greenhouse Gas Mitigation Plan.

VIII. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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. For a project within the vicinity of a private airstrip, would the project result in	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a safety hazard for people residing or working in the project area?

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

RESPONSES

a.), b.), d.):

Potentially Significant Impact. The Project is located in an area zoned by the City as M-1 (Light Industrial) and is planned for uses such as those proposed by this Project. The site is located near similar facilities (gas station, convenience stores, travel centers, and a hotel). The site is also located approximately 1 mile east of the Tehachapi Municipal Airport.

Construction and eventual operation of the proposed Project would require the use, transport and disposal of hazardous materials such as concrete, fuels, lubricants, oils, cleaning solvents and solutions. The Project will be required to comply with established local, State and Federal regulations that govern the transport, use and disposal of hazardous materials. However, it has been determined that these impacts are *potentially significant* and therefore these topics will be addressed in the Project’s forthcoming EIR.

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

No Impact. The Project site is not located within ¼ mile of an existing school. In addition, there are no lands within ¼ mile that are zoned for a school and therefore it is unlikely that a school will be developed in the Project area. Therefore, there is *no impact*.

Mitigation Measures: None are required.

e.), f.), g.), and h.):

Less Than Significant Impact. The Project site is located approximately 1 mile east of the Tehachapi Municipal Airport. However, according to Kern County’s Airport Land Use Plan, the project site is not located within any Compatibility Zones around the airport (such as runway protection zones, approach/departure zone, traffic pattern zone, etc.).³ In addition, there are no private airstrips within two miles of the Project site. Therefore, there are no use or height restrictions applicable to the Project as it pertains to airport compatibility.

The Project will be designed for adequate emergency access and will be reviewed by the City prior to final design. Therefore, the Project will not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Project is located in an area that has minimal risk of wildland fires. The site is adjacent to urban/commercial uses and is generally void of vegetation that would pose a fire risk.

For reasons stated above, there is a *less than significant* to impact items e., f., g., and h.

Mitigation Measures: None are required.

IX. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

³ Kern County Airport Land Use Compatibility Plan (2012). Page 4-136.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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IX. HYDROLOGY AND WATER QUALITY

Would the project:

Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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

RESPONSES

a.), b.), c.), d.), e.), and f.):

Potentially Significant Impact. The proposed Project is located on a relatively flat, undisturbed site. There are no natural streams or manmade waterways on or adjacent to the site. Water on site and in the area is provided by the City’s potable water system which uses native groundwater from the Tehachapi Basin. The water system consists of wells which pump and fill 5 million gallons of storage.⁴ The Project will be required to connect to the City’s existing water system.

The Project will require potable water and will modify the existing natural drainage on site. It has been determined that these impacts are *potentially significant* and therefore these topics (a. – f.) will be addressed in the Project’s forthcoming EIR.

⁴ www.liveuptehachapi.com – Utilities – Water description.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project site is not within a 100-year or 500-year flood zones as shown in the FEMA FIRM Special Flood Hazard Area maps. There is no housing associated with this Project. Therefore, there is *no impact*.

Mitigation Measures: None are required.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The Project site is not within a 100-year flood zone and therefore there is *no impact*.

Mitigation Measures: None are required.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. There are several reservoirs, lakes and levees within the Tehachapi region. However, only Brite Lake has an associated Dam Inundation Zone.⁵ The Project site is not located within this, or any other dam inundation zone. Therefore, there is *no impact*.

Mitigation Measures: None are required.

- j. Inundation by seiche, tsunami, or mudflow?

No Impact. 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. *No impacts* would occur.

Mitigation Measures: None are required.

⁵ GTA Specific Plan EIR, page 4.9-60.

X. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a.):

No Impact. The Project is located in an area zoned by the City as M-1 (Light Industrial) and is planned for uses such as those proposed by this Project. The site is located near similar facilities (gas station, convenience stores, travel centers, and a hotel).

Existing Land Use and Zoning

Location	Existing Land Use	Current Zoning Classification
North	E. Tehachapi Blvd. and undeveloped land	M-1 (Light Industrial) and is outside City limits

South	Undeveloped land and ponding basins	M-1 (Light Industrial)
West	Undeveloped land and ponding basins	M-1 (Light Industrial)
East	Steuber Road, Chevron gas station/ convenience store, and La Quinta Inn	M-1 (Light Industrial)

The Project does not include, or propose development within an area containing residential uses, and would not inhibit the circulation patterns of an established community. The proposed Project is generally consistent with surrounding land uses. Therefore, there is *no impact*.

Mitigation Measures: None are required.

b.) and c.):

Less Than Significant Impact. The Project is located in an area zoned by the City as M-1 (Light Industrial) and is planned for uses such as those proposed by this Project. The Project is an allowed use within this zoning designation and will not require a Conditional Use Permit. Surrounding land uses are also planned for similar uses. The City’s recently updated General Plan (2012) and Zoning Code (2014) considered the site for uses such as those proposed by this Project. In addition, the Project site is not located on land (or adjacent to) that is included in a habitat conservation plan⁶. The nearest conservation plan is the Tehachapi Uplands Multiple Species Habitat Conservation Plan. Therefore, it is not anticipated that the Project will conflict with any land use plan, policy or regulation, nor will it conflict with any habitat conservation plans. The impact is *less than significant*.

Mitigation Measures: None are required.

⁶ Tehachapi Uplands Multiple Species Habitat Conservation Plan (2013). Page 2-11.

XI. 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
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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.⁷ 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

⁷ 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?

No Impact. 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 ground work such as grading, foundations, and installation of infrastructure. Therefore, there is *no impact*.

Mitigation Measures: None are required.

- 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. 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 ground work such as grading, foundations, and installation of infrastructure. Therefore, there is *no impact*.

Mitigation Measures: None are required

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

a.), b.), c.), and d.):

Potentially Significant Impact. The Project is located in an area zoned by the City as M-1 (Light Industrial) and is planned for uses such as those proposed by this Project. The site is located near similar facilities (gas station, convenience stores, travel centers, and a hotel). The site is also located adjacent to SR 58 and is within one mile of the Tehachapi Municipal Airport. The proposed Project may result in substantial increases in both temporary as well as permanent noise and/or vibration. Therefore, this impact is *potentially significant* and this topic will be addressed in the Project's forthcoming EIR. The EIR will include an Environmental Noise Assessment to assist in evaluation of this environmental topic.

e.), and f.):

Less Than Significant Impact. The Project site is located approximately 1 mile east of the Tehachapi Municipal Airport. However, according to Kern County's Airport Land Use Plan, the project site is not located within any Compatibility Zones or noise contours around the airport (such as runway protection zones, approach/departure zone, traffic pattern zone, etc.).⁸ In addition, there are no private airstrips within two miles of the Project site. Therefore, the Project would not expose people working or utilizing the Project to excessive noise levels.

Mitigation Measures: None are required.

⁸ Kern County Airport Land Use Compatibility Plan (2012). Page 4-136.

XIII. POPULATION AND HOUSING

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- 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?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<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"/>

RESPONSES

a.), b.), and c.):

Less Than Significant Impact. The site is zoned M-1 (Light Industrial) and the Project does not include new housing units. However, the Project will require infrastructure be extended to the site (water and sewer). Because all of the surrounding areas are also zoned M-1, it is not anticipated that any housing will be developed in the area. Therefore, no housing, or people will be displaced. The Project will bring jobs to the region, which can readily be filled by the existing population in the area. Therefore, the Project is not anticipated to induce substantial population growth. Therefore, this impact is *less than significant*.

Mitigation Measures: None are required

XIV. PUBLIC SERVICES

Would the project:

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

i. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a.) i., ii., and v.:

Potentially Significant Impact. The Project may increase the demand for fire and police protection services. The Project may also increase demand for other public facilities. Therefore, this impact (a. i., ii., and v.) is *potentially significant* and this topic will be addressed in the Project’s forthcoming EIR.

a.) iii., and iv.:

No Impact. As discussed in Population and Housing, the project does not include any housing nor will it induce substantial population growth. Therefore, the Project will have no impact to existing schools and recreational facilities. There is *no impact*.

Mitigation Measures: None are required

XV. RECREATION

Would the project:

- 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?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<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"/>

RESPONSES

a.), and b.):

No Impact. As discussed in Population and Housing, the project does not include any housing nor will it induce substantial population growth. Therefore, the Project will have no impact to recreational facilities. There is *no impact*.

Mitigation Measures: None are required

XVI. TRANSPORTATION/ TRAFFIC

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a.), b.), c.), d.), and e.):

Potentially Significant Impact. The Project is located in an area zoned by the City as M-1 (Light Industrial) and is planned for uses such as those proposed by this Project. The site is located near similar facilities (gas station, convenience stores, travel centers, and a hotel). The site is also located adjacent to SR 58 and is within one mile of the Tehachapi Municipal Airport. The proposed Project may result in substantial increases in traffic in and around the Project area. Therefore, this impact is *potentially significant* and this topic will be addressed in the Project's forthcoming EIR. The EIR will include a Traffic Impact Study to assist in evaluation of this environmental topic.

c.), d.) and e.):

Less Than Significant Impact. The Project site is located approximately 1 mile east of the Tehachapi Municipal Airport. However, according to Kern County's Airport Land Use Plan, the Project site is not located within any Compatibility Zones around the airport (such as runway protection zones, approach/departure zone, traffic pattern zone, etc.).⁹ In addition, there are no private airstrips within two miles of the site. Therefore, the Project would not result in any change in air traffic patterns.

The Project will be designed for vehicle/truck safety. There are no sharp curves or dangerous intersections associated with the Project. In addition, there are no incompatible uses in the surrounding areas. Therefore, the Project will not substantially increase hazards.

The Project layout/design will include adequate emergency access and will be reviewed by the City prior to final design. The site will maintain access for emergency vehicles and personnel at all times. Therefore, the Project will not result in inadequate emergency access.

Mitigation Measures: None are required.

⁹ Kern County Airport Land Use Compatibility Plan (2012). Page 4-136.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

RESPONSES

a.), b.), c.), d.), e.), f.) and g.):

Potentially Significant Impact. The proposed Project is located on a relatively flat, undisturbed site. There are no natural streams or manmade waterways on or adjacent to the site. Water on site and in the area is provided by the City’s potable water system which uses native groundwater from the Tehachapi Basin. The water system consists of wells which pump and fill 5 million gallons of storage.¹⁰ The Project will be required to connect to the City’s existing water system. The Project will also produce wastewater from bathroom and kitchen facilities and will be required to connect to the City’s existing sewer system.

It has been determined that these impacts are *potentially significant* and therefore these topics will be addressed in the Project’s forthcoming EIR.

¹⁰ www.liveuptehachapi.com – Utilities – Water description.

Chapter 4

List of Preparers

LIST OF PREPARERS

List of Preparers

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- Emily Bowen, LEED AP, Principal Environmental Planner

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- Jay Schlosser, Development Services Director

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