

# CITY OF TEHACHAPI GENERAL PLAN UPDATE Final Environmental Impact Report

SCH No. 2009101084



Prepared for:

City of Tehachapi  
Community Development Department  
115 South Robinson Street  
Tehachapi, California 93561  
Contact: David James  
Community Development Director

Prepared by:



**IMPACT SCIENCES, INC.**  
234 E. Colorado Boulevard, Suite 205  
Pasadena, California 91101

# **TEHACHAPI GENERAL PLAN UPDATE**

## **Final Environmental Impact Report**

**SCH No. 2009101084**

**Prepared for:**

City of Tehachapi  
Community Development Department  
115 South Robinson Street  
Tehachapi, California 93561

**Prepared by:**

Impact Sciences, Inc.  
234 East Colorado Boulevard, Suite 205  
Pasadena, California 91101

**April 2012**

## TABLE OF CONTENTS

Section	Page
1.0 Introduction .....	1.0-1
2.0 Executive Summary .....	2.0-1
3.0 Responses to Comments.....	3.0-1
<b>State and Regional Agencies</b>	
Letter 1    State of California, Department of Transportation, District 9, March 14, 2012 .....	3.0-3
Letter 2    State of California, Public Utilities Commission, February 13, 2012.....	3.0-13
4.0 Additions and Corrections to Draft EIR.....	4.0-1

## LIST OF TABLES

Table	Page
2.0-1 Residential Development .....	2.0-2
2.0-2 Population .....	2.0-3
2.0-3 Non-Residential Floor Area (Square Feet) .....	2.0-3
2.0-4 Employment by Sector.....	2.0-4
2.0-5 Summary of Impacts.....	2.0-8

# 1.0 INTRODUCTION

---

## CEQA REQUIREMENTS

In accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Sections 15088, 15089, and 15132, the City of Tehachapi has prepared the Final Environmental Impact Report (EIR) for the proposed City of Tehachapi General Plan Update project. A Final EIR is defined by Section 15362(b) of the *State CEQA Guidelines* as “containing the information contained in the Draft EIR; comments, either in verbatim or in summary received in the review process; a list of persons commenting; and the responses of the Lead Agency to the comments received.”

Section 3.0 of this document contains all comments received on the Draft EIR during the document’s 45-day public review period of January 31, 2012 to March 15, 2012. Responses to comments received by all interested parties have been prepared and are included in this document. Also, as necessary, corrections and additions are included in the response to comments received on the document, or as initiated by the Lead Agency (City of Tehachapi) on the Draft EIR.

This document, along with the Draft EIR (incorporated by reference), make up the Final EIR as defined in the *State CEQA Guidelines*, Section 15132, which states that:

*The Final EIR shall consist of:*

- (a) The Draft EIR or a revision of the Draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies comment on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.”*

## USES OF THE FINAL EIR

The Final EIR allows the public and the decision makers an opportunity to review revisions to the Draft EIR, the response to comments, and other components of the EIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the *State CEQA Guidelines*:

- *That the Final EIR has been completed in compliance with CEQA;*
- *That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and*
- *That the Final EIR reflects the Lead Agency's independent judgment and analysis.*

Additionally, pursuant to Section 15093(b) of the *State CEQA Guidelines*, when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state its reasons for supporting the approved action in writing. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant unavoidable impacts, the decision-making body (Planning Commission) would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, along with the Facts, Findings, and the Statement of Overriding Considerations will be included in a separate document. Both the Final EIR and the Findings are submitted to the decision-making body for consideration of the proposed project.

## **REVISIONS TO THE DRAFT EIR**

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency (City) staff. Text changes are included in this Final EIR in Section 3.

## **SUMMARY OF THE PROPOSED PROJECT**

The proposed General Plan transitions the 1999 General Plan from a land use-based city planning approach to a physical design-based approach. The physically based approach recognizes that while land use is an important factor in city planning, it is not the only or most important factor that comprises a community, as is typical of the land use-based approach.

Overall, implementation of the proposed General Plan at buildout would result in the addition of approximately 2,012 dwelling units, 766,000 square feet of commercial space, and approximately 759,000 square feet of industrial space. In addition, implementation of the proposed General Plan would result in the addition of 206.6 acres of park/open space, 454.83 acres of rights-of-way, and a conversion of

approximately 2,414 acres of agricultural space to residential, commercial, and industrial space. It should be noted that, portions of this agricultural space are being used for agriculture but do not contain the soil types necessary for it to be classified as agricultural land.

## **SUMMARY OF ALTERNATIVES ANALYZED IN THE DRAFT EIR**

As indicated above, project alternatives should feasibly be able to attain “most of the basic objectives of the project” (Section 15126.6(a) of the *State CEQA Guidelines*), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (Section 15126.6(b) of the *State CEQA Guidelines*). The proposed project objectives include the following:

- Identifies and articulates the community’s vision for the City’s next 100 years with an initial planning horizon of 2035;
- Recasts the 1999 General Plan to incrementally generate a place that fulfills the community’s 2035 vision;
- Sets forth the principles, goals, strategies, objectives and policies that will help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions to maintain the “small-town character” and to preserve and enhance that character;
- Use form-based code to allow for a mix and range of land use types to efficiently use land resources;
- Use form-based code to enhance walkability and decrease dependency on vehicle trips;
- Use form-based code to maintain small-town character;
- Use form-based code to provide flexibility of building types within pre-set parameters;
- Defines integrated strategies for economic development, environmental sustainability, transportation, land use, housing and community design to help achieve the City’s vision; and
- Prioritizes actions to advance ongoing implementation.

Therefore, for purposes of this alternatives analysis, to compare the merits of an alternative’s ability to reduce environmental impacts, and meet the project’s objectives, a No Project Alternative, a Reduced Intensity Alternative, and a Traditional General Plan Alternative were defined and analyzed.

### **Environmentally Superior Alternative**

In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the project site and its surrounding environment. Of the alternatives considered, the Reduced Density Alternative (Alternative 2) would be the environmentally superior alternative to the other alternatives as it would result in the greatest incremental reduction of the overall level of impact when

compared to the proposed project due to the reduction in development intensity. Additionally, this alternative would avoid the significant and unavoidable air quality and transportation and traffic impacts. Alternative 2 would meet all the objectives of the proposed project. While the overall impacts of the proposed project would be incrementally reduced by the selection of Alternative 2, the significant and unavoidable agricultural resource and biological resource impacts would not be eliminated by this alternative. However, as discussed above, Alternative 2 would not be able to accommodate the projected growth within the Sphere of Influence and would stifle development. As such, Alternative 2 would result in significant and unavoidable population and housing impacts due to the inability to meet regional housing needs, causing and transferring subsequent impacts in the surrounding and predominately more rural Kern County area.

## **ORGANIZATION OF THE FINAL EIR**

The Final EIR is organized in the following sections:

### **1.0 Introduction**

This section is intended to provide an overview of the CEQA requirements and Summary of the Proposed Project and Alternatives analyzed in the Draft EIR.

### **2.0 Executive Summary**

This section provides an overview of the EIR, including a summary table with the impact level of each area and any mitigation measures required.

### **3.0 Comment Letters and Responses**

This section includes detailed responses to comment letters submitted to the City during the public review period and responses to those comments.

### **4.0 Corrections and Additions**

This section provides a complete overview of the corrections and additions that have been incorporated into the Draft EIR in response to comments submitted during the public review period.

## 2.0 EXECUTIVE SUMMARY

---

This Draft Environmental Impact Report Draft (EIR) evaluates the potential environmental impacts of the proposed City of Tehachapi General Plan. The proposed General Plan has been prepared with input gathered from community members through public workshops, independent public comment, interviews with community stakeholders, and General Plan Update Advisory Committee meetings. In addition, draft policies were presented to City Council for review and policy direction. The City of Tehachapi is the “lead agency” for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the General Plan in an EIR.

An EIR is intended to inform decision makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also identifies mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed General Plan that may reduce or avoid one or more significant environmental effects. These alternatives must include a “No Project” alternative that represents the result of not implementing the proposed General Plan and a range of reasonable alternatives to the proposed General Plan, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the proposed Project. Based on the alternatives analysis, an environmentally superior alternative is identified.

This Draft EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the proposed General Plan. The impact assessment evaluates the proposed General Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this Draft EIR does not assess site-specific impacts. Any future development project made possible by the proposed General Plan will be subject to individual, site-specific environmental review, as required by state law.

### PROPOSED PROJECT

The proposed General Plan transitions the 1999 General Plan from a land use-based city planning approach to a physical design-based approach. The physically based approach recognizes that while land use is an important factor in city planning, it is not the only or most important factor that comprises a community, as is typical of the land use-based approach.

Overall, implementation of the proposed General Plan at buildout would result in the addition of approximately 2,012 dwelling units, 766,000 square feet square feet of commercial space, and approximately 759,000 square feet of industrial space. In addition, implementation of the proposed General Plan would result in the addition of 206.6 acres of park/open space, 454.83 acres of rights-of-way,

and a conversion of approximately 2,414 acres of agricultural space to residential, commercial, and industrial space. Portions of this agricultural space are being used for agriculture but do not contain the soil types necessary for it to be classified as agricultural land.

### **Estimated Buildout of the Proposed General Plan**

Full development under the proposed General Plan is referred to as “buildout.” Although the proposed General Plan has an initial planning horizon of 2035, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built or redeveloped with that use by 2035. In this regard, the theoretical buildout is the degree to which the City will grow within the various sectors within the 2035 Planning Horizon.

This section describes the implications of the proposed General Plan buildout in terms of future population, housing units, and jobs.

#### ***Residential Development***

**Table 2.0-1** provides the existing and additional housing units expected under the General Plan buildout. As shown, approximately 3,307 units currently exist in the Planning Area. The General Plan is intended to accommodate an additional 2,012 units, through both new and infill development. In total, General Plan buildout will result in approximately 5,319 housing units in the Planning Area.

**Table 2.0-1  
Residential Development**

<b>Existing Units (2011)</b>	<b>Additional Units Under General Plan Buildout</b>	<b>Total Housing Units (2035)</b>
3,307	2,012	5,319

*Source: Source: Existing units: Department of Finance, 2006; Projections: Moule & Polyzoïdes, 2010*

#### ***Buildout Population***

Since 1990, Tehachapi’s population has grown at an average annual rate of 7.1 percent. However, Tehachapi’s population growth has slowed to an average annual rate of 2.5 percent over the past decade. According to the Department of Finance’s January 2011 estimates, Tehachapi currently has a population of 9,101 residents. Buildout of the General Plan will accommodate a population of approximately 14,201

in the Planning Area, which represents an annual population growth rate of two percent. **Table 2.0-2, Population**, provides the current and estimated buildout populations for the Planning Area.

**Table 2.0-2  
Population**

Existing Population (2011)	From Additional Units Under General Plan Buildout	Buildout Population (2035)
9,101	5,100	14,201

Source: Source: Existing units: Department of Finance, 2006; Projections: Moule & Polyzoides, 2010

### *Non-Residential Development*

**Table 2.0-3, Non-Residential Floor Area**, provides examples of the existing, and additional non-residential floor area expected under the General Plan buildout. Approximately 2.5 million square feet of non-residential floor area currently exist in the City of Tehachapi. The General Plan is intended to accommodate an additional 1.5 million square feet of non-residential space of the types listed. At buildout, the proposed General Plan will result in approximately 4 million square feet of nonresidential floor area in the Planning Area.

**Table 2.0-3  
Non-Residential Floor Area (Square Feet)**

Type	Existing Floor Area (2011)	Additional Floor Area Under General Plan Buildout	Buildout Floor Area (2035)
Commercial	1,259,773	766,496	2,026,269
Industrial	1,248,631	759,714	2,008,345
<b>Total</b>	<b>2,508,404</b>	<b>1,526,210</b>	<b>4,034,614</b>

Source: Source: Existing units: Department of Finance, 2006; Projections: Moule & Polyzoides, 2010

### *Buildout Employment*

At buildout, the Planning Area will accommodate approximately 6,489 commercial and industrial jobs, an increase of about 65 percent over the current estimated City of Tehachapi employment of 3,943. This represents a job growth rate of about 2.5 percent annually. **Table 2.0-4, Employment by Sector**, provides the current and estimated buildout employment for the Planning Area.

**Table 2.0-4  
Employment by Sector**

Type	Existing Employment (2009)	From Additional Floor Area Under General Plan Buildout	Total Estimated Employment (2035)
Commercial	2,374	1,533	3,907
Industrial	1,569	1,013	2,582
<b>Total</b>	3,943	2,546	6,489

Source: Existing units: Department of Finance, 2006; Projections: Moule & Polyzoïdes, 2010

Note: Assumes the following job generation ratios per square foot: 500 for Commercial and 750 for Industrial.

## ALTERNATIVES TO THE PROPOSED GENERAL PLAN

The following three alternatives were defined to avoid or substantially lessen the potentially significant impacts identified throughout the environmental analysis conducted in **Section 4.0, Environmental Impact Analysis**, of this EIR. An analysis of each alternative and selection of the environmentally superior alternative is provided in **Section 6.0, Project Alternatives**, of this EIR.

- Alternative 1 – No Project Alternative
- Alternative 2 – Reduced Density Alternative
- Alternative 3 – Traditional General Plan Alternative

Alternative 1 would result in greater impacts to all environmental categories except for population and housing. Therefore, Alternative 1 would not avoid any of the significant and unavoidable impacts caused by the proposed project. Additionally, Alternative 1 would not meet Project Objectives 4 through 7 since the existing General Plan is based on Euclidian code, or one that segregates land uses.

Alternative 2 would result in fewer impacts to all environmental categories and would reduce the agricultural resources, biological resources, air quality, and transportation and traffic significant and unavoidable impacts. Additionally, Alternative 2 would avoid the significant and unavoidable air quality, and transportation and traffic impacts. However, Alternative 2 would result in a new significant and unavoidable impact to population and housing and would not be able to accommodate the projected growth within the Sphere of Influence. Additionally, by forcing growth into the more rural unincorporated regions of Tehachapi, Alternative 2 would cause subsequent impacts on the surrounding Kern County area.

Alternative 3 would result in greater impacts to all categories except for population and housing, which would remain the same. Therefore, Alternative 3 would not avoid any of the significant and unavoidable impacts caused by the proposed project. Additionally, Alternative 3 would not meet Project Objectives 4 through 7 since the existing General Plan is based on Euclidian code, or one that segregates land uses.

Of the alternatives considered, the Reduced Density Alternative (Alternative 2) would be the environmentally superior alternative to the other alternatives, as it would result in the greatest incremental reduction of the overall level of impact when compared to the proposed project due to the reduction in development intensity. Additionally, this alternative would avoid the significant and unavoidable air quality, and transportation and traffic impacts. Alternative 2 would meet all the objectives of the proposed project. While the overall impacts of the proposed project would be incrementally reduced by the selection of Alternative 2, the significant and unavoidable agricultural resource and biological resource impacts would not be eliminated by this alternative. However, as discussed above, Alternative 2 would not be able to accommodate the projected growth within the Sphere of Influence and would stifle development. As such, Alternative 2 would result in significant and unavoidable population and housing impacts due to the inability to meet regional housing needs, causing subsequent impacts on the surrounding Kern County area.

## **SIGNIFICANT & UNAVOIDABLE IMPACTS**

### **Agricultural Resources**

There are approximately 965.2 acres of Prime Farmland within the Sphere of Influence of the proposed General Plan. Most of these farmlands lie outside of the existing City limits and are not designated for conversion to urban uses under the proposed General Plan. However, implementation of the proposed General Plan would result in the loss of some of these lands on the edge of the City. In addition, implementation of the proposed General Plan would result in the long-term conversion of lands currently under Williamson Act contracts. However, a Williamson Act Contract does not necessarily equate to Class I or Important Farmland soil conditions, which is the case for some lands within the Planning Area. Even though the proposed General Plan provides objectives and policies to minimize the loss of important farmlands and lands under Williamson Act contracts, and the EIR provides mitigation measures to reduce the severity of this loss, these are considered significant and unavoidable impacts.

## Air Quality and Climate Change

Development permitted by the proposed General Plan would result in temporary, short-term construction emissions. Some large-scale construction activity could exceed the Eastern Kern Air Pollution Control District (EKAPCD) thresholds of significance. Construction activity would be required to comply with EKAPCD-recommended mitigation measures. However, even with implementation of these measures, construction of land uses permitted by the proposed General Plan could still exceed the individual project-level thresholds and violate air quality standards or contribute substantially to an existing or projected air quality violation, resulting in potentially significant and unavoidable impacts.

Operational impacts would primarily result from local and regional area and mobile source emissions generated by future development and population growth associated with buildout of the proposed General Plan. Motor vehicle emissions, by themselves would not exceed the EKAPCD thresholds of significance. However, the combined area and mobile source emissions would exceed the EKAPCD thresholds. The project would be required to comply with EKAPCD-recommended mitigation measures. However, even with implementation of these measures, operation of the land uses permitted by the proposed General Plan could still exceed air quality standards or contribute substantially to an existing or projected air quality violation, resulting in potentially significant and unavoidable impacts.

Development permitted by the proposed General Plan could place sensitive land uses near local intersections or heavily traveled roadways associated with air pollutant emissions, including TACs, that exceed the adopted health-based standards. The CARB *Air Quality and Land Use Handbook* provides recommendations for siting sensitive land uses near the following specific sources of air pollution: high traffic freeways and roads; distribution centers; rail yards; ports; refineries; chrome plating facilities; dry cleaners; and large gas dispensing facilities. Nonetheless, even with objectives and policies listed in the proposed General Plan, future development would result in negative air quality effects during operation. Therefore, development permitted by the proposed General Plan may exceed the EKAPCD health risk public notification thresholds, resulting in potentially significant and unavoidable impacts.

A regional project, such as this, would result in substantial emissions of GHGs. While buildout of the proposed General Plan would result in a very small fraction of the state's GHG emissions, the emissions are large enough to be considered significant. The proposed General Plan contains several objectives and policies that would indirectly minimize the amount of GHG emissions generated by the proposed General Plan. These objectives and policies cover alternative transportation, green building/energy efficiency programs, street network and circulation improvements for all modes of transportation, and the provision of open space. However, even with implementation of these objectives and policies,

development permitted by the proposed General Plan would generate GHG emissions that may have a significant impact on the environment, and this impact is considered significant and unavoidable.

## Biological Resources

Impacts on special-status species in the City of Tehachapi Planning Area (Planning Area) could occur through conversion of habitat to other land uses, or through direct mortality or harm resulting during construction-related activities. Land within and adjacent to the Planning Area has the potential for high wildlife diversity and an abundant wildlife population. In addition, the area provides important foraging, dispersal, and migratory corridors for many sensitive wildlife species. Development resulting from land uses permitted by the proposed General Plan will result in both direct and indirect significant adverse impacts to wildlife occurring in the Planning Area. Even though the proposed General Plan provides objectives and policies to minimize the harm to special-status species, the conversion of lands adjacent to the City to urban uses would still have a substantial adverse effect on special-status species. For this reason, this impact is considered significant and unavoidable.

## AREAS OF CONTROVERSY

In accordance with Section 15082 of the *State CEQA Guidelines*, the City of Tehachapi prepared and distributed a Notice of Preparation (NOP) for the Tehachapi General Plan that was circulated for public review on October 23, 2009. The NOP included a summary of probable effects on the environment from the implementation of the proposed project. Written comments received in response to the NOP were considered in the preparation of the Draft EIR. Section 1.0 (Introduction) provides a summary of issues and areas of concern related to the proposed General Plan and the Draft EIR, presented to the City by agencies and the public during the NOP review period. The complete text of the NOP and NOP comments is included in Appendix 1.0 to this Draft EIR. Based on responses to the NOP and the scoping meeting, the City presently is not aware of any areas of controversy or issues to be resolved.

## SUMMARY OF IMPACTS

**Table 2.0-5, Summary of Impacts**, displays a summary of impacts for the proposed General Plan, proposed General Plan, and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure.

For detailed discussions of all mitigation measures and of proposed General Plan objectives and policies that would provide mitigation for each type of environmental impact addressed in this EIR, refer to the appropriate environmental topic section (i.e., Sections 4.1 through 4.14.)

**Table 2.0-5  
Summary of Impacts**

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.1 Visual Resources</b>				
Impact 4.1-1. Development permitted by the proposed General Plan would not have a substantial adverse effect on a scenic vista.	TF Objective 1 Policy TF1 Policy TF2 Policy TF3 Policy TF4 Policy TF5 NR (VDS) Objective 2 Policy NR5 Policy NR6 Policy NR7 Policy NR8 Policy NR9 Policy NR10	LTS	None required	NA
Impact 4.1-2. Development permitted by the proposed General Plan would not significantly damage scenic resources within a state scenic highway.	See Impact 4.1-1.	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.1 Visual Resources (continued)</b>				
Impact 4.1-3. Development permitted by the proposed General Plan would not substantially degrade the existing visual character or quality of the study area and its surroundings.	TF Objective 2 Policy TF5 Policy TF6 Policy TF7 TF Objective 3 Policy TF8 Policy TF9 Policy TF10 TF Objective 4 Policy TF11 Policy TF12 Policy TF13 Policy TF14 TF Objective 5 Policy TF15 Policy TF16 Policy TF17 Policy TF18 Policy TF19 TF Objective 6 Policy TF20 Policy TF21 Policy TF22 Policy TF23 Policy TF24 TF Objective 7 Policy TF25 Policy TF26 Policy TF27 Policy TF28	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.1 Visual Resources (continued)</b>				
	TF Objective 8 Policy TF29 Policy TF30 Policy TF31 Policy TF32 Policy TF33 Policy TF34			
Impact 4.1-4. Development permitted by the proposed General Plan would introduce new sources of light and glare to the City. Compliance with proposed General Plan objectives and policies would minimize light and glare impacts.	NR (AQVDS) Objective 3 Policy NR14 Policy NR15	LTS	None required	NA
<b>4.2 Agricultural Resources</b>				
Impact 4.2-1. Development permitted by the proposed General Plan would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use.	EV Objective 6 Policy EV18 Policy EV19 NR (VDS) Objective 3 Policy NR11 Policy NR12 Policy NR13 NR (Ag) Objective 1 Policy NR16 Policy NR17 Policy NR18 CCH Objective 9 Policy CH35 Policy CH36	PS	MM 4.2-1. The following action shall be incorporated to the Natural Resources Element to the extent feasible:  The City shall require development to protect a minimum of 1 acre of existing farmland of equal or higher quality for each acre of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance that would be converted to non-agricultural uses. This protection may consist of the establishment of farmland conservation easements, farmland deed restrictions, or other appropriate farmland conservation in perpetuity, but may also be utilized for compatible wildlife conservation efforts. The farmland to be preserved shall be located within Kern County and must have adequate water supply to support agricultural use.	SU

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.2 Agricultural Resources (continued)</b>				
Impact 4.2-2. Implementation of the proposed General Plan could conflict with existing zoning for agricultural use or Williamson Act contracts.	See Impact 4.2-1	PS	MM 4.2-2. The following action shall be incorporated to the Natural Resources Element:  The City shall not support the development or conversion of any parcel subject to a Williamson Act contract until said contract has been terminated through the non-renewal method pursuant to Government Code Section 51245.	SU
Impact 4.2-3. Development permitted by the proposed General Plan would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production or result in the loss of forest land or conversion of forest land to non-forest use.	None applicable	NI	None required	NA
Impact 4.2-4. Development permitted by the proposed General Plan would not result in the indirect conversion of farmland to non-agricultural use.	CS Objective 12 Policy CS51	LTS	None required	NA
<b>4.3 Air Quality</b>				
Impact 4.3-1 Development permitted by the proposed General Plan would not conflict with adopted federal and state Air Quality Attainment Plans.	NR (AQ) Objective 1 Policy NR1 Policy NR2 Policy NR3 Policy NR4	LTS	None available	LTS

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.3 Air Quality (continued)</b>				
<p>Impact 4.3-2 Construction of development permitted by the proposed General Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.</p>	<p>See Impact 4.3-1</p>	<p>PS</p>	<p>MM 4.3-1 Prior to the issuance of a grading permit, individual proposed projects shall comply with the following EKAPCD land preparation, excavation, and/or demolition mitigation measures:</p> <ul style="list-style-type: none"> <li>• All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur as needed with complete coverage of disturbed soil areas. Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.</li> <li>• All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour), if disturbed material is easily windblown, or (b) when dust plumes of 20 percent or greater opacity impact public roads, occupied structures or neighboring property.</li> <li>• All fine material transported off site should be either sufficiently watered or securely covered to prevent excessive dust.</li> <li>• If more than 5,000 cubic yards of fill material will be imported or exported from the site, then all haul trucks should be required to exit the site via an access point where a gravel pad or grizzly has been installed.</li> </ul>	<p>SU</p>

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
4.3 Air Quality (continued)				
			<p>MM 4.3-1 (continued)</p> <ul style="list-style-type: none"> <li>• Areas disturbed by clearing, earth moving or excavation activities should be minimized at all times.</li> <li>• Stockpiles of soil or other fine loose material shall be stabilized by watering or other appropriate method to prevent wind-blown fugitive dust.</li> <li>• Where acceptable to the fire department, weed control should be accomplished by mowing instead of discing, thereby, leaving the ground undisturbed and with a mulch covering.</li> </ul> <p>MM 4.3-2 Prior to the issuance of a building permit, individual proposed projects shall comply with the following EKAPCD building construction mitigation measures:</p> <ul style="list-style-type: none"> <li>• Once initial leveling has ceased all inactive soil areas within the construction site should either be seeded and watered until plant growth is evident, treated with a dust palliative, or watered twice daily until soil has sufficiently crusted to prevent fugitive dust emission.</li> <li>• All active disturbed soil areas should be sufficiently watered to prevent excessive dust, but no less than twice per day.</li> </ul>	

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
4.3 Air Quality (continued)				
			<p>MM 4.3-3 Prior to the issuance of a grading and/or building permit, individual proposed projects shall comply with the following EKAPCD vehicle mitigation measures:</p> <ul style="list-style-type: none"> <li>• On-site vehicle speed should be limited to 15 mph.</li> <li>• All areas with vehicle traffic should be paved, treated with dust palliatives, or watered a minimum of twice daily.</li> <li>• Streets adjacent to the project site should be kept clean and accumulated silt removed.</li> <li>• Access to the site should be by means of an apron into the project from adjoining surfaced roadways. The apron should be surfaced or treated with dust palliatives. If operating on soils that cling to the wheels of the vehicles, a grizzly or other such device should be used on the road exiting the project, immediately prior to the pavement, in order to remove most of the soil material from the vehicle's tires.</li> <li>• Properly maintain and tune all internal combustion engine powered equipment.</li> <li>• Require employees and subcontractors to comply with California's idling restrictions for compression ignition engines.</li> </ul>	

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.3 Air Quality (continued)</b>				
<p>Impact 4.3-3 Operation of land uses permitted by the proposed General Plan would violate air quality standards or contribute substantially to an existing or projected air quality violation.</p>	<p>See Impact 4.3-1</p>	<p>PS</p>	<p>MM 4.3-4 Prior to the issuance of a building permit, individual proposed projects shall comply with the following EKAPCD-recommended mitigation measures:</p> <ul style="list-style-type: none"> <li>• Provide direct pedestrian and bicycle access to neighborhood amenities, shopping areas, existing bike paths and transit stops in any residential development with a density of four or more residences per acre. Low, medium, and high-density developments should have curbs and sidewalks on both sides of the street.</li> <li>• Pave the access roadways and the project's interior streets where there are expected to be 50 vehicle trips per day on the road.</li> <li>• For medium to high density developments provide designated bicycle paths and easy access to these paths.</li> <li>• Provide easy and safe pathways to existing schools.</li> <li>• Residential developments should provide easy and safe pathways to existing parks and planned parks.</li> </ul>	<p>SU</p>

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
4.3 Air Quality (continued)				
			MM 4.3-4 (continued) <ul style="list-style-type: none"> <li>• For medium to high density residential development where transit services exist, construct bus turnouts and loading areas with shelters and locations acceptable to the local transit provider. This area will provide future easement for bus turnouts and shelters. If transit does not exist, but the project is within a transit district's sphere of influence, provide a site at a location and size acceptable to the transit provider</li> <li>• Install low-emitting, U.S. EPA-certified fireplace inserts and/or wood stoves or natural gas fireplaces. (Wood burning fireplaces are prohibited in developments of 10 or more residences by KCAPCD Rule 416.1)</li> <li>• Provide indigenous trees and shrubs around residences. This provides several air quality benefits by generating oxygen, anchoring soil and providing windbreaks and conserving energy by providing shade. Trees should be drought tolerant and planted in accordance with fire safe guidelines.</li> <li>• Provide natural lines or electrical outlets to backyards to encourage use of natural gas or electric barbecues.</li> <li>• Provide low NO<sub>x</sub> emitting and high efficiency water heaters or solar water heaters. (Required by KCAPCD Rule 424).</li> </ul>	

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.3 Air Quality (continued)</b>				
Impact 4.3-4 Development permitted by the proposed General Plan may cause or contribute to an exceedance of any California or National Ambient Air Quality Standard.	See Impact 4.3-1	PS	None available	SU
Impact 4.3-5 Development permitted by the proposed General Plan may exceed the District health risk public notification thresholds adopted by the EKAPCD Board (cancer risk exceeding 10 in 1 million or a ratio of the chronic or acute exposure to the reference exposure level ("hazard index") exceeding 1.0).	See Impact 4.3-1	PS	None available	SU
Impact 4.3-6 Development permitted by the proposed General Plan would not create objectionable odors affecting a substantial number of people.	NR (AQ) Objective 1 Policy NR4 (c) NR (OS) Objective 2 Policy NR23 ASM Objective 2 Policy NR35	LTS	None required	LTS
Impact 4.3-7 Development permitted by the proposed General Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	TF Objective 7 Policy TF27 Objective 12 Policy TF45 Policy TF46 Policy TF47 Policy TF48 Policy TF49 Policy TF50 Policy TF51 M Objective 1 Policy 1 Policy 2 Policy 3	PS	None available	SU

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
4.3 Air Quality (continued)				
	Objective 6 Policy 2 Policy 3 Objective 7 Policy 3 Objective 8 Policy 1 Policy 2 Policy 3 PR Objective 1 Policy PR2 Objective 2 Policy PR6 Policy PR7 Policy PR8 Policy PR9 NR (AQ) Objective 1 Policy NR1 Policy NR2 Policy NR3 Policy NR4 NR (Ag) Objective 1 Policy NR16 Policy NR17 Policy NR18 NR (FF) Objective 1 Policy NR26 Policy NR27 Objective 2 Policy NR30 Policy NR31			

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
4.3 Air Quality (continued)				
	SI (UI) Objective 2 Policy SI25 SI (E) Objective 1 Policy SI30 Policy SI31 Policy SI32 Policy SI33 Policy SI34 Policy SI35 Objective 2 Policy SI36 Objective 3 Policy SI37 Policy SI38 Policy SI39 CCH Objective 3 Policy CH8 Policy CH9 Policy CH10			
Impact 4.3-8 Development permitted by the proposed General Plan may conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.	See Impact 4.3-7	PS	None available	SU

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.4 Biological Resources</b>				
Impact 4.4-1. Development permitted by the proposed General Plan would 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 CDFG or USFWS.	TF Objective 1 Policy TF3 PR Objective 1 Policy PR4 NR (OS) Objective 1 Policy NR16 NR (FF) Objective 1 Policy NR26 NR (FF) Objective 2 Policy NR30	PS	None available	SU
Impact 4.4-2. Development permitted by the proposed General Plan will not result in the conversion of riparian habitat to more urban uses.	TF Objective 1 Policy TF1 NR (FF) Objective 1 Policy NR27	LTS	None required	NA
Impact 4.4-3. Development permitted by the proposed General Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.	See Impact 4.4-2	LTS	None required	NA
Impact 4.4-4. Development permitted by the proposed General Plan would not substantially interfere 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.	See Impact 4.4-1 and Impact 4.4-2	LTS	None required	NA
Impact 4.4-5. Development permitted by the proposed General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (No impact)	None available	NI	None required	NA
Impact 4.4-6 Development permitted by the proposed General Plan would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.	None applicable	NI	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.5 Cultural Resources</b>				
<p>Impact 4.5-1. Development permitted by the proposed General Plan could potentially cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. Compliance with proposed General Plan objectives and policies and implementation of proposed mitigation would ensure that implementation of the proposed General Plan would not cause an adverse effect on historic resources.</p>	<p>CCH Objective 7                      Policy CH26                      Policy CH27                      Policy CH28                      CCH Objective 8                      Policy CH29                      Policy CH30                      Policy CH31                      Policy CH32                      Policy CH33                      Policy CH34</p>	<p>PS</p>	<p>MM 4.5-1a. The following action shall be incorporated to the Civic Health and Culture Element:                       When historic architectural resources that are either listed in or determined eligible for inclusion in the NRHP or the CRHR, or the local historical registry, are proposed for demolition or modification, require an evaluation of the proposal to determine whether the project proposal would result in an adverse impact on the historic resource. If an adverse impact to the resource is identified, feasible measures shall be identified to mitigate the impact, which may include modification of the design, reuse of the structure, or avoidance of the structure.</p>	<p>LTS</p>
			<p>MM 4.5-1b. The following action shall be incorporated to the Civic Health and Culture Element:                       Develop and regularly update a comprehensive historic resources survey, in compliance with guidelines of the State Office of Historic Preservation. The survey shall include a historic context and inventory containing a list of all historically significant (contributing) properties and non-contributing buildings within the District and a map depicting their locations.</p>	

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.5 Cultural Resources (continued)</b>				
Impact 4.5-2. Development permitted by the proposed General Plan could potentially cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Compliance with proposed General Plan objectives and policies and implementation of proposed mitigation would ensure that implementation of the proposed General Plan would not cause an adverse effect on archaeological or paleontological resources.	CCH Objective 6 Policy CH20 Policy CH21 Policy CH22 Policy CH23 Policy CH24 Policy CH25	PS	MM 4.5-2. The following policy shall be incorporated to the Civic Health and Culture Element:  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.	LTS
Impact 4.5-3. Development permitted by the proposed General Plan could potentially disturb human remains, including those interred outside of formal cemeteries. Implementation of proposed mitigation would ensure that implementation of the proposed General Plan would not significantly disturb human remains.	None applicable	PS	MM 4.5-3. The following policy shall be incorporated to the Civic Health and Culture Element:  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.	LTS
<b>4.6 Geology and Soils</b>				
Impact 4.6-1. Development permitted by the proposed General Plan would not expose people or structures to rupture of a known earthquake fault or landslides.	CS Objective 1 Policy CS2	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.6 Geology and Soils (continued)</b>				
Impact 4.6-2. Development permitted by the proposed General Plan could potentially expose people or structures to strong seismic ground shaking. Compliance with the Uniform Building Code and proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause substantial harm people or structures.	CS Objective 1 Policy CS1 Policy CS3 Policy CS4 CS Objective 7 Policy CS26 Policy CS27 Policy CS28 Policy CS29 CS Objective 9 Policy CS33 Policy CS34 Policy CS35	LTS	None required	NA
Impact 4.6-3. Development permitted by the proposed General Plan could potentially expose people or structures to seismic-related ground failure, including liquefaction. Compliance with the Uniform Building Code and proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause substantial harm to people or structures.	CS Objective 2 Policy CS7	LTS	None required	NA
Impact 4.6-4. Development permitted by the proposed General Plan would not expose people or structures to potential substantial adverse effects involving landslides.	See Impact 4.6-2	NI	None required	NA
Impact 4.6-5. Development permitted by the proposed General Plan could result in soil erosion or the loss of topsoil. Implementation of an Erosion Control Plan and proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not result in substantial soil erosion or the loss of topsoil.	CS Objective 4 Policy CS12 Policy CS13 Policy CS14	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.6 Geology and Soils (continued)</b>				
Impact 4.6-6. Development permitted by the proposed General Plan could be located in areas susceptible to slope instability and landsliding or on expansive soil. Compliance with the Uniform Building Code and proposed General Plan objectives and policies would ensure that development would not be located on unstable or expansive soil.	See Impact 4.6-2	LTS	None required	NA
Impact 4.6-7. Development permitted by the proposed General Plan would not involve the installation of septic tanks or alternative wastewater disposal systems.	CS Objective 2 Policy 2	NI	None required	NA
Impact 4.6-8. Development permitted by the proposed General Plan would not result in the loss of availability of mineral resources.	NR (Ag) Objective 4 Policy NR24 Policy NR25 NR (ASM) Objective 1 Policy NR33 Policy NR34 NR (ASM) Objective 2 Policy NR35 Policy NR36 Policy NR37 Policy NR38 NR (ASM) Objective 3 Policy NR39	NI	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.7 Hazards and Hazardous Material</b>				
Impact 4.7-1. Development permitted by the proposed General Plan could involve the routine transport, use, or disposal of hazardous materials. Compliance with all federal, state and local regulations, and adherence to proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause an adverse effect on the environment.	CS Objective 12 Policy CS41 Policy CS42 Policy CS43	LTS	None required	NA
Impact 4.7-2. Development permitted by the proposed General Plan could create a potential significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with all federal, state and local regulations, and adherence to proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause an adverse effect on the environment.	CS Objective 12 Policy CS45 Policy CS50	LTS	None required	NA
Impact 4.7-3. Development permitted by the proposed General Plan could result in the handling of acutely hazardous materials, substances, or waste within one-quarter mile of a proposed school. Compliance with all federal, state and local regulations, and adherence to proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause an adverse effect on the environment.	CS Objective 12 Policy CS48	LTS	None required	NA
Impact 4.7-4. Development permitted by the proposed General Plan could be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 Compliance with all federal, state and local regulations, and adherence to proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause an adverse effect on the environment.	CS Objective 12 Policy CS44 Policy CS49	LTS	None required	NA
Impact 4.7-5. Development permitted by the proposed General Plan would not result in a safety hazard for people residing or working within the planning boundaries of the Tehachapi Municipal Airport and Mountain Valley Airport.	CS Objective 8 Policy CS30 Policy CS31	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.7 Hazards and Hazardous Material (continued)</b>				
Impact 4.7-6. Development permitted by the proposed General Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	CS Objective 2 Policy CS8 CS Objective 3 Policy CS10 CS Objective 9 Policy CS32 Policy CS36	LTS	None required	NA
Impact 4.7-7. Development permitted by the proposed General Plan could expose people or structures to a significant risk of loss, injury or death involving wildland fires. Compliance with proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not cause adverse risks.	CS Objective 6 Policy CS21 Policy CS22 Policy CS23 Policy CS24 Policy CS25	LTS	None required	NA
<b>4.8 Hydrology and Water Resources</b>				
Impact 4.8.1. Construction of land uses permitted by the proposed General Plan could result in adverse impacts to groundwater and/or surface water quality, thereby conflicting with water quality requirements. Implementation of proposed mitigation would ensure that implementation of the proposed General Plan would not cause an adverse effect on the environment.	None applicable	PS	MM 4.8-1 The following action shall be incorporated to the Sustainable Infrastructure Element:  Require new development projects to use best management practices (BMPs) to protect receiving waters from the adverse effects of construction activities. Require that the BMPs be developed and incorporated into construction plans prior to approval by the City.	LTS
Impact 4.8.2. Operation of land uses permitted by the proposed General Plan could result in adverse impacts to groundwater and/or surface water quality, thereby conflicting with water quality requirements. Compliance with proposed General Plan objectives and policies would not cause an adverse effect on the environment.	SI (WWS) Objective 1 Policy SI1 Policy SI2 Policy SI3 Policy SI4	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.8 Hydrology and Water Resources (continued)</b>				
Impact 4.8-3. Development permitted by the proposed General Plan would not substantially deplete groundwater supplies in the Tehachapi Groundwater Basin by increasing overall groundwater water demand.	SI (WWS) Objective 3 Policy SI11 Policy SI12 Policy SI13 Policy SI14 Policy SI15 Policy SI16 Policy SI17 Policy SI18 Policy SI19 Policy SI20	LTS	None required	NA
Impact 4.8-4. Development permitted under the proposed General Plan would occur in vacant areas that are currently available for groundwater recharge. Such development would reduce the area available for aquifer recharge and could substantially interfere with the process of groundwater recharge of the Tehachapi Groundwater Basin. Compliance with proposed General Plan objectives and policies would ensure continued groundwater recharge.	CS Objective 2 Policy CS5	LTS	None required	NA
Impact 4.8-5. Development of land uses permitted by the proposed General Plan would not substantially increase stormwater runoff rates and volumes above existing conditions.	SI (WWS) Objective 2 Policy SI5 Policy SI6 Policy SI7 Policy SI8 Policy SI9 Policy SI10	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.8 Hydrology and Water Resources (continued)</b>				
Impact 4.8-6. Development permitted by the proposed General Plan would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and would require the construction of new stormwater drainage facilities or expansion of existing facilities. Project-level CEQA analysis would analyze the potential environmental impacts of a project involving additional infrastructure and would identify mitigation measures more specific to those impacts.	SI (UI) Objective 2 Policy SI24	LTS	None required	NA
Impact 4.8-7. Development permitted by the proposed General Plan would place housing and structures within a 100-year flood hazard area. Compliance with proposed General Plan objectives and policies would ensure that implementation of the proposed General Plan would not place housing and structures at risk.	CS Objective 5 Policy CS15 Policy CS16 Policy CS17 Policy CS18 Policy CS19 Policy CS20	LTS	None required	NA
Impact 4.8-8. Implementation of the proposed General Plan could 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. Adherence to mitigation goals and objectives listed in the County's multi-hazard mitigation plan would reduce the severity of impact.	None applicable	LTS	None required	NA
Impact 4.8-9. Development of land uses under the proposed General Plan would not be affected by inundation associated with a tsunami or seiche event due to location relative to the Pacific Ocean and enclosed water bodies.	None applicable	NI	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.9 Land Use</b>				
Impact 4.9-1. Development of land uses permitted by the proposed General Plan would not result in a disruption of the existing community.	None applicable	LTS	None required	NA
Impact 4.9-2. Development permitted by the proposed General Plan would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	M Objective 9 Policy 1 NR (AQ) Objective 1 Policy NR3 NR (Ag) Objective 1 Policy NR16 Policy NR18 CS Objective 5 Policy CS19 CS Objective 8 Policy CS30 Policy CS31 CS Objective 12 Policy CS41	LTS	None required	NA
Impact 4.9-3. Development of land uses permitted by the proposed General Plan would not conflict with the provisions of any adopted Conservation Plan.	Not applicable	NI	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.10 Noise</b>				
Impact 4.10-1. Roadway vehicle traffic generated by development permitted by the proposed General Plan would not result in the 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 and would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	CS (N) Objective 1 Policy CS61 Policy CS62 CS (N) Objective 2 Policy CS63 Policy CS64 Policy CS65	LTS	None required	NA
Impact 4.10-2. Railroad traffic would not result in the 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 nor would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	See Impact 4.10-1	LTS	None required	NA
Impact 4.10-3. Stationary noise sources associated with development permitted by the proposed General Plan would not result in the 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 nor would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	See Impact 4.10-1	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.10 Noise (continued)</b>				
Impact 4.10-4. Vibration levels generated by the construction of development permitted by the proposed General Plan could result in the exposure of persons to excessive groundborne vibration or groundborne noise levels. Implementation of proposed mitigation would ensure that implementation of the proposed General Plan would not result in adverse vibration impacts.	None applicable	PS	MM 4.10-1. The following action shall be incorporated into the Community Safety Element:  Require new development to use best management practices (BMPs) to reduce vibration due to construction activities such as <ul style="list-style-type: none"> <li>• Conducting demolition, earthmoving, and ground-impacting operations sequentially, so as not to have two such operations occurring on the project site at the same time;</li> <li>• Selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or</li> <li>• Operating earthmoving equipment on the construction site as far away as possible or practical from vibration-sensitive sites; using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible</li> </ul>	LTS
Impact 4.10-5. Development permitted by the proposed General Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	See Impact 4.10-1	LTS	None required	NA
Impact 4.10-6. Development permitted by the proposed General Plan that is located within the vicinity of a public or private airport would not result in the exposure of people residing or working in the project area to excessive noise levels.	See Impact 4.10-1	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.11 Population and Housing</b>				
Impact 4.11-1. Development permitted by the proposed General Plan would result in land uses that promote an increase in population, housing, and employment in the Planning Area and thus induce substantial growth.	None applicable	LTS	None required	NA
Impact 4.11-2. Development permitted by the proposed General Plan may result in the displacement of housing and/or persons due to the construction of infrastructure necessary to serve new development or revitalization efforts.	TF Objective 9 Policy TF35 Policy TF36 TF Objective 10 Policy TF37 Policy TF38 TF Objective 11 Policy TF39 Policy TF40 Policy TF41 Policy TF41A Policy TF41B Policy TF41C Policy TF41D Policy TF41E Policy TF42 Policy TF43 Policy TF44	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.12 Public Services</b>				
Impact 4.12.1-1. Development under the proposed General Plan would result in the need for additional fire protection and emergency services facilities in order to maintain acceptable service ratios and response times, the construction of which could result in physical environmental impacts.	CS Objective 13 Policy CS52 Policy CS53 Policy CS54 Policy CS58	LTS	None required	NA
Impact 4.12.2-1. Development under the proposed General Plan would result in the need for additional police protection facilities in order to maintain acceptable service ratios and response times, the construction of which could result in physical environmental impacts.	CS Objective 13 Policy CS54 Policy CS55 Policy CS56 Policy CS57 Policy CS59	LTS	None required	NA
Impact 4.12.3-1. Implementation of the proposed General Plan would increase student enrollment within the TUSD and may require new school facilities and related services. However, existing fee programs would mitigate new growth demands for public school services.	TF Objective 13 Policy TF52 Policy TF53 Policy TF54	LTS	None required	NA
Impact 4.12.4-1. The proposed General Plan would provide an adequate amount of additional open space to meet anticipated demand for parks and recreational facilities.	PR Objective 3 Policy PR10 Policy PR11 Policy PR13 Policy PR14 Policy PR15	LTS	None required	NA
Impact 4.12.5-1. Development under the proposed General Plan would result in the need for additional library facilities in order to maintain acceptable service ratios and response times, the construction of which could result in physical environmental impacts.	None applicable	LTS	None required	NA

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.13 Transportation and Traffic</b>				
Impact 4.13-1. Development permitted by the proposed General Plan would conflict with the City's LOS standard for intersections.	M Objective 1 Policy 1 Policy 2 Policy 3 Objective 2 Policy 2 Objective 3 Policy 1 Objective 4 Policy 1 Policy 2 Policy 3 Objective 6 Policy 1 Policy 2 Policy 3	SU	None available	SU
Impact 4.13-2. Development permitted by the proposed General Plan would not conflict with the City's LOS standard for roadway segments.	See Impact 4.13-1	LTS	None available	LTS
Impact 4.13-3. Development permitted by the proposed General Plan would not conflict with an applicable congestion management program.	See Impact 4.13-1	LTS	None required	LTS
Impact 4.13-4. Development permitted by the proposed General Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	None applicable	LTS	None required	LTS
Impact 4.13-5. Development permitted by the proposed General Plan would not substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access.	M Objective 5 Policy 1 Policy 2	LTS	None required	LTS

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.13 Transportation and Traffic (continued)</b>				
Impact 4.13-6. Development permitted by the proposed General Plan would not conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	M Objective 8 Policy 1 Policy 2 Policy 3 PR Objective 1 Policy PR2 Objective 2 Policy PR6 Policy PR7 Policy PR8 Policy PR9 NR (AQ) Objective 1 Policy NR2(a)	LTS	None required	LTS
<b>4.14 Utilities and Service Systems</b>				
Impact 4.14.1-1. Development permitted by the proposed General Plan will not exceed the limits of the City's existing water entitlements and resources.	SI (WWS) Objective 3 Policy SI11 Policy SI12 Policy SI13 Policy SI14 Policy SI15 Policy SI16 Policy SI17 Policy SI18	LTS	None required	LTS
Impact 4.14.1-2 Development permitted by the proposed General Plan would require or result in either the construction of new water distribution facilities or the expansion of existing water distribution facilities.	SI (UI) Objective 1 Policy SI21 Policy SI22 Policy SI23 Policy SI23A Objective 2 Policy SI25 Policy SI26	LTS	None required	LTS

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.14 Utilities and Service Systems (continued)</b>				
Impact 4.14.2-1. Development permitted by the proposed General Plan would exceed the existing capacity of the City's wastewater treatment plant. However, future upgrades would provide enough capacity to meet expected demand.	None applicable	LTS	None required	LTS
Impact 4.14.2-2. Development permitted by the proposed General Plan would require or result in either the construction of new wastewater distribution facilities or the expansion of existing wastewater distribution facilities.	SI (UI) Objective 1 Policy SI22 Policy SI23B Objective 2 Policy SI26	LTS	None required	LTS
Impact 4.14.2-3. Development permitted by the proposed General Plan would not exceed wastewater treatment requirements issued by the Central Valley Regional Water Quality Control Board.	SI (WWS) Objective 1 Policy SI1 Policy SI2 Policy SI3 Policy SI4 UI Objective 2 Policy SI24	LTS	None required	LTS
Impact 4.14.3-1. Development permitted by the proposed General Plan would not result in solid waste levels exceeding available disposal capacity.	None applicable	LTS	None required	LTS
Impact 4.14.3-2. Development permitted by the proposed General Plan would comply with federal, state, and local statutes and regulations related to solid waste.	None applicable	LTS	None required	LTS

Impact	General Plan Objectives and Policies	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<b>4.14 Utilities and Service Systems (continued)</b>				
Impact 4.14.4-1. Development permitted by the proposed General Plan would not result in a substantial increase in electrical demand relative to the availability of supply, nor would it exceed the capacity of electrical generation or distribution facilities.	SI (E) Objective 1 Policy SI30 Policy SI31 Policy SI32 Policy SI33 Policy SI34 Policy SI35 Objective 2 Policy SI36 Objective 3 Policy SI37 Policy SI38 Policy SI39	LTS	None required	LTS
Impact 4.14.4-2. Development permitted by the proposed General Plan would not result in a substantial increase in natural gas demand relative to the availability of supply, nor would it exceed the capacity of electrical generation or distribution facilities.	See Impact 4.14.4-1	LTS	None required	LTS
Impact 4.14.4-3. Development permitted by the proposed General Plan would require or result in either the construction of new electrical, natural gas, and telecommunication distribution facilities or the expansion of existing electrical, natural gas, and telecommunication distribution facilities.	None applicable.	LTS	None required	LTS

Source: Impact Sciences, 2011.

## 3.0 COMMENT LETTERS AND RESPONSES

---

### OVERVIEW

The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with California Environmental Quality Act (CEQA). Section 15151 of the *State CEQA Guidelines* states the following regarding standards from which adequacy is judged:

*An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the *State CEQA Guidelines* describes the evaluation that CEQA requires in the response to comments. It states that:

*The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*

Section 15204(a) (Focus of Review) of the *State CEQA Guidelines* helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given them, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204.5(a) of the *State CEQA Guidelines* clarifies this for reviewers and states:

*In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a*

*lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

The guideline encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Given that an effect is not considered significant in the absence of substantial evidence, subsection (c) advises reviewers that comments should be accompanied by factual support. Section 15204(c) states:

*Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

## **LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR**

The City of Tehachapi Community Development Department received a total of two comment letters on the Draft EIR. Each comment letter has been assigned a corresponding number, and comments within each comment letter are also numbered. For example, comment letter "1" is from the California Department of Transportation. The responses to this letter are numbered "1-1," "1-2," "1-3," etc.

During and after the public review period, the following organizations/persons provided written comments on the Draft EIR to the City of Tehachapi Community Development Department:

## **COMMENTS AND RESPONSES**

### **State and Regional Agencies**

- 1 California Department of Transportation
- 2 California Public Utilities Commission

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY 711 (760) 872-0785
www.dot.ca.gov



Flex your power!
Be energy efficient!

March 14, 2012

David James, Community Development Director
City of Tehachapi
115 South Robinson Street
Tehachapi, California 93561

File: Ker-202, 58
DEIR
SCH #: 2009101084

Dear Mr. James:

Tehachapi General Plan (GP) and Draft Environmental Impact Report (DEIR)

1

The California Department of Transportation (Caltrans) District 9 appreciates the opportunity to comment on the GP and its DEIR. Thank you for clarifications provided during our February 1, 2012 telephone conversation and at our February 22, 2012 meeting. We offer the following comments on the General Plan Mobility Element section:

Page 2:31, Summary of Issues:

- 3rd bullet: A rewording for correction is merited, such as - "State Route 58 (SR-58) access (on and off ramps) exist at three grade separated junctions: SR-202 (Tucker Rd.), Mill St./Capital Hills Blvd., and Tehachapi Blvd. ("The Summit")." There is no SR-58 access at the Dennison Rd. bridge.
9th bullet: It may be relevant to note that residential areas (Stallion Springs, Bear Valley, etc.) contribute much more traffic to SR-202 than the prison. See enclosed "Appendix A" with average annual daily traffic numbers.
The last bullet states: "On-street parking needs to contribute to the success of businesses and to traffic calming. Over the long-term on-street parking would be beneficial along portions of SR-202 (Valley Blvd.) and Tucker Road."

2

The City and Caltrans have been working together to prohibit parking in this area. On-street parking does not necessarily contribute to business success; safe/convenient business access and parking do. Traffic calming in this segment is being created by development and associated landscaping. The planned raised center-median for Tucker Rd. (between Red Apple/Tehachapi Blvd. and Valley Blvd.) will also be a traffic calming measure. Prohibiting on-street parking does not necessarily negate "convenience" and it is also safer for cyclists since potential conflicts with vehicle open doors are eliminated. This comment is also relevant to page 2:32, E. Thoroughfare (Street) Types, 5th bullet.

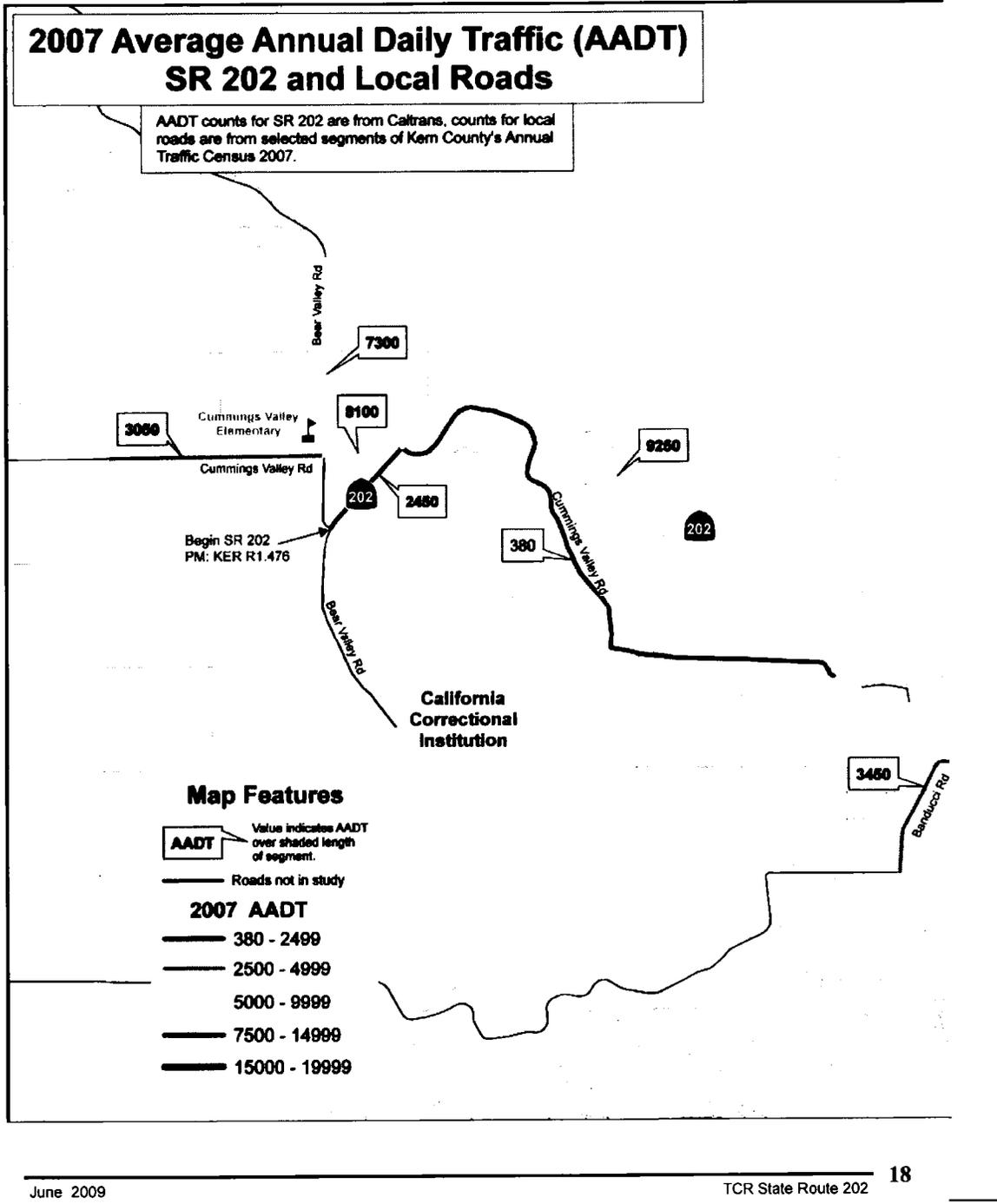
3

- Consider adding another bullet item containing: "SR-202 (portions of Tucker Rd. and Valley Blvd.) and SR-58 are state highways under the jurisdiction of Caltrans; hence, improvements must meet Caltrans standards. The City and Caltrans consult frequently regarding development and other issues pertaining to these facilities."

4

"Caltrans improves mobility across California"

Appendix A - 2007 AADT for SR 202 and Local Roads



Page 2:33, Figure 2-4 Mobility Plan:

- On Tucker Rd (SR-202) between Red Apple/Tehachapi Blvd. and Valley Blvd., proposed signals should be consistent with the proposed raised center-median. 5
- Ensure consistency with the DEIR Traffic Analysis Appendix (e.g. page 10 and Figure 5). Consider including the proposed signalized intersection north of the SR-58/Mill St. Bridge (westbound ramps). 6
- Consider if a future Broom Ranch road connection to the SR-202 (Tucker Rd.)/SR-58 interchange should be shown. 7

Page 2:39:

- Objective 1: Consider rewording to “Connect streets to optimize circulation.” Connecting “all” streets may not result in the best circulation patterns. (Also, see DEIR page 4.13-18 etc.) 8
- Objective 2, Policy 2: “Reserve or acquire right-of-way for future roadway improvements consistent with the Mobility Element.” Besides the Mobility Element, right-of-way may also be reserved/acquired in accordance with ordinances, plans, project conditions and the Tehachapi Region Traffic Impact Fee Program Facilities List. 9
- Objective 4, Anticipated Results, item A: Perhaps the sentence should end with “...contribution through developer fees.” 10

We have the following comments on the DEIR:

- Page 4.13-2: It seems the Tehachapi Blvd. intersections with SR-58 ramps should be included both with the “major intersections” and the “study intersections.” The 2<sup>nd</sup> bullet with Mill St. refers to the intersection on the north side of the bridge for the eastbound (not northbound) SR-58 ramps. 11
- Figure 4.13-2, Legend: For clarity, just use labels “Existing 2-lane road” and “Existing 4-lane road.” The 2-lane section of Tucker Rd (SR-202) south of SR-58 should be labeled as such. 12
- Page 4.13-5: Curry Street does not extend across SR-58. 13
- Page 4.13-11: Consider rewording to “. . . eastern Kern County, including the City of Tehachapi, is under the jurisdiction of District 9 (Bishop office) for planning, permitting, traffic operations and maintenance; and District 6 (Fresno office) for project development and construction.” 14
- Page 4.13-3: We understand that the City has started the public scoping process for its own Bicycle Plan. 15
- Figure 4.13-6: The Challenger Drive extension (Capital Hills to Dennison Rd.) is not shown as a proposed road. However, Figure 4-13-5 shows it as a planned bike route. Please clarify. 16

*“Caltrans improves mobility across California”*

Mr. David James  
March 14, 2012  
Page 3

- Page 4.13-16, 17: As noted in the GP comment above, development of the Broome Ranch property, northwest of Capital Hills, would seem to merit a circulation connection to the north end of Tucker Rd. We would expect traffic impacts be analyzed and improvements proposed for the interchange at SR-202 (Tucker Rd)/SR-58 along with Mill St./Capital Hills Blvd./SR-58 (already cited in the GP) in a future planning document.
- Page 4.13-18, Objective 1: Consider rewording to "Connect streets to optimize circulation." Connecting "all" may not be the best. (Other document locations also.)
- Figure 4.13-7: Should be titled "Road Segment..." not "Intersection Peak..."
- Figure 4.13-10 vs. Table 4.13-5: Ensure consistency between these two items.

Traffic Analysis Appendix:

- Pages 10-12: Intersection 2 is north of the bridge and is for the eastbound SR-58 ramps, not northbound ramps.
- Page 12: Tucker Rd. north of Tehachapi Blvd. is noted for widening to 6-lanes. As currently listed in the Tehachapi Region Transportation Impact Fee Program Facilities List, this section of road would be widened by two lanes thus, making it a 4-lane facility. You may wish to address this and any other inconsistencies between the Mobility Plan and Facilities List.

Please continue to forward project information. We value our cooperative working relationship with the City of Tehachapi. For any questions, feel free to contact me at (760) 872-0785.

Sincerely,



GAYLE J. ROSANDER  
IGR/CEQA Coordinator

Enclosure

c: State Clearinghouse  
Mark Reistetter, Caltrans

17

18

19

20

21

22

23

*"Caltrans improves mobility across California"*

**Letter No. 1: California Department of Transportation, District 9**

State of California  
Department of Transportation  
District 9  
500 South Main Street  
Bishop, California 93514  
Ms. Gayle J. Rosander, IGR/CEQA Coordinator  
March 14, 2012

**Response 1-1**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The interchange reference was unintended and will be deleted in the final/adoption version of the General Plan.

**Response 1-2**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The referenced bullet point will be reworded in the final/adopted iteration of the General Plan to read as follows:

Congestion at peak periods is exacerbated by prison shift changes which currently coincide with local schools letting out. However, it should be noted that the prison shift changes have been staggered to avoid exacerbating peak AM and PM vehicular movement associated with the communities of Stallion Springs, Bear Valley Springs, and Golden Hills which collectively contribute more traffic on Highway 202 than the operation of the California Corrections Institution (CCI).

**Response 1-3**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is

not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The City of Tehachapi acknowledges that they (the City) and Caltrans have been working together to prohibit on-street parking along the segment of SR-202 located within the City limits. The above referenced bullet point states “on-street parking needs to contribute to the success of businesses and traffic calming over the long-term on-street parking would be beneficial along portions of SR 202 (Valley Blvd.) and Tucker Road.” At first glance, this bullet point would appear to be contradictory to the City of Tehachapi and Caltrans desires to prohibit parking on SR 202. However, it should be noted that the Tehachapi General Plan Update is a long-range visionary document. At this juncture the development pattern of the Tucker Road (SR 202) corridor is dominated by strip malls and Big Box format retail establishments. Retail trends tend to come and go and, as a long-range document, the General Plan attempts to envision a post strip mall/Big Box retail future in which the Tucker Road (SR 202) commercial corridor could be a very different place. In this regard the General Plan attempts to proactively postulate a post strip mall/Big Box scenario in which the Tucker Road (SR 202) corridor is still dominated by retail/commercial activity, only with a more pedestrian orientation, as opposed to its current reliance on vehicular access. Under a more pedestrian orientated retail scenario on-street parking may make perfect sense and be central to the success of the business located therein. It is assumed that this hypothetical metamorphosis would occur over time, and only with the cooperation of Caltrans. It is in this regard that the bullet point does not conflict with the current status quo in that it states “over the long-term on-street parking would be beneficial along portions of SR 202 (Valley Blvd.) and Tucker Road. Again the Tehachapi General Plan is a long-range visionary document and the City of Tehachapi has no intentions in the short term of allowing on-street parking within the Tucker Road corridor in its current land use configuration.

**Response 1-4**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The General Plan Update in its final adopted iteration will include the following additional bullet point: Portions of Tucker Road and Valley Blvd. are coincident with SR 202. Additionally SR 58 bifurcates the Tehachapi City limits in an east-west orientation. Both are state highways under jurisdiction of Caltrans.

Therefore, improvements within these state highway rights-of-way must meet Caltrans standards regardless of whether they are public or privately initiated.

**Response 1-5**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

A conceptual median plan had been developed in conjunction with the Walmart Supercenter site plan review process. The median plan included a new signal light at the primary Tucker Road (SR 202) entrance into the Walmart center. As the median plan and signal light design transitions from conceptual to working drawings the two improvements will be designed and installed concurrently.

**Response 1-6**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

Figure 2-4 (Mobility Plan) on Page 2:33 has been updated/corrected to reflect the SR-58/Mill Street Bridge future signal referenced in the traffic study.

**Response 1-7**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

Broome Ranch Road connection to SR 202 would be outside of the City limits and Sphere of Influence and as such outside the scope of the Tehachapi General Plan updates. While this connection may have merit it would need to be incorporated into Kern County Greater Tehachapi Area Specific and Community Plan Circulation Element.

**Response 1-8**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The stated objective is to connect as many streets as possible. We could find no reference to connecting all streets, which we concur would be impractical to achieve.

**Response 1-9**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The bullet point will be modified in the final/adopted iteration of the General Plan Update to reflect suggestions contained in this comment.

**Response 1-10**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The bullet point will be modified in the final/adopted iteration of the General Plan Update to reflect suggestions contained in this comment.

**Response 1-11**

The requested intersections in this comment have been added to the major intersections and study intersections lists and the description of Mill Street has been changed.

Please refer to **Section 3.0** of this Final EIR to view the specific changes requested in this comment.

**Response 1-12**

The requested changes in this comment have been made to Figure 4.13-2.

Please refer to **Section 3.0** of this Final EIR to view the specific changes requested in this comment.

**Response 1-13**

The requested changes in this comment have been made to the description of Curry Street.

Please refer to **Section 3.0** of this Final EIR to view the specific changes requested in this comment.

**Response 1-14**

The requested changes in this comment have been made to the description of the CalTrans District responsible for the project area.

Please refer to **Section 3.0** of this Final EIR to view the specific changes requested in this comment.

**Response 1-15**

This comment references page 4.13-3, it appears that the text actually being referenced is on page 4.13-13. The City of Tehachapi has begun work on a Bicycle Plan and is currently in the beginning stages of development. Due to the fact that this plan is not yet in draft form, the Kern County Bicycle Facilities Plan is still the effective plan for the area and has been referenced as such.

**Response 1-16**

Figure 4.13-5 shows the preliminary planned bicycle master plan. This Bicycle Plan covers areas outside the planning area for this General Plan Update. The Bicycle Plan shows improvements to areas that are not included on the future circulation maps for the General Plan Update. This is not intended to indicate that only some improvements will be made to the Challenger Road Extension, it is merely the result of different sets of data being shown.

**Response 1-17**

Please refer to **Response 1-7**, above, for a discussion of the Broome Ranch development and circulation.

**Response 1-18**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. This individual comment is not directed at the adequacy or content of the Draft Environmental Impact Report (EIR). Consistent with *State CEQA Guidelines* Section 15088(c), no further response is provided to this comment.

**Response 1-19**

The requested changes in this comment have been made to the title of Figure 4.13-7.

Please refer to **Section 3.0** of this Final EIR to view the specific changes requested in this comment.

**Response 1-20**

Figure 4.13-10 and Table 4.13-5 show different data sets and therefore should not necessarily be consistent. Table 4.13-5 shows intersection delay and LOS with and without the General Plan policies, while Figure 4.13-10 shows future conditions of the intersections with network improvements. These two conditions, while similar, do not represent the same set of circumstances therefore differences between the two representations of data is to be expected.

**Response 1-21**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

These changes have been noted and will be made to the Traffic Analysis.

**Response 1-22**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

These changes have been noted and will be made to the Traffic Analysis.

**Response 1-23**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

All information regarding this project and any associated documents and hearings will continue to be sent to the CalTrans office for review.

STATE OF CALIFORNIA

Edmund G. Brown Jr., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



RECEIVED  
MAR 15 2012  
CITY OF TEHACHAPI

February 13, 2012

David James  
City of Tehachapi  
115 South Robinson Street  
Tehachapi, CA 93561

Dear Mr. James:

Re: SCH# 2009101084; City of Tehachapi General Plan Update

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code Section 1201-1205, requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal- Draft EIR* from the State Clearinghouse for the proposed General Plan Update.

1

RCES recommends that the City add language to the general plan update so that any future development adjacent to or near the railroad right-of-way is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way and compliance with the Americans with Disabilities Act.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

If you have any questions, please contact Sergio Licon, Utilities Engineer at [sal@cpuc.ca.gov](mailto:sal@cpuc.ca.gov), 213-576-7085, or me at 213-576-7078, [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,

2

Rosa Muñoz, PE  
Senior Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

**Letter No. 2: California Public Utilities Commission**

State of California  
Public Utilities Commission  
320 West 4<sup>th</sup> Street, Suite 500  
Los Angeles, California 90013  
Ms. Rosa Munoz, PE, Senior Utilities Engineer  
February 13, 2012

**Response 2-1**

This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Although this individual comment is not directed at the adequacy or content of the public Draft EIR, the following response has been provided.

The final/adopted iteration of the General Plan Update will incorporate your recommendations in the Community Safety Element of the General Plan. Language has been added on Page 2:110 as follows:

**Anticipated Results.**

- C. minimize potential hazards and conflicts between railroad operations and pedestrians;

**Policies**

- CS 41. City shall evaluate existing conditions and any future development proposals adjacent to or near railroad right-of-way with the safety of the rail corridor in mind. The City shall use all methods on hand including, but not limited to, public education, law enforcement, deterrence in the form of physical barriers where possible and project design.

**Response 2-2**

The requested mitigation measures in this comment have been included as policies in the proposed General Plan. This comment letter and the responses to the comments in this letter are included in the Final EIR and will be reviewed by the City of Tehachapi decision makers prior to considering the certification of the EIR and the adoption of the proposed Tehachapi General Plan Update. Consistent with *State CEQA Guidelines* Section 15088(c), no further response is provided to this comment.

## 4.0 CORRECTIONS AND ADDITIONS

---

The following corrections and additions are set forth to update the City of Tehachapi General Plan Update Draft Environmental Impact Report (Draft EIR) in response to the comments received during and after the public review period. Changes to the Draft EIR are listed by section and page number and new text is provided in underline with strikeout of deleted text.

The following additions and corrections have been reviewed in relation to the standards in Section 15088.5(a) and (b) of the *California Environmental Quality Act (CEQA) Guidelines* on when recirculation of a Draft EIR is required prior to certification. The additions and corrections to the Revised Draft EIR document do not constitute new significant information requiring recirculation of the Draft EIR.

Sections 15088.5(a) and (b) of the *State CEQA Guidelines* state,

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
  - (1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - (3) *A feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponent decline to adopt it.*
  - (4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

## LIST OF CHANGES

The following pages from the Draft EIR have been changed:

4.6-30

4.13-2

4.13-4 (Figure 4.13-2, Existing (2008) Roadway Travel Lanes)

4.13-5

4.13-9 (Figure 4.13-3, Existing (2008) Intersection Peak Hour Level-of-Service)

4.13-11

4.13-17

4.13-21 (Figure 4.13-7, Tehachapi Future (2035) Conditions – Road Segment Peak Hour Level-of-Service)

4.13-27

6.0-6

6.0-11

6.0-15

6.0-16

would act to protect and conserve these resources. For example, Natural Resources (Open Space) Objective 4, Policy NR24 would designate all land that contains mineral resources as rural open space. In addition, Natural Resources (Archeology, Soils, and Minerals) Objective 1, Policy NR33 would avoid allowing development on areas identified with important mineral resources. For these reasons, development permitted by the proposed General Plan would not result in the loss of availability of mineral resources, and this impact is considered less than significant no impact would occur.

***Proposed General Plan Objectives and Policies that Reduce the Impact***

**Natural Resources Element**

***Open Space***

- Objective 4                      Protect open space that contains mineral resources.
  
- Policy NR24                      Identify all land that contains mineral resources and designate it as rural open space (Sector 01 or 02 in the Community Structure Plan).
  
- Policy NR25                      Evaluate existing development standards for rural open space to identify appropriate amendments reflective of the mineral resources on site.

***Archeology, Soils, and Minerals***

- Objective 1                      Protect mineral resources.
  
- Policy NR33                      Avoid allowing any use or development on areas identified with important mineral resources. For sites outside of Tehachapi’s Sphere of Influence, represent this policy to Kern County as part of the review process.
  
- Policy NR34                      Represent mineral-resource areas within the Sphere of Influence as open space or agriculture (Sectors 01, 02 on the Community Structure Plan).
  
- Objective 2                      Balance between the need to extract mineral resources and the need for a healthy and beautiful environment.
  
- Policy NR35                      Monitor the requirements set forth by Kern County and other agencies on mineral-extraction operations to identify issues regarding compliance (e.g., dust-management, dust-control by haulers, noise, vibration, odor, aesthetics, etc.).

## Local Street System

### *Intersections*

Major intersections that are located within and outside the City of Tehachapi are provided below. The location of these intersections is shown in **Figure 4.13-1, Existing Conditions at Study Intersections**.

- Tucker Road/Valley Boulevard (Signalized)
- Mill Street/SR-58 ~~North-East~~ Bound Ramps (2-Way Stop)
- Green Street/Tehachapi Boulevard (4-Way Stop)
- Curry Street/Valley Boulevard (Signalized)
- Dennison Street/Tehachapi Boulevard (2-Way Stop)
- Dennison Street/Highline Road (2-Way Stop)
- Steuber Road/Tehachapi Boulevard (2-Way Stop)
- Tehachapi Boulevard/SR-58 East Bound Ramps (2-Way Stop)
- Tehachapi Boulevard/SR-58 West Bound Ramps (2-Way Stop)

### *Major Arterials*

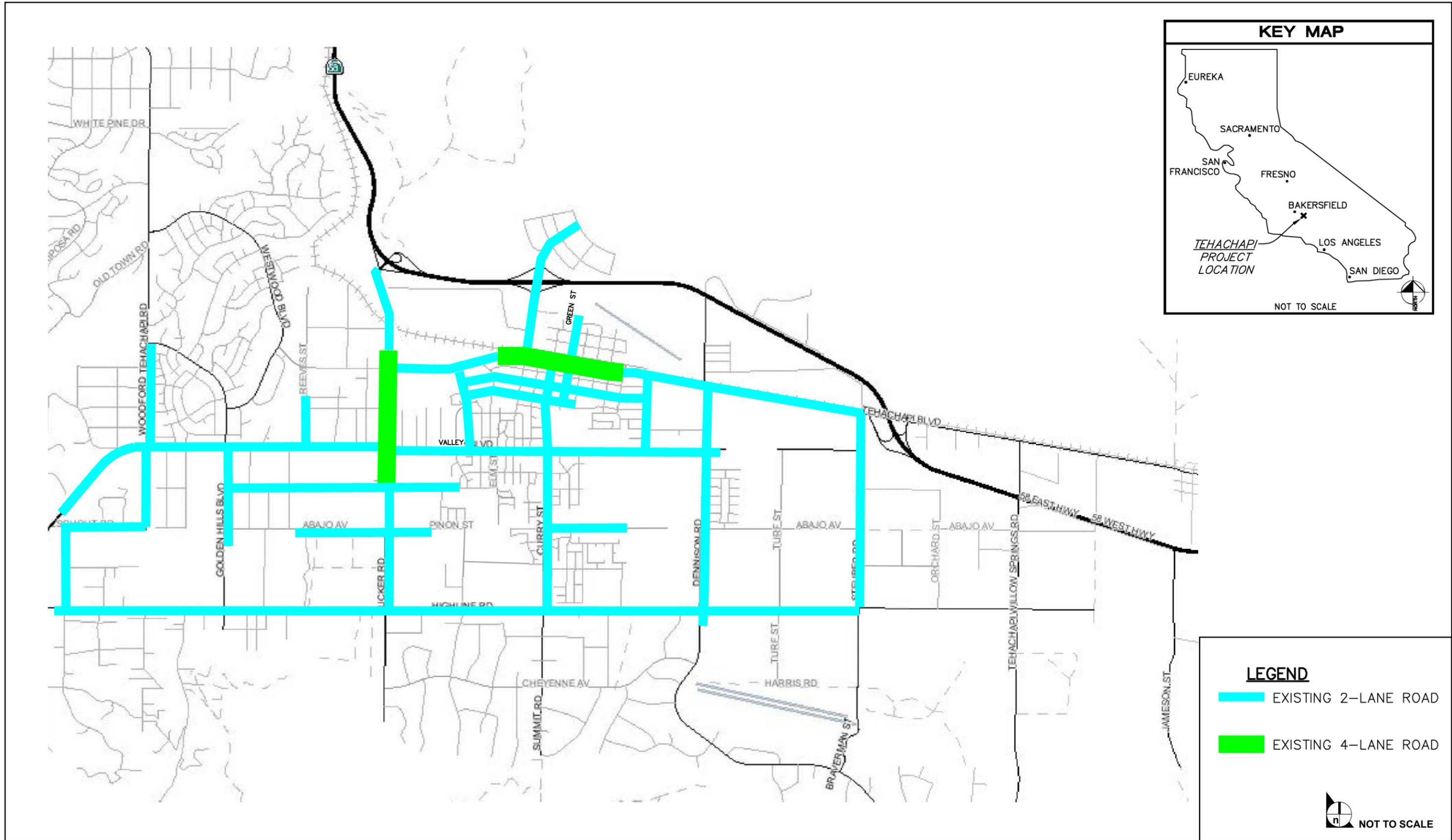
Brief descriptions of the key roadways that provide access within the City of Tehachapi are provided below. The location and configuration of these roadways is shown on **Figure 4.13-2, Existing (2008) Roadway Travel Lanes**.

#### **Tehachapi Boulevard**

This facility is a four lane east-west road that travels from Tucker Road to the outskirts of town past Dennison Road. Tehachapi Boulevard is currently designated as an Arterial in the Circulation Element of the current City of Tehachapi General Plan from the western Sphere of Influence to the eastern Sphere of Influence. Tehachapi Boulevard is the City's major thoroughfare and serves commercial uses in Tehachapi's Historic Downtown commercial district.

#### **Valley Boulevard**

This facility is an east-west roadway that contains two to four lane sections between Tucker Road and Dennison Road. Valley Boulevard is currently designated as an Arterial in the Circulation Element of the current City of Tehachapi General Plan. Valley Boulevard provides access to residential neighborhoods and commercial and retail land uses.



SOURCE: Kimley-Horn & Associates, Inc. – May 2010

FIGURE 4.13-2

Existing (2008) Roadway Travel Lanes

### **Highline Road**

This facility is a two lane east-west roadway that is located in southern Tehachapi. Highline Road is currently designated as an Arterial in the Circulation Elements of the current City of Tehachapi General Plan and the Greater Tehachapi Area Specific and Community Plan. This facility provides relief to the SR-202 corridor by “~~catching~~ capturing” trips traveling across the valley in particular to employment centers in the Antelope Valley by way of Tehachapi Willow Springs Road. This facility currently serves residential and agricultural uses.

### **Tucker Road**

This facility is a key north-south road that extends north from Highline Road to Tehachapi Boulevard as four lanes and from Tehachapi Boulevard to SR-58 as two lanes. Tucker Road is currently designated as an Arterial in the Circulation Element of the current City of Tehachapi General Plan. Tucker Road primarily serves commercial and retail type developments to the north and residences to the south in the City of Tehachapi.

### **Curry Street**

This facility is a two lane north-south roadway that is bisected and cut off by the Union Pacific Railroad (UPRR) right-of-way. The northern portion of the roadway extends north ~~across SR-58~~ from H Street to J Street while the southern portion of the roadway extends south from Tehachapi Boulevard to Highline Road. Curry Street is currently designated as an Arterial in the Circulation Element of the current City of Tehachapi General Plan from Tehachapi Boulevard to Highline Road. Curry Street north of the UPRR right-of-way primarily serves residential land uses near SR-58 while Curry Street south of the UPRR right-of-way serves residential uses.

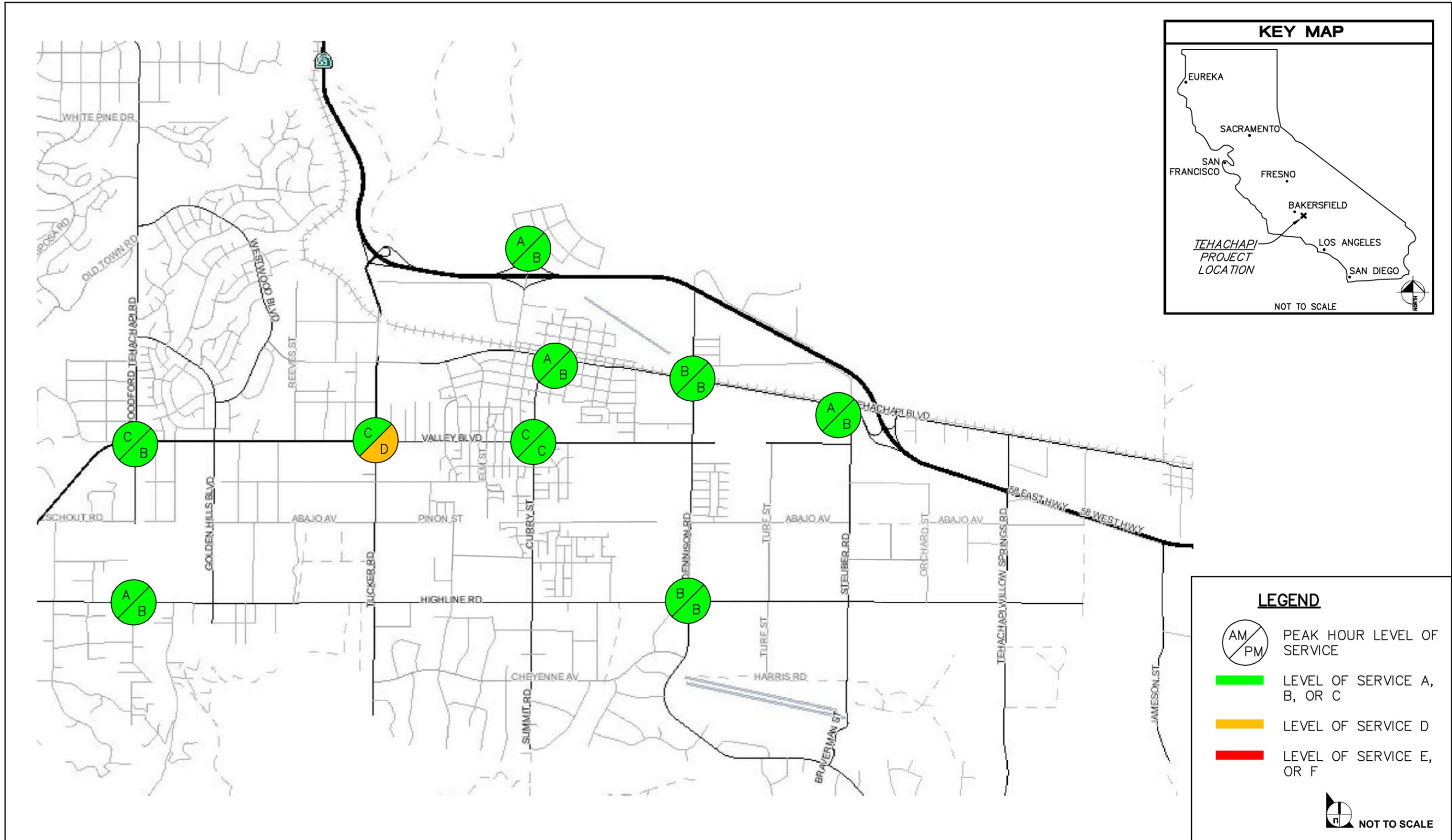
### **Dennison Street**

This facility is a two lane north-south road that is located in eastern Tehachapi. Dennison Road is currently designated as an Arterial in the Circulation Element of the current City of Tehachapi General Plan. Dennison Street primarily serves industrial land uses near SR-58 and primary access to the Tehachapi High School facility south of Valley Boulevard.

## **Level of Service Methodology**

### ***Intersections***

The analysis of existing intersection traffic conditions was performed utilizing a traffic model developed for the project (TRAFFIX, version 7.8). This program utilizes the Highway Capacity Manual (HCM)



SOURCE: Kimley-Horn & Associates, Inc. - May 2010

FIGURE 4.13-3

Existing (2008) Intersection Peak Hour Level-of-Service

## Aviation System

Tehachapi is home to two airports: the Tehachapi Municipal Airport and the Mountain Valley Airport. The Tehachapi Municipal Airport is a publicly owned airport located in the central portion of the Planning Area, north of the UPRR right-of-way and south of SR-58. The airport covers 264 acres and has one runway. Of the approximate 36,500 total aircraft operations (100 flights per day), about 88 percent consist of single engine aircraft and about 12 percent consist of twin-engine aircraft. In addition, approximately 90 percent of aircraft operations occurred during day time hours (7 am to 7 pm) while about seven percent occurred during evening hours (7 pm to 10 pm) and about three percent occurred during night time hours (10 pm to 7 am).<sup>2</sup>

The Mountain Valley Airport is a privately owned and publicly accessed airport primarily used for glider operations and is located in the southern portion of the Planning Area on the outskirts of the City. Edwards Air Force Base also has a pilot training program operating out of the airport and Navy personnel fly sailplanes out of the facilities. The airport covers 170 acres and has two runways. Of the approximate 56,000 total aircraft operations (153 flights per day), almost all of the flights consisted of single engine aircraft. In addition, approximately 98 percent of aircraft operations occurred during day time hours (7 am to 7 pm) while about one percent occurred during evening hours (7 pm to 10 pm) and about one percent occurred during night time hours (10 pm to 7 am).<sup>3</sup>

## Rail System

The UPRR right-of-way traverses the Tehachapi Valley and bisects the City of Tehachapi in the process. Currently, up to 130 trains at lengths up 1.5 miles travel along the UPRR right-of-way.

## REGULATORY FRAMEWORK

### State

#### *State of California Transportation Concept Reports*

The California Department of Transportation (Caltrans) prepares various planning documents for facilities throughout the state. The state is divided into 12 Caltrans districts. Kern County, including the City of Tehachapi, is ~~within District 6~~ under the jurisdiction of District 9 (Bishop office) for planning, permitting, traffic operations and maintenance; and District 6 (Fresno office) for project development and construction. The goals established for specific highways are documented in Transportation Concept Reports (TCR).

<sup>2</sup> County of Kern, Airport Land Use Compatibility Plan, adopted September 23, 1996.

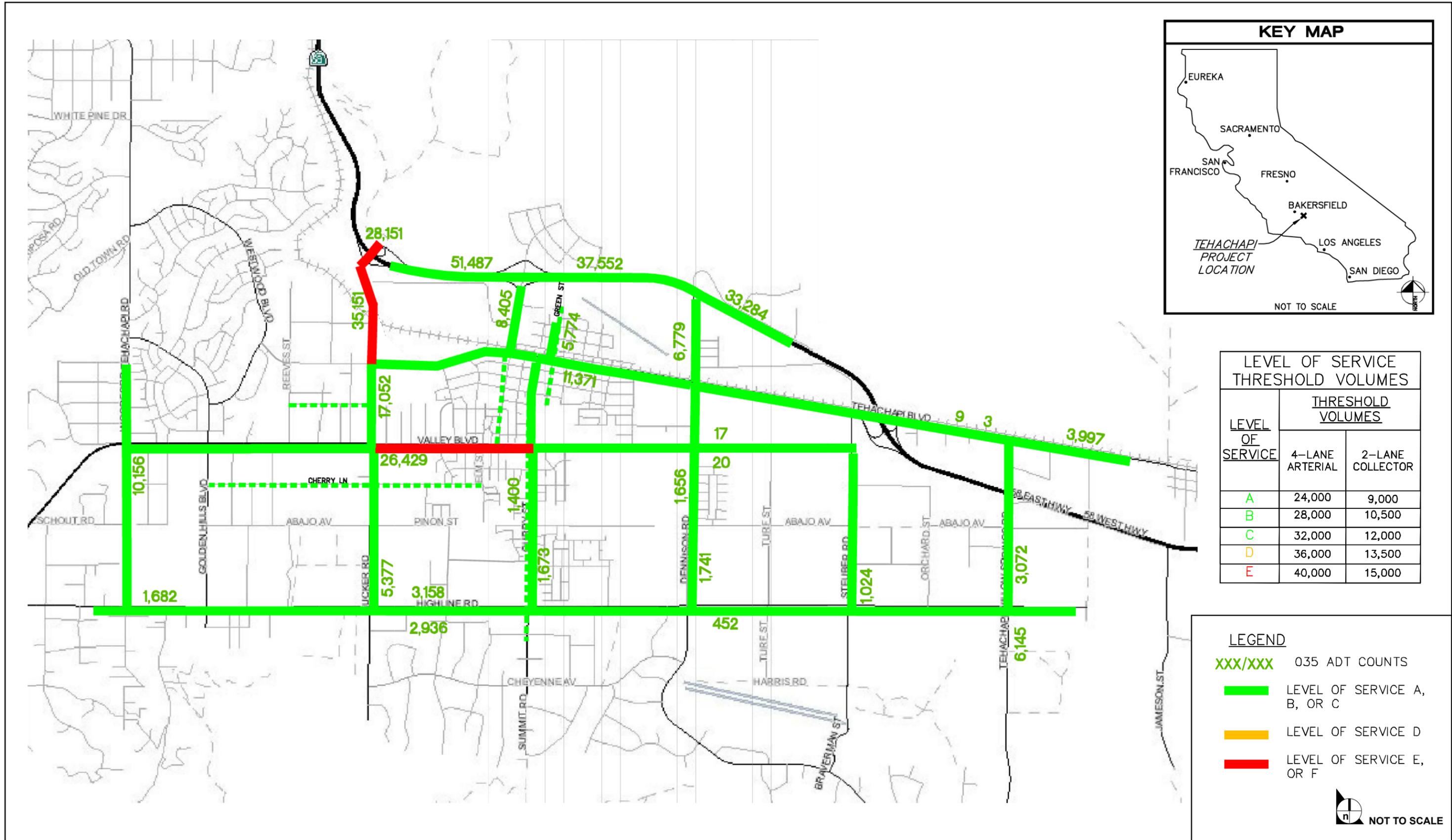
<sup>3</sup> County of Kern, Airport Land Use Compatibility Plan, adopted September 23, 1996.

promote more efficient use of the network. Signal synchronization would reduce delays by an average of 20 to 25 percent. Vehicle throughput on corridors with synchronized signals may increase between 13 and 30 percent depending on the vehicle volumes.

- Improving network connectivity - Improving the east-west network capability by providing a parallel arterial to Highway 58 would reduce the increased volumes from the Broome property. The increased connectivity would provide additional roadway capacity and improve utilization of the Mill Street interchange. Each additional lane is expected to increase the roadway capacity by 5,000 to 8,000 vehicles per day.
- Reducing land use intensity - Reducing the land use intensity would decrease the number of projected trips. The reduction in trips would depend on the type of land use that is reduced. A 5 percent reduction in residential use would reduce about 750-900 trips. A 5 percent reduction in commercial land use would reduce about 350-450 trips.
- Travel Demand Management- Travel Demand Management techniques are strategies that reduce demand for single occupancy vehicles. These techniques include infrastructure design and promoting non-motorized modes of travel to shuttle and transit programs. By providing a mixed use environment with the associated pedestrian infrastructure of sidewalks and crosswalks, residents of the Broome property can walk to the commercial district. Mixed use developments have been shown to reduce trips from between 5 and 15 percent. Transit or shuttle service to major employers or to the commercial district has been shown to reduce trips by as much as 8 to 10 percent.
- Interchange Improvements -The Broome property currently accesses Highway 58 through one interchange, at Mill Street. Improving the interchanges would mitigate the trips from the Broome property by providing additional capacity to move trips from the network to the freeway.

Improvements could include signalization, construction of additional through and/or turn lanes, improvements in existing roadway connections, grade separations or alternative improvements such as traffic circles or synchronization. Alternative improvements were not tested for these intersections. The intersections should be studied in detail in the future, as development occurs and additional network improvements are planned. The above future intersection improvements would improve the future operating conditions at all of the analyzed intersections to LOS C or better.

The proposed General Plan contains objectives and policies that seek to minimize the impacts of traffic generated by land use permitted by the proposed General Plan. For example, Mobility Objective 3, Policy 1 would require the City to maintain/generate context-related level of service standards for each street type within Tehachapi's SOI while Policy 2 would require the City to generate standards for new development to mitigate impacts to level of service in a manner that corresponds to the intended environment(s) that are involved. ~~However, while these actions would minimize the impact of traffic generated by the proposed General Plan, without a listing of specific improvements to study area intersections, traffic generated by the proposed General Plan would still result adversely effect study area intersections. For this reason, this impact is considered significant and unavoidable to the extent that impacts would become less than significant.~~



SOURCE: Kimley-Horn & Associates, Inc. – November 2011

FIGURE 4.13-7

Tehachapi Future (2035) Conditions – Road Segment Peak Hour Level-of-Service

**Threshold**                      **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**

**Impact 4.13-4**                      **Development permitted by the proposed General Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. (Less than significant)**

Tehachapi is home to two airports: the Tehachapi Municipal Airport and the Mountain Valley Airport. The Tehachapi Municipal Airport is a publicly owned airport located in the central portion of the Planning Area, north of the UPRR right-of-way and south of SR-58. The Mountain Valley Airport is a privately owned and publicly accessible airport used for glider operations and is located in the southern portion of the Planning Area on the outskirts of the City, south of Highline Road.

The proposed maximum height limits designated in the proposed General Plan for land uses that surround each airport are consistent with the height limits established by ~~the~~ <sup>the</sup> ALUCP. For example, Downtown Tehachapi is located in Compatibility Zone C, which generally restricts the heights of buildings to 35 feet. According to the proposed General Plan, no buildings within the Downtown area are to exceed 3 stories. As a result, development permitted by the proposed General Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and this impact is considered less than significant.

***Proposed General Plan Objectives and Policies that Reduce the Impact***

None applicable

***Mitigation Measures***

None required

### ***Population and Housing***

The number of dwelling units at buildout of the existing General Plan would increase by 454 residential units by 2013.<sup>3</sup> Based on a city average of 2.648 persons per household, this increase in residential dwelling units is expected to add approximately 1,203 new residents. The existing General Plan would result in slightly fewer residential units and new residents. As such, Alternative 1 would result in incrementally fewer population and housing impacts and impacts from Alternative 1 would remain less than significant.

### ***Public Services***

As discussed above, buildout housing units and population under Alternative 1 would be slightly less than the proposed project. Since land uses would be segregated under the existing General Plan, more land would be developed and spread out over the Sphere of Influence, requiring fire, emergency medical services, and police services to respond to calls over a further distance within an adequate response time. As such, impacts under Alternative 1 would be similar to the proposed project and public service impacts under Alternative 1 would result in less than significant.

### ***Transportation and Traffic***

As discussed above, buildout housing units and population under Alternative 1 would be slightly less than the proposed project. However, land uses would be segregated and the lower-density development under Alternative 1 would result in an increased trip generation and vehicle miles traveled. Additionally, the proposed project is a physical plan based on connectivity, diversity of building and housing types, and proximity of services to use Tehachapi's limited resources wisely for transportation improvements, which would not be realized under Alternative 1. As such, impacts under Alternative 1 would be greater than the proposed project. As such ~~and similar to the proposed project~~, Alternative 1 would also result in significant and unavoidable transportation and traffic impacts.

### ***Utilities***

As discussed above, buildout housing units and population under Alternative 1 would be slightly less than the proposed project. Since land uses would be segregated under the existing General Plan, more land would be developed and spread out over the Sphere of Influence, requiring more utilities and infrastructure to be developed. As such, impacts under Alternative 1 would be similar to the proposed project and utilities impacts under Alternative 1 would result in less than significant.

---

<sup>3</sup> Kern COG, 2007. Regional Housing Needs Assessment, <http://www.kerncog.org/docs/housing/RHNA.pdf>.

### *Public Services*

As discussed above, buildout housing units and population under Alternative 2 would be 50 percent less than the proposed project. As such, public service impacts under Alternative 2 would be less than the proposed project and Alternative 2 would result in less than significant public service impacts.

### *Transportation and Traffic*

As discussed above, buildout housing units and population under Alternative 2 would be 50 percent less than the proposed project. Given housing units and population impacts under Alternative 2 would be fewer than the proposed project, transportation and traffic impacts would be reduced. Alternative 2 would also result in less than significant transportation and traffic impacts.

### *Utilities*

As discussed above, buildout housing units and population under Alternative 2 would be 50 percent less than the proposed project. Impacts under Alternative 2 would be incrementally reduced compared to the proposed project and utilities impacts under Alternative 2 would result in less than significant.

### *Conclusion*

As discussed above, Alternative 2 would result in fewer impacts to all categories and would reduce the agricultural resources, air quality, and biological resources, ~~air quality, and transportation and traffic~~ significant and unavoidable impacts. ~~Additionally, Alternative 2 would avoid the significant and unavoidable transportation and traffic impacts.~~ However, Alternative 2 would result in a new significant and unavoidable impact to population and housing and would not be able to accommodate the projected growth within the Sphere of Influence. Additionally, Alternative 2 would cause subsequent impacts on the surrounding Kern County area.

### **Alternative 3 – Traditional General Plan Alternative**

Under Alternative 3, buildout would result in the addition of approximately 2,012 dwelling units, 766,496 square feet square feet of commercial space, and 759,714 square feet of industrial space. In addition, implementation of Alternative 3 would result in the addition of 206.6 acres of park/open space, 454.83 acres of rights-of-way, and a conversion of approximately 2,414 acres of agricultural space to residential, commercial, and industrial space. As such, the same amount of development would occur under Alternative 3 as the proposed project, however, land uses would continue to be segregated and development would be low-density and therefore, would be spread out over more land.

under Alternative 3 would be incrementally increased when compared to the proposed project, however, public service impacts under Alternative 3 would remain less than significant.

### ***Transportation and Traffic***

As discussed above, buildout under Alternative 3 would result in the same number of housing units and population as the proposed project. However, land uses would be segregated and development would be lower-density, resulting in a more dispersed land development. As such, Alternative 3 would result in an increased trip generation and vehicle miles traveled. Additionally, the proposed project is a physical plan based on connectivity, diversity of building and housing types, and proximity of services to use Tehachapi's limited resources wisely for transportation improvements, which would not be realized under Alternative 3. Therefore, impacts under Alternative 3 would be greater than the proposed project. ~~However, similar to the proposed project, Alternative 3 would also~~ and would result in significant and unavoidable transportation and traffic impacts.

### ***Utilities***

As discussed above, buildout under Alternative 3 would result in the same number of housing units and population as the proposed project. However, land uses would be segregated and development would be lower-density than the proposed project, resulting in a more dispersed land development and requiring more utilities and infrastructure to be developed. As such, impacts under Alternative 3 would be incrementally greater than the proposed project, however, utilities impacts under Alternative 3 would remain less than significant.

### ***Conclusion***

Alternative 3 would result in greater impacts to all categories except for population and housing which would remain the same. Therefore, Alternative 3 would not avoid any of the significant and unavoidable impacts caused by the proposed project. Additionally, Alternative 3 would not meet Project Objectives 4 through 7 since the existing General Plan is based on Euclidian code, or one that segregates land uses.

## **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

*State CEQA Guidelines* Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. Of the alternatives considered in this section, the Reduced Density Alternative (Alternative 2) would be the environmentally superior alternative to the other alternatives as it would result in the greatest incremental reduction of the overall level of impact when compared to the proposed project due to the reduction in development intensity. ~~Additionally, this~~

~~alternative would avoid the significant and unavoidable transportation and traffic impacts.~~ Alternative 2 would meet all the objectives of the proposed project. While the overall impacts of the proposed project would be incrementally reduced by the selection of Alternative 2, the significant and unavoidable agricultural resource and biological resource impacts would not be eliminated by this alternative. However, as discussed above, Alternative 2 would not be able to accommodate the projected growth within the Sphere of Influence and would stifle development. As such, the unintended consequences of Alternative 2 would result in significant and unavoidable population and housing impacts due to the inability to meet regional housing needs, and causing subsequent impacts on the surrounding Kern County area which would have to absorb the growth foreclosed upon within the City limits.